

High Desert Corridor Project

Los Angeles and San Bernardino Counties, CA
District 7 - LA - 14 - PM 57.8 to PM 64.1
District 8 - SBD - 18 - PM 84.3

Project ID #0712000035 (EA:2600U)
SCH #2010091084

Final Environmental Impact Report/ Environmental Impact Statement and Section 4(f) (De Minimis Findings)

Volume 2 of 3

Prepared by the
State of California Department of Transportation

The environmental review, consultation, and any other action required in accordance with applicable federal laws for this project is being, or has been, carried-out by Caltrans under its assumption of responsibility pursuant to 23 U.S. Code 327.

June 2016



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Appendix A CEQA Checklist

Supporting documentation of all CEQA checklist determination is provided in Chapters 3 and 4 of this Environmental Impact Report/Environmental Impact Statement (EIR/EIS). This checklist identifies physical, biological, social and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the projects indicate no impacts. A NO IMPACT answer in the last column reflects this determination. Where there is a need for clarifying discussion, the discussion is included either following the applicable section of the checklist or is within the body of the environmental document itself. The words "significant" and "significance" used throughout the following checklist are related to CEQA, not NEPA, impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
I. AESTHETICS: Would the project:				
a) Have a substantial adverse effect on a scenic vista	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
II. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

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

V. CULTURAL RESOURCES: Would the project:

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

VI. GEOLOGY AND SOILS: Would the project:

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

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ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

VII. GREENHOUSE GAS EMISSIONS: Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

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

VIII. HAZARDS AND HAZARDOUS MATERIALS: Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

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

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

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	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
X. LAND USE AND PLANNING: Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XI. MINERAL RESOURCES: Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XII. NOISE: Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XIII. POPULATION AND HOUSING: Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
XIV. PUBLIC SERVICES:				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

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

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

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

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Appendix B Section 4(f) De Minimis
Impact Determination and
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1.0 Introduction

This appendix documents consideration of the High Desert Corridor (HDC) Project in relation to the Section 4(f) requirements. It references information from the Finding of Adverse Effect (November 2015), Noise Study Report (NSR) and HSR Vibration Impact Assessment (August, 2014), Visual Impact Assessment (September, 2014), and Air Quality Study (August, 2014) prepared for this project.

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

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

1.1 Section 4(f) Use

As defined in 23 *Code of Federal Regulations* (CFR) Section 774.17, use of a protected Section 4(f) property occurs when any of the following conditions is met:

- Land is permanently incorporated into a transportation facility through partial or full acquisition (i.e., direct use).
- There is a temporary occupancy of land that is adverse in terms of the preservationist purposes of Section 4(f) (i.e., temporary use).
- There is no permanent incorporation of land, but the proximity of a transportation facility results in impacts so severe that the protected activities, features, and/or attributes that qualify a property for protection under Section 4(f) are substantially impaired. This is referred to as a constructive use.

The use, including any measure(s) to minimize harm (such as any avoidance, minimization, mitigation, or enhancement measures) committed to by the applicant, will have a *de minimis* impact when there would be either:

1. A Section 106 finding of no adverse effect or no historic properties affected on a historic property; or
2. 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).

1.2 Section 6(f)

Section 6(f)(3) of the Land and Water Conservation Fund Act (16 U.S.C. §4601-4) also contains provisions to protect federal investments in park and recreation properties and the quality of those assisted properties. The Land and Water Conservation Fund Act includes a clear “anti-conversion” requirement that applies to all parks and other sites that have been the subject of Land and Water Conservation Fund grants of any type, whether for acquisition of parkland, development, or rehabilitation of facilities.

2.0 List of the Section 4(f) Properties

Properties subject to the provisions of the requirements of Section 4(f) are publicly owned parks and recreation areas, wildlife and waterfowl refuges of national, State, or local significance, and historic sites of national, State, or local significance.

In total, there are 16 recreational properties within 0.5 mile of the project footprints and 6 historic properties within the project's APE that are considered Section 4(f) properties. It is anticipated that the project build alternatives and variations, except Variation E, would result in a *de minimis* finding for 1 recreational property and 6 historic properties (Section 3.0), and no use to the remaining parks and historic properties (Section 4.0). Table 1 summarizes these properties and uses. The sections that follow will discuss them in more detail. It should be noted that because no physical change would occur under the No Build Alternative, there would be no use or impact to any Section 4(f) properties. Therefore, there would be no further discussion regarding impacts of the No Build Alternative. The following sections will focus on discussing impacts of the build alternatives and variations only.

Table 1 provides a summary of Section 4(f) properties and use status. Table 2 summarizes Section 4(f) use by alternatives.

Figures 1 through 3 show the locations of the Section 4(f) properties within the project area.

Table 1: Summary of Section 4(f) Properties and Use Status

	Name of Property	Location	Type of Property	Alternative near which Property is Located	4(f) Use Conclusion (for all alts. except otherwise specify)
1	Dr. Robert St. Clair Parkway	Palmdale	Parkway	Only alts. with rail connectors, including Opt. 1 and Opt. 7	No use
2	Desert Sands Park	Palmdale	Park	All alts. and variations	No use
3	American Indian Little League baseball fields	Palmdale	Park	All alts. and variations	No use
4	Poncitián Square	Palmdale	Park	Only alts. With Rail connectors, including Opt. 1 and Opt. 7	No use
5	Palmdale Hammack Activity Center/Roller Hockey Rinks	Palmdale	Park	Only alts. with rail connectors, including Opt. 1 and Opt. 7	No use
6	Pelona Vista Park	Palmdale	Park	All alts. and variations	No use
7	Manzanita Heights Park	Palmdale	Park	All alts. and variations	No use
8	Richardson Park	Adelanto	Park	All alts. and variations	No use
9	Howard Loy Park	Adelanto	Park	All alts. and variations	No use
10	Westwinds Golf Course	Victorville	Golf course	All alts. & vars. except var. E	De Minimis (All alts. except alts. with Var. E) and no use (alts. with Var. E)
11	Westwinds Activities Center	Victorville	Park	All alts. & vars. except var. E	No use
12	Westwinds Sport Center	Victorville	Recreation facility	All alts. & vars. except var. E	No use
13	Schmidt Park	Victorville	Park	All alts. & vars. except var. E	No use
14	Grady Park	Victorville	Park	Alts. with variation E only	No use
15	Rockview Nature Park	Victorville	Park	All alts. & variations	No use
16	Horseman's Center	Apple Valley	Park	All alts. and variations	No use
17	National Old Trails Highway	Victorville	Historic	All alts. and variations	De Minimis
18	ATSF railroad	Victorville	Historic	All alts. and variations	De Minimis
19	Edison Company Boulder Dam – San Bernardino 115-kilovolt (kV) Transmission Line	Victorville	Historic	All alts. and variations	De Minimis
20	Boulder Dam Transmission Lines 1, 2, and 3, and Towers (BDTL)	Victorville	Historic	All alts. and variations	De Minimis (for all alts. except alts. with Var. E without rail); No use (Alts. with Var. E with rail)
21	Southern California Edison (SCE) Kramer-Victorville Power Lines and Towers	Victorville	Historic	All alts. and variations	De Minimis
22	Multicomponent resource (MR) consisting of the Mojave Trail, Mojave Road and Government Road	Victorville	Historic	All alts. and variations	De minimis

Table 2: Summary of Section 4(f) Use by Alternatives

	Fwy and Exwy only	Fwy & Tollway	Fwy/Exwy & Rail Feeders	Fwy & Tollway with Rail Feeders	No Build
Var. A	<ul style="list-style-type: none"> De minimis impact (4(f) use) to the Westwinds Golf Course. Less indirect noise, air quality, parking and visual impacts to the Rockview Park compared to the alternatives with Rail Feeders because this alternative would not encroach as close to the park as the one with the RF. De minimis impact (4(f) use) to five historic properties: National Trails Highway, ATSF Railroad, and the BDSBL (only 1 tower would be relocated). Some visual and air quality proximity impacts on the nearby parks during project construction and operation but there would be no use under Section 4(f). 	<ul style="list-style-type: none"> De minimis impact (4(f) use) to the Westwinds Golf Course. Less indirect noise, air quality, parking and visual impacts to the Rockview Park compared to the alternatives with Rail Feeders because this alternative would not encroach as close to the park as the one with the RF. De minimis impact (4(f) use) to five historic properties: National Trails Highway, ATSF Railroad, and the BDSBL (only 1 tower would be relocated). Some visual and air quality proximity impacts on the nearby parks during project construction and operation but there would be no use under Section 4(f). 	<ul style="list-style-type: none"> De minimis impact (4(f) use) to the Westwinds Golf Course. More indirect noise, air quality, parking and visual impacts to the Rockview Park compared to the alternatives without Rail Feeders because this alternative would encroach closer to the park than the one without the RF. De minimis impact (4(f) use) to six historic properties: National Trails Highway, ATSF Railroad, and BDSBL (7 towers would be relocated). Some visual and air quality proximity impacts on the nearby parks during project construction and operation but there would be no use under Section 4(f). Noise and visual proximity impacts on St. Clair Parkway in Palmdale due to relocation of the rail tracks closer to the parkway but there would be no use under Section 4(f). 	<ul style="list-style-type: none"> De minimis impact (4(f) use) to the Westwinds Golf Course. More indirect noise, air quality, parking and visual impacts to the Rockview Park compared to the alternatives without Rail Feeders because this alternative would encroach closer to the park than the one without the RF. De minimis impact (4(f) use) to six historic properties: National Trails Highway, ATSF Railroad, and BDSBL (7 towers would be relocated). Some visual and air quality proximity impacts on the nearby parks during project construction and operation but there would be no use under Section 4(f). Noise and visual proximity impacts on St. Clair Parkway in Palmdale due to relocation of the rail tracks closer to the parkway but there would be no use under Section 4(f). 	No use
Var. B					No use
Var. B1					No use
Var. D					No use
Rail Option 1					No use
Rail Option 7					No use
Var. E	<ul style="list-style-type: none"> No use of the Westwinds Golf Course. Impact to the Rockview Nature Park is limited to the relocation of the southern access entrance. De minimis to five historic properties: National Trails Highway, ATSF Railroad, and the BDSBL (only 1 tower would be relocated). Some visual and air quality proximity impacts on the nearby parks during project construction and operation. 	<ul style="list-style-type: none"> No use of the Westwinds Golf Course. Impact to the Rockview Nature Park is limited to the relocation of the southern access entrance. De minimis to six historic properties: National Trails Highway, ATSF Railroad, and the BDSBL (only 1 tower would be relocated). Some visual and air quality proximity impacts on the nearby parks during project construction and operation. 	<ul style="list-style-type: none"> No use of the Westwinds Golf Course. Impact to the Rockview Nature Park is limited to the relocation of the southern access entrance. De minimis to six historic properties: National Trails Highway, ATSF Railroad, and the BDSBL (only 1 tower would be relocated). Some visual and air quality proximity impacts on the nearby parks during project construction and operation. 	<ul style="list-style-type: none"> No use of the Westwinds Golf Course. Impact to the Rockview Nature Park is limited to the relocation of the southern access entrance. De minimis to six historic properties: National Trails Highway, ATSF Railroad, and the BDSBL (only 1 tower would be relocated). Some visual and air quality proximity impacts on the nearby parks during project construction and operation. 	No Use

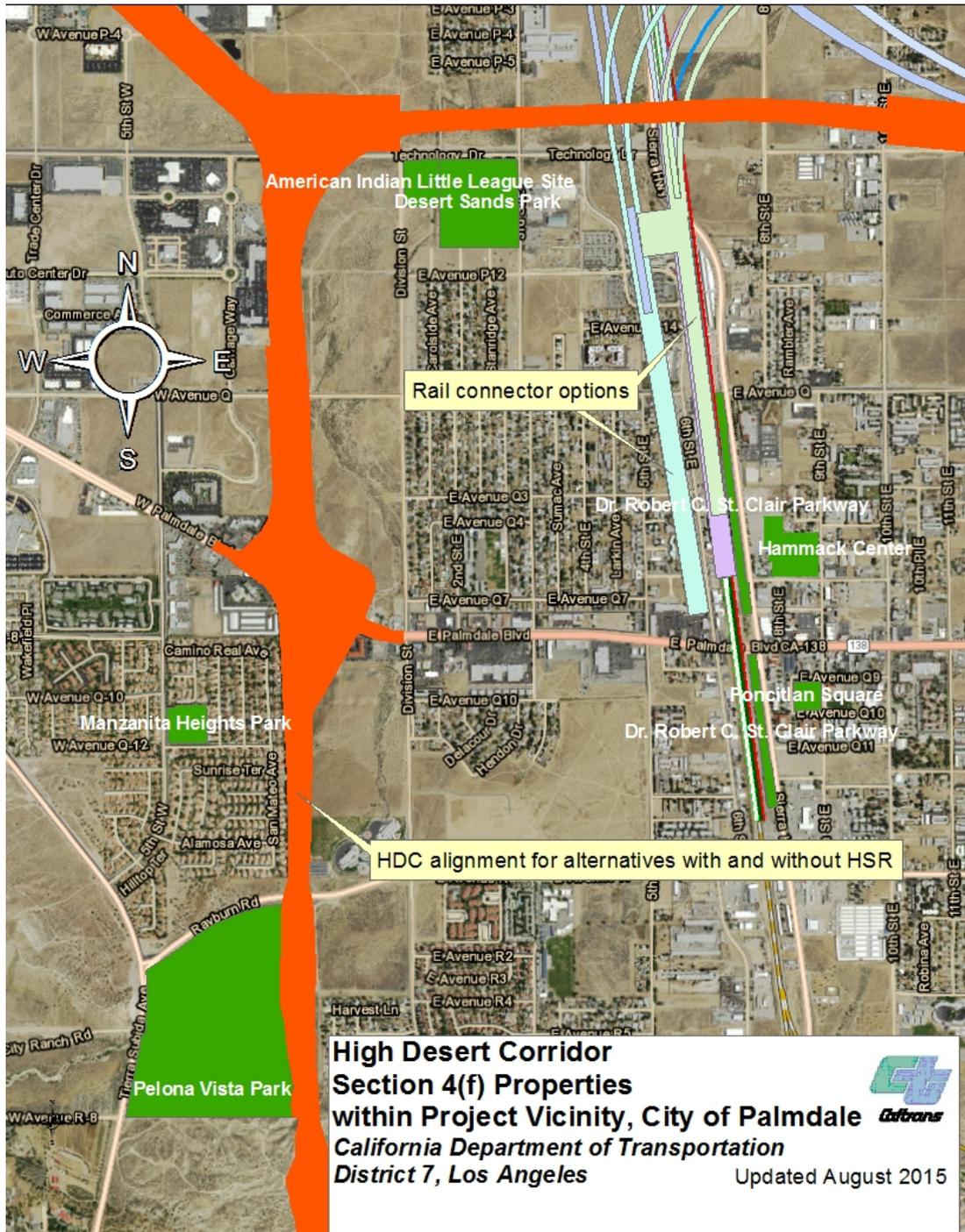


Figure 1. Section 4(f) Properties in the Vicinity of the Project within the City of Palmdale

Appendix B • Section 4(f) De Minimis Impact Determination
and Resources Evaluated in Relation to the Section 4(f) Requirements

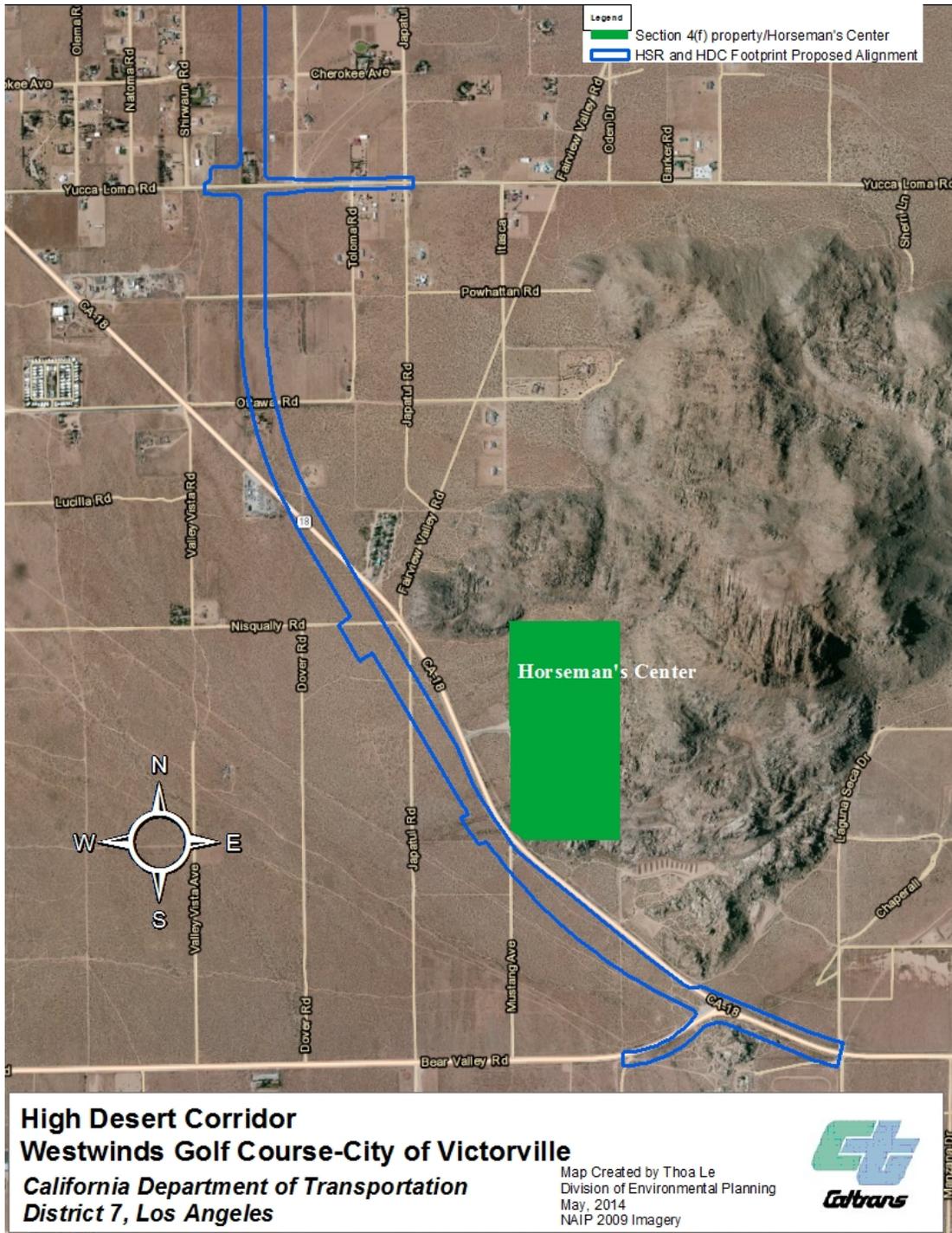


Figure 3. Section 4(f) Properties in the Vicinity of the Project
within the Town of Apple Valley

3.0 Section 4(f) De Minimis Determination

This section documents a *de minimis* determination for one recreational property and six historic properties.

3.1 Westwinds Golf Course, Victorville

The Westwinds Golf Course, located at 18003 Westwinds Road, Victorville, is owned by the City of Victorville and is considered a significant recreational resource. Westwinds Golf Course is a regulation 9-hole course open to the public. Multiple tee stands enable the course to be played as an 18-hole golf course. The Westwinds Golf Course provides a full-service pro shop, clubhouse, and driving range. This course is available to the public for daily fee or can be reserved for play, special events, and tournaments.

3.1.1 Effects

All Build Alternatives and Variations, except Variation E

Each project build alternative and variation, except Variation E, would permanently incorporate approximately 5 acres of land from the golf course (Figure 4) which would constitute a use under Section 4(f). However, this land on the extreme southern edge represents only a small portion of the approximately 139-acre golf course. In addition, the land to be incorporated into the project is a vacant and unused portion of the golf course, and upon which no facilities are located or activities conducted; therefore, no facilities, functions, or activities of the park would be adversely affected.

Accessibility

Public access to the golf course, which is via Westwinds Road, is anticipated to be maintained at all times during project construction and operation.

Noise

The Noise Study (2014) prepared for the project shows that there would be no change in the noise level as the result of the project build alternatives and the predicted noise level is below the National Abatement Criteria (NAC) for a recreational resource. Therefore, there would be no adverse noise effects on this golf course.

Visual

The proposed increased roadway width and bridge would negatively affect visual vividness, intactness, and unity of the view from the golf course. This would result in a lowering of the visual quality. The visual character would be changed to include more manmade elements. The mountains and existing green trees would be blocked from view by the new facility. While overall the vividness, intactness, and unity of the view from the golf course looking south would constitute a moderate negative change, the main activity of this facility is not anticipated to be substantially affected or impaired by this change. During project construction, temporary visual impacts due to the contractor's operations, such as night lighting, dust, temporary structures, haul materials and construction equipment, worker presence, fencing, and signage, as well as construction-related vehicles on the highway, would also be present.

However, these features are common for highway construction projects, and they would be temporary and of a short term nature at this location and would not substantially affect or impair the functions and activities of the golf course.

Air Quality

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

During construction, a short-term worsening of air quality may occur due to the release of particulate emissions generated by site preparation, excavation, grading, hauling, and other activities related to construction. Emissions from construction equipment are also anticipated. However, Measures CI-AQ-1, CI-AQ-2, and CI-AQ-4 through CI-AQ-7 (see Section 3.6, Construction Impact, Air Quality, of the EIR/EIS for more details) would substantially reduce the short-term air quality impacts during construction of these alternatives, ensuring compliance with air quality regulations and minimizing air quality impacts to the golf course during project construction.

Vegetation and Water Quality

No vegetation or water quality/supply within the golf course would be affected. The project would incorporate all best management practices (BMPs) into the construction operations.

Variation E

This variation of the build alternatives would not permanently incorporate any land from the golf course. No temporary occupancy or access restriction is necessary for project implementation. This variation is located more than 0.5 mile away from the Westwinds Golf Course. In addition, appropriate context design standards would be applied, and construction BMPs would be incorporated into the project. Therefore, this variation would not adversely affect the activities and functions of the golf course. Section 4(f) requirements are not triggered.

3.1.2 Minimization Measures

The following measures which apply to all build alternatives and variations, except as otherwise specified, would minimize impacts on the golf course:

- Compensation for the loss of vacant land from the golf course property will be made through the Caltrans ROW acquisition process before project construction. This measure is applicable to all build alternatives except alternatives with Variation E.
- CI-PAR-1: To minimize impacts on the golf course during the construction phase, no equipment staging will occur within the golf course boundaries.
- BMPs will be incorporated into the project to the extent practicable to minimize dust (CI-AQ-1, CI-AQ-2, and CI-AQ-4 through CI-AQ-7) and noise (CI-NOI-1 and CI-NOI-8) during project construction; prior to construction, coordination

with the City and utility companies will commence to resolve any utility conflicts within the area.

In addition, measures to minimize visual impacts include:

- V-17: Trees/vegetation will be planted along the corridor between the proposed HDC and the golf course to shield or "soften" the view of the corridor/roadway and provide a more natural visual buffer.
- V-10: To minimize glare and reduce visual disruption, any retaining wall facing the golf course shall be textured and colored to be compatible with adjacent (native) soils. Context-sensitive solutions, developed in coordination with Caltrans Landscape Architecture, will be incorporated into project elements as much as possible.
- V-9: Context-sensitive aesthetic standards, including features that reflect a "sense of place" for the HDC communities, shall be considered for the structures to meet the desired goals of the City of Victorville, Los Angeles County, and Caltrans.
- V-4: Dark-Sky Compliant Lighting: To preserve the dark night sky as a natural resource in desert region communities, dark-sky compliant lighting will be used to minimize light pollution cast into the sky while maximizing light cast onto the ground, as appropriate. A lighting plan shall be developed that requires project lighting to be appropriately shielded.

It can be seen from the above analysis that with the incorporation of the minimization measures, the project would not adversely affect the activities, features, or attributes qualifying the Westwinds Golf Course for protection under Section 4(f). Caltrans has made a *de minimis* determination for the project alternatives, except for Variation E which would result in no use of this park, in regards to the Westwinds Golf Course.

3.1.3 Public Notice

The draft *de minimis* finding for the project main alignment alternatives was included in the Draft EIR/EIS for public review. No comments from the public were received regarding this golf course.

3.1.4 Coordination

Coordination has been conducted with the City of Victorville's Community Services Department, the official with jurisdiction over the golf course. The Community Services Department has been informed of Caltrans' intent to make a determination of *De Minimis* impact to the Westwinds Golf Course for this project build alternatives, except for alternatives with Variation E. The Community Services Department has concurred that the project would not adversely affect the activities, features, or attributes of the golf course a recreation facility. The concurrence letter can be found in Attachment I at the end of this Appendix and Appendix K of this Volume 2 (Key Correspondence).

3.2 National Old Trails Highway

The National Old Trails Highway was determined eligible for listing in the National Register of Historic Places (NRHP) in 1990 under Criteria A and C; therefore, it is considered a Section 4(f) property. The segment of the National Old Trails Highway within the APE is a portion of former U.S. Highway 66. The road is significant for the time period of 1926 to 1974 as a representative example of important state and local trends in 20th century transportation development and highway design and construction. The linear historic resource has also been determined eligible for listing in the California Register of Historic Resources (CRHR). The specific segment of the National Old Trails Highway/Route 66 (NOTH) located in the APE is not specifically listed in the NRHP. This segment has been substantially altered from its historic form and has had its integrity compromised due to construction of previous projects at this location. Please see Section 3.1.8, Cultural Resources, of the EIR/EIS for more information about the description and significance of this property.

3.3.1. Effects

Build Alternatives and Variations, except Variation E

The APE traverses the National Old Trails Highway on an east-west bearing (see Figure 5). The width of the APE crossing the historic route is approximately 965 feet. A grade separation would be constructed with the HDC/HSR crossing under the roadway. Construction of the HDC at this location would involve excavation of the roadway, with the roadway essentially becoming a bridge. The length of the excavation for the trench under the roadway may reach 1,000 feet. The bridge abutments supporting the roadway are anticipated to be concrete. On- and off-ramps from the new freeway/expressway are planned for both northbound and southbound access to the historic roadway. The project would incorporate a section of the National Old Trails Highway's ROW into the HDC Project's ROW, totaling approximately 2 acres. This would impact the National Old Trails Highway and is considered a use of Section 4(f) property.

However, according to the Finding of Adverse Effect Report for the project, because the affected segment has been significantly altered from previous modifications to the roadway and now lacks historic integrity, together with the conversion of a section of the roadbed immediately south of the APE into a bridge deck over a new railroad corridor, a No Adverse Effect determination under Section 106 could be made on this historic property. A determination of no adverse effect on the National Old Trails Highway under Section 106 has been concurred with by the SHPO (see Attachment II at the end of this Appendix and Appendix K of this Volume 2 (Key Correspondence). Please see Section 3.1.8, Cultural Resources, of the EIR/EIS for additional information. In accordance with 23 CFR 774.17, though the project would incorporate land from this historic property into the project, because there would be no adverse effect, it is determined that the project would have a *de minimis* impact on the National Old Trails Highway.



Figure 5. Intersection between Variation E and the National Old Trails Highway, and Variation E and the ATSF Railroad

Variation E with Rail Connectors

Under this variation, the project would cross the National Old Trails Highway twice: once in the north by the freeway and once again in the south near the railroad tracks (see Figure 5). At both locations, an elevated bridge would cross over the National Old Trails Highway; therefore, the project would incorporate ROW from two segments of the National Old Trails Highway, which would total approximately 2.27 acres. The impact on the National Old Trails Highway would not be a direct excavation or cut of the roadway, as would occur with the other variations, but the project would introduce a bridge structure over the historic property. This would result in a visual impact on the resource; however, similar to the other variations, according to the Finding of Adverse Effect for the project, because the affected segment has significantly altered from previous modifications to the roadway and now lacks historic integrity, Variation E build alternatives with HSR connectors would have No Adverse Effect on the historic property under Section 106. A determination of No Adverse Effect on the National Old Trails Highway has been concurred with by SHPO (see Attachment II at the end of this Appendix and Appendix K of this Volume 2 (Key Correspondence) for the concurrence letter). Please see Section 3.1.8, Cultural Resources, of the EIR/EIS for additional information. Thus, it would result in a *de minimis* determination under Section 4(f) according to 23 CFR 774.17.

Variation E without Rail Connectors

Under this variation, the project would cross the National Old Trails Highway at only one location. At this location, there would be an elevated bridge over the historic property; therefore, the project would incorporate ROW from one segment of the National Old Trails Highway into the project's ROW, totaling approximately 2 acres. The impact on the National Old Trails Highway would not be one involving a direct excavation or a cut of the roadway as with the other variations, but would instead introduce a bridge structure over the historic linear property, resulting in a visual change; however, similar to the other variations, this segment of the National Old Trails Highway was previously modified by construction of an undercrossing for a rail spur. The historic road also appears to have been substantially upgraded at the separate HSR alignment to the south and would not be considered a contributor to the historic National Old Trails Highway. The use with Variation E without rail connectors would result in a *de minimis* impact under Section 4(f) because the changes to the linear resource would not result in an adverse effect or diminish the qualities or character-defining features that qualify this resource for the NRHP. The SHPO has concurred on the determination of no adverse effect on this property (see Attachment II at the end of this Appendix and Appendix K of this Volume 2 (Key Correspondence) for the concurrence letter).

3.3.2. Minimization Measures

All minimization measures or standard treatments of the historic properties which are required under Section 106 and applicable to the National Old Trail Highway would be incorporated into the project.

3.3.3. Coordination

As the NEPA Assigned Lead Agency, Caltrans has consulted with SHPO about a no adverse effect finding for the National Old Trails Highway and informed SHPO of Caltrans' intent to make a *de minimis* determination based on their written concurrence in the Section 106 determination of "No Adverse Effect." SHPO has concurred with the Section 106 determination of No Adverse Effect. Please see Attachment II at the end of this Appendix and Appendix K, Key Correspondence, for the consultation and concurrence letter.

3.3 Atchison Topeka and Santa Fe Railroad

The Atchison, Topeka and Santa Fe Railroad (ATSF) line was determined eligible for listing in the NRHP in 1998 under Criterion A for its association with a significant railroad transportation system in the western United States and for aiding the settlement of southern California in the late 19th century. The period of significance for this linear historic property is considered to be from 1883 to 1910. Please see Section 3.1.8, Cultural Resources, of the EIR/EIS for more information.

The segment of the ATSF linear feature within the APE has lost its original rural setting and the earliest physical components that would have otherwise contributed to the segment's ability to convey its historic significance as a railroad in the 1883 to 1910 time period. While the overall design and function of the historic property still

remain with steel rails attached to cross ties, and set on a long linear path, individual components of the railroad tracks in the APE have been replaced and improved over time. The setting of the historic property in the APE has also been compromised with the introduction of later construction of buildings, structures, and roads. The affected segments, thus are non-contributing segments of the historic property.

3.3.1 Effects

Build Alternatives and Variations, except Variation E

Within the APE, the project alternatives would involve construction of an approximately 350-foot-wide bridge over the tracks and the adjacent Mojave River. The new bridge would be supported on columns over the river and the railroad tracks, and it would not cause physical alterations to the railroad tracks within the APE; however, potentially some columns would be placed within the boundary of the ATSF ROW. Therefore, land from the historic ATSF line would be permanently incorporated into the project in the form of a highway easement. Despite the required highway easement for the columns, the project would not physically affect any of the character-defining features of the property in a manner that would diminish their integrity. Therefore, even with construction of a bridge over the route of the railroad, the project would not adversely affect the integrity of the linear resource as a whole, or diminish the ability of the individual resource's features to convey its historic use because the segments affected are non-contributing segments of the historic property. The project thus would result in no adverse effect on this property under Section 106. SHPO has concurred with this determination (see Attachment II at the end of this Appendix and Appendix K of this Volume 2 (Key Correspondence) for the concurrence letter). Consequently, under Section 4(f), the project would have a *de minimis* impact on the ATSF railroad.

Variation E

Variation E would require two separate bridges (for alternatives with HSR connectors) and one bridge (for alternatives without HSR connectors) over the ATSF tracks. This variation would potentially incorporate railroad ROW into the project for the bridge columns in the form of a highway easement; however, it would not physically affect any of the character-defining features of the historic linear property in a manner that would diminish its integrity. Variation E would have an indirect effect by introducing visual, audible, and atmospheric elements; however, Variation E would have no adverse effect under Section 106. SHPO has concurred with this finding (see Attachment II at the end of this Appendix and Appendix K of this Volume 2 (Key Correspondence) for the concurrence letter). Consequently, under Section 4(f), the project would have a *de minimis* impact on the ATSF railroad.

3.4.2. Minimization Measures

No minimization measures are required for this historic property.

3.4.3. Coordination

As the NEPA Assigned Lead Agency, Caltrans has consulted with SHPO about a no adverse effect finding, SHPO has been informed of Caltrans' intent to make a *de*

minimis impact determination based on their written concurrence in the Section 106 determination of “no adverse effect.” SHPO has concurred with the Section 106 determination of no adverse effect. Please see Attachment II at the end of this Appendix and Appendix K, Key Correspondence, for the concurrence letter from SHPO.

3.4 Edison Company Boulder Dam – San Bernardino 115-kV Transmission Line

The Edison Company Boulder Dam–San Bernardino 115-kilovolt (kV) Transmission Line (BDSBL) was determined eligible for listing in the NRHP in 1993 under Criterion A. The property also appears to be potentially eligible under Criterion C.

Constructed in 1930-1931 by the Southern Sierras Power Company, the original line carried electrical power from San Bernardino to Boulder City and the Boulder Dam project site for powering the massive construction activities associated with construction of the dam. With dam construction complete in 1937, the power was reversed, and the line transmitted power to San Bernardino and into the city of Los Angeles.

This historic linear resource consists of an electrical transmission line with associated towers. There are seven towers of the BDSBL located in the APE corridor, interspersed with four towers located immediately adjacent to the APE boundary east of the Mojave River and north of I-15. Please see Section 3.1.8, Cultural Resources of the EIR/EIS for additional description of this property.

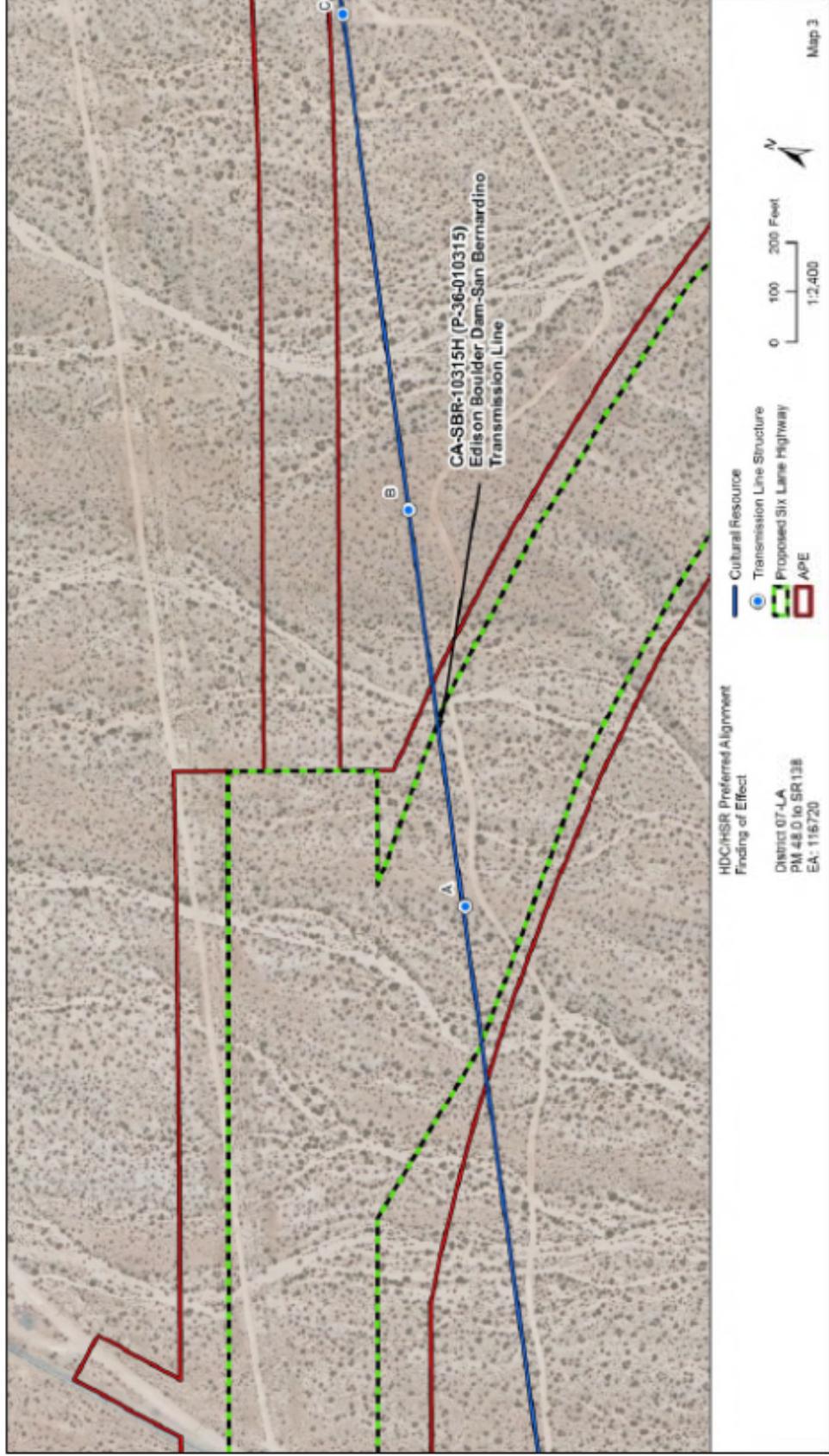
3.4.1 Effects

Each proposed project alternative without HSR connectors would involve the incorporation of land from one BDSBL transmission tower (Figure 6), while each alternative with HSR connectors would incorporate land from seven towers and would require the relocation of these towers (Figures 6 and 7a-d). This land incorporation would constitute a use under Section 4(f).

Relocation of the towers would be in compliance with the standard conditions for the treatment of historic properties as stipulated in the First Amended Section 106 Programmatic Agreement Attachment 5. Construction of a multimodal transportation corridor to pass under, and adjacent to, the segment of the BDSBL within the APE would not change the character of the transmission line’s use or its physical features, nor would it diminish the integrity of the property’s historic features, the H-style towers, and the transmission line.

Under Section 106, it has been determined that the build alternatives would result in no adverse effect on the BDSBL. SHPO has been consulted and has concurred with this finding (see Attachment II at the end of this Appendix and Appendix K of this Volume 2 (Key Correspondence) for the concurrence letter); therefore, the build alternatives would result in a *de minimis* impact under Section 4(f).

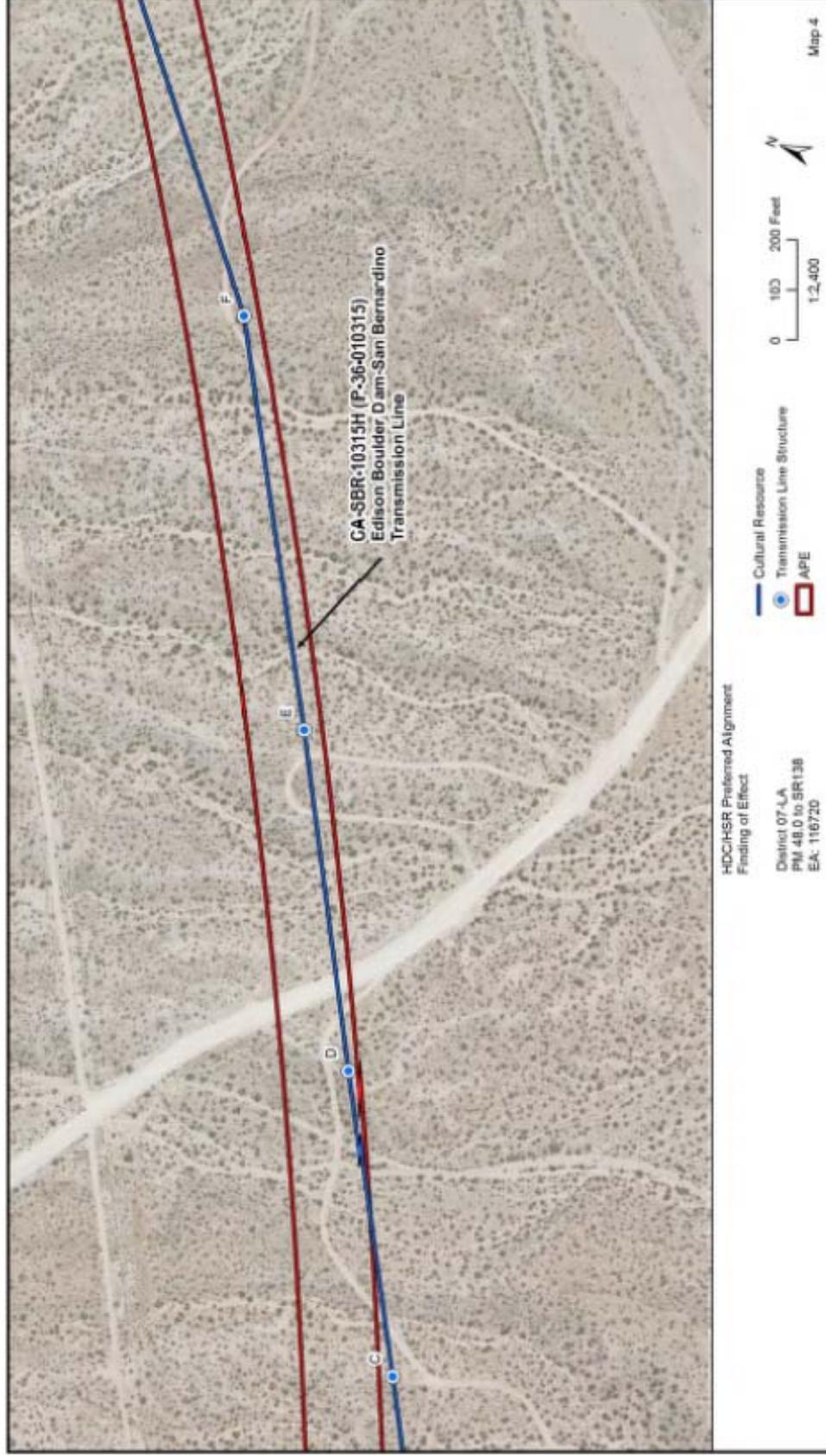
Appendix B • Section 4(f) De Minimis Impact Determination
and Resources Evaluated in Relation to the Section 4(f) Requirements



Source: Adopted from the HDC FOE, 2015

**Figure 6. Intersection between the HDC and the BDSBL
(for all Alternatives)**

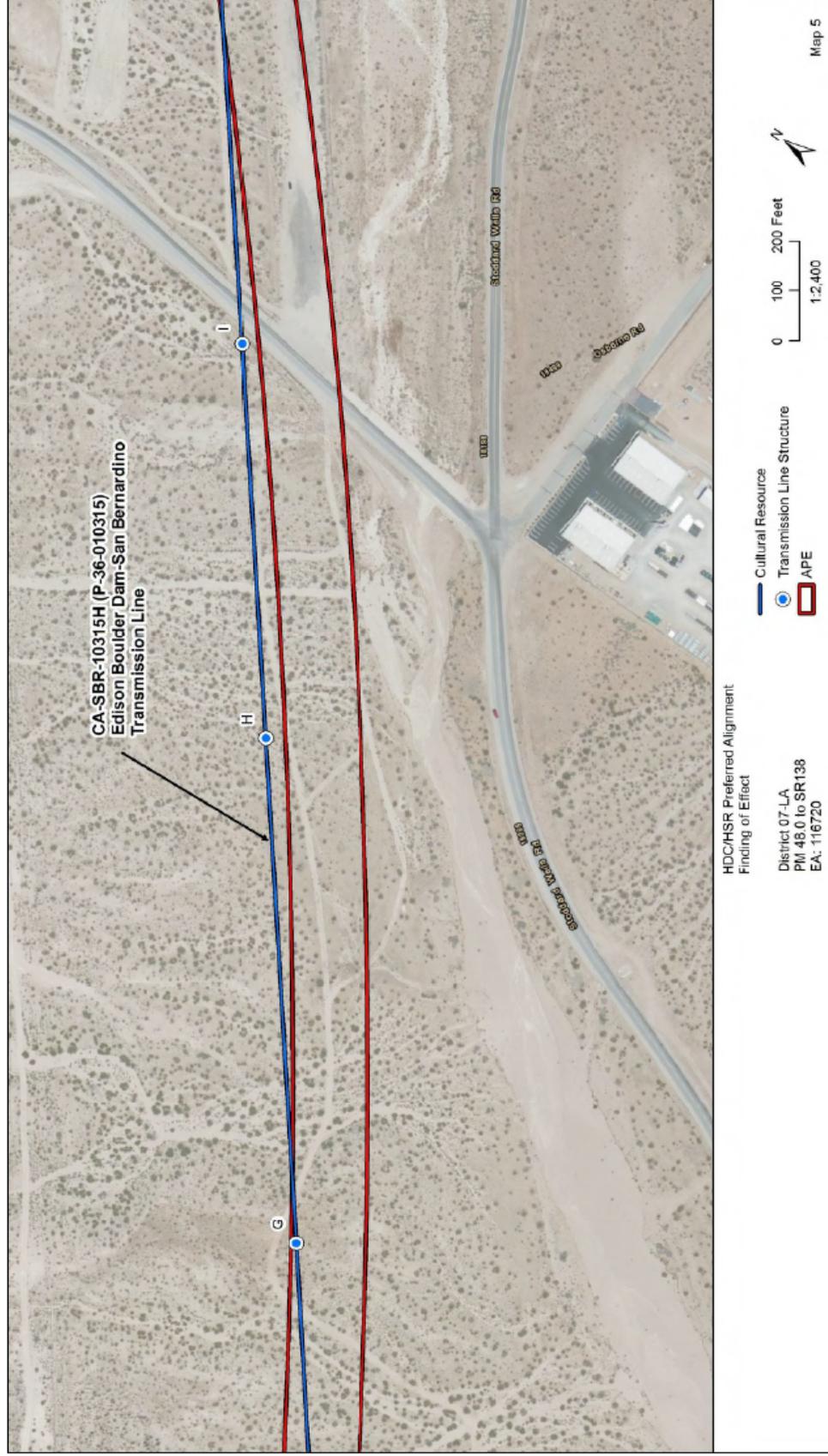
Appendix B • Section 4(f) De Minimis Impact Determination
and Resources Evaluated in Relation to the Section 4(f) Requirements



Source: Adopted from the HDC FOE, 2015

Figure 7a. Intersection between the HDC and the BDSBL
(for Alternatives with HSR Connector Only)

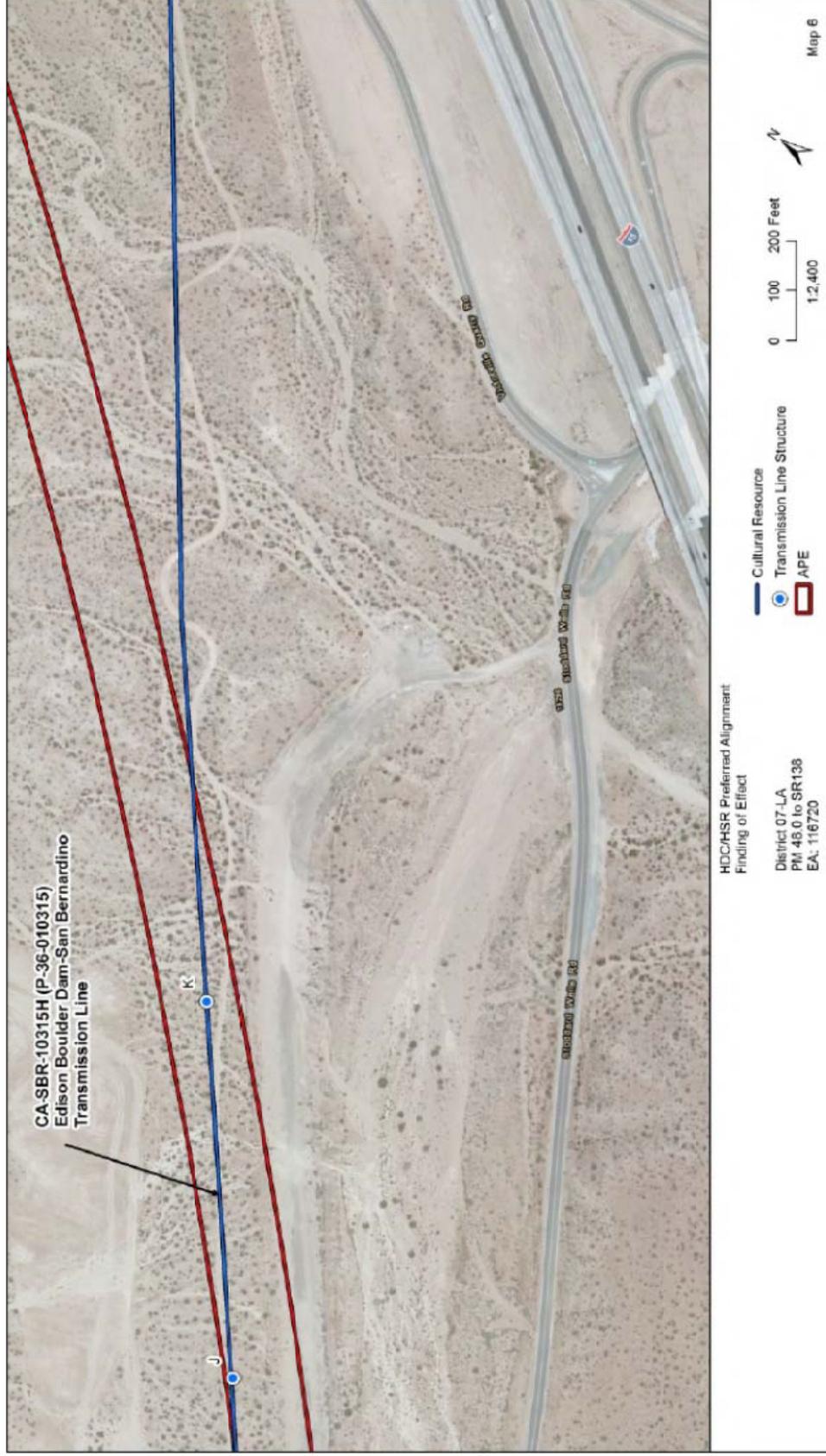
Appendix B • Section 4(f) De Minimis Impact Determination
and Resources Evaluated in Relation to the Section 4(f) Requirements



Source: Adopted from the HDC FOE, 2015

**Figure 7b. Intersection between the HDC and the BDSBL
(for Alternatives with HSR Connector Only)**

Appendix B • Section 4(f) De Minimis Impact Determination
and Resources Evaluated in Relation to the Section 4(f) Requirements



Source: Adopted from the HDC FOE, 2015

Figure 7c. Intersection between the HDC and the BDSBL
(for Alternatives with HSR Connector Only)



Source: Adopted from the HDC FOE, 2015

Figure 7d. Intersection between the HDC and the SCE Kramer- Victorville Power Lines (Tower Line)

3.5 Multicomponent linear resource (MR) consisting of Mojave Trail, Mojave Road and Government Road (CA-SBR-3033/H)

According to the Archaeological Survey Report, within the HDC area, this multicomponent linear resource (MR) is located along the National Trails Highway from Interstate 15 to the Mojave River. This is a multicomponent resource consisting of the Mojave Trail, Mojave Road and Government Road. In the vicinity of Victorville, the alignment of MR most likely followed that of National Trails Highway. The prehistoric Mojave Trail which followed the river was used by several tribes for trade. It became a route for trappers and Mexican trade caravans in the 1830s and 1840s, and developed into a wagon road for immigrants, mail, wagon freighting, and military travel in the 1850s. In 1913 it was officially opened as part of the National Old Trails Highway. In the 1930s, it was paved and became U.S. Highway 66. The prehistoric trail followed the same alignment as the National Trails Highway. The area is heavily disturbed by multiple dirt roads. This resource is eligible for inclusion in the NRHP (Please see the Cultural Resources section of the EIR/EIS for more information.)

3.5.1 Effects

Build Alternatives and Variations, except Variation E

Similar to the National Old Trails Highway, the APE traverses the MR on an east-west bearing (see Figure 5). The width of the APE crossing the historic route is approximately 965 feet. A grade separation would be constructed with the HDC/HSR crossing under the roadway. Construction of the HDC at this location would involve excavation of the roadway, with the roadway essentially becoming a bridge. The length of the excavation for the trench under the roadway may reach 1,000 feet. The bridge abutments supporting the roadway are anticipated to be concrete. On- and off-ramps from the new freeway/expressway are planned for both northbound and southbound access to the historic roadway. The project would incorporate a section of the MR into the HDC Project's ROW. This would impact the MR and is considered a use of Section 4(f) property.

However, it is anticipated that there would be no adverse effect to the MR under Section 106 as the result of the project because the segments affected by the project are not contributing elements to the National Registered eligible property. SHPO has concurred with this determination (see Attachment II at the end of this Appendix and Appendix K for the concurrence letter). Please see Section 3.1.8, Cultural Resources of the EIR/EIS for additional information. In accordance with 23 CFR 774.17, though the project would incorporate land from this historic property into the project, because there would be no adverse effect, the project would have a *de minimis* impact on the MR under Section 4(f).

Variation E with Rail Connectors

Under this variation, the project would cross the MR twice: once in the north by the freeway and once again in the south near the railroad tracks (see Figure 6). At both locations, an elevated bridge would cross over the MR; therefore, the project would

incorporate ROW from two segments of the National Old Trails Highway. The impact on the MR would not be a direct excavation or involve a cut of the roadway, as would occur with the other variations, but the project would introduce a bridge structure over the historic property. This would result in a visual impact on the resource; however, similar to the other variations, variation E build alternatives with HSR connectors would have no adverse effect on the historic property under Section 106. SHPO has concurred with this determination (see Attachment II at the end of this Appendix and Appendix K for the concurrence letter). Please see Section 3.1.8, Cultural Resources, of the EIR/EIS for additional information. Thus, Variation E build alternatives would result in a *de minimis* impact on this property under Section 4(f) according to 23 CFR 774.17.

Variation E without Rail Connectors

Under this variation, the project would cross the MR at only one location. At this location, there would be an elevated bridge over the historic property; therefore, the project would incorporate ROW from one segment of the MR. The impact on the MR would not be one involving a direct excavation or a cut of the roadway as with the other variations, but would instead introduce a bridge structure over the historic linear property, resulting in a visual change; however, similar to the other variations, it is determined that there would be no adverse effect to the MR under Section 106. SHPO has concurred with this determination (see Attachment II at the end of this Appendix and Appendix K of this Volume 2 (Key Correspondence) for the concurrence letter). The use under Variation E without rail connectors would result in a *de minimis* impact under Section 4(f) because the changes to the linear resource would not result in an adverse effect or diminish the qualities or character-defining features that qualify this resource for the NRHP/CRHR.

3.5.2 Minimization Measures

No minimization measures are required for this historic property.

3.5.3 Coordination:

Caltrans has consulted with the SHPO about a No Adverse Effect finding in regards to the MR. SHPO has been informed of Caltrans' intent to make a *de minimis* determination based on their written concurrence in the Section 106 determination of "No Adverse Effect." SHPO has concurred with the Section 106 determination of No Adverse Effect for this property. Please see Attachment II at the end of this Appendix and Appendix K, Key Correspondence, for the concurrence letter from SHPO.

3.6 The Boulder Dam Transmission Lines 1, 2, and 3, and Towers

The Boulder Dam Transmission Lines 1, 2, and 3, and Towers (BDTL) were constructed from 1933 to 1936. The BDTL was determined eligible for listing in the NRHP on February 16, 1994, under Criteria A and C. It is "significant under Criterion C in that it is a prime example of point-to-point long distance high-voltage transmission and represented the pinnacle of achievement of over 40 years of transmission line development in California. In addition, it is significant under Criterion A because it is associated with construction of Boulder/Hoover Dam and

development of metropolitan Los Angeles.” Please see Section 3.1.8, Cultural Resources, of the EIR/EIS for more information.

3.6.1 Effect

All Build Alternatives and Variation Except Alternatives with Variation E with Rail Connectors

Only the overhead transmission lines of the BDTL are located within the boundaries of the APE for the proposed undertaking. The towers supporting the transmission lines are located outside of the APE and would not be relocated or physically impacted by project activities; therefore, these alternatives would not permanently incorporate land from this property.

The segment of the BDTL within the APE would not be altered or removed from its location as a result of the proposed undertaking. Construction of a multimodal transportation corridor that would pass under the BDTL within the APE would not change the character of the transmission line’s use or its physical features that contribute to the historic significance of the linear resource; however, construction of a multimodal transportation corridor that would pass under the segment of the BDTL within the APE would introduce visual, audible, and atmospheric elements not previously experienced at that site. Even with construction of the HDC/HSR alignment under the transmission lines of the BDTL, this would not adversely affect the integrity of the linear resource as a whole or diminish the ability of its features to convey its historic use and connection with the BDTL. Under Section 106, the build alternatives would result in no adverse effect on this property. SHPO has concurred with this determination (see Attachment II at the end of this Appendix and Appendix K of this Volume 2 (Key Correspondence) for the concurrence letter). Therefore, the proximity impact of the project would not substantially impair or alter the integrity of this historic property, and no constructive use would be involved.

Variation E with Rail Connectors

Under Variation E, each proposed project alternative with HSR connectors, depending on the project final design, may involve the incorporation of land from two BDTL transmission towers thus would constitute a use under Section 4(f). These towers, in that case, would be relocated.

Construction of a multimodal transportation corridor to pass under, and adjacent to, the segment of the BDSBL within the APE would not change the character of the transmission line’s use or its physical features, nor would it diminish the integrity of the property’s historic features, the H-style towers, and the transmission line.

Under Section 106, it has been determined that the alternatives would result in no adverse effect on the BDTL. SHPO has been consulted and concurred with this finding (see Attachment II at the end of this Appendix and Appendix K of this Volume 2 (Key Correspondence) for the concurrence letter); therefore, the integrity of the historic property would not be altered/impaired and the alternatives would result in a *de minimis* impact under Section 4(f).

3.6.2 Minimization Measures

No minimization measures are required in regard to this historic property.

3.6.3 Coordination:

Caltrans has consulted with the SHPO about a No Adverse Effect finding in regard to the BDTL. The SHPO has been informed of Caltrans' intent to make a *de minimis* impact determination based on their written concurrence in the Section 106 determination of "no adverse effect." The SHPO has concurred with the Section 106 determination of no adverse effect (see Attachment II at the end of this Appendix and Appendix K of this Volume 2 (Key Correspondence) for the concurrence letter).

3.7 The Southern California Edison Kramer-Victorville Power Lines and Towers (Tower Line)

The Southern California Edison Kramer-Victorville Power Lines and Towers (Tower Line) were constructed from 1911 to 1913, and was initially the longest transmission line in the United States. The Tower Line was determined eligible for listing in the NRHP on April 3, 1995, under Criteria A and C. The period of significance for the Tower Line spans from 1913 to 1919. The specific segment of the tower line that crosses the APE, however, has been modernized and updated and has lost its historic integrity. It is no longer considered to be a contributing element of the historic tower line.

3.7.1 Effects (for all alternatives and variations)

Each proposed project alternative would involve the incorporation of land from two Tower Line's transmission towers thus would constitute a use under Section 4(f). These towers may or may not be relocated.

Construction of a multimodal transportation corridor to pass under, and adjacent to, the segment of the Tower Line within the APE would not change the character of the transmission line's use or its physical features, nor would it diminish the integrity of the property's historic features, the towers, and the transmission line.

Under Section 106, it has been determined that the alternatives would result in no adverse effect on the Tower Line. SHPO has been consulted and has concurred with this finding (see Attachment II at the end of this Appendix and Appendix K of this Volume 2 (Key Correspondence) for the concurrence letter); therefore, the integrity of the historic property would not be altered/impaired and the build alternatives would result in *de minimis* impact under Section 4(f).

3.7.2 Minimization Measures

No minimization measures are required for this historic property.

3.7.3 Coordination

Caltrans has consulted with the SHPO about a No Adverse Effect finding in regard to the Tower Line. The SHPO has been informed of Caltrans' intent to make a *de minimis* impact determination based on their written concurrence in the Section 106

determination of “no adverse effect.” The SHPO has concurred with the Section 106 determination of no adverse effect. Please see Attachment II at the end of this Appendix and Appendix K, Key Correspondence, for the concurrence letter from SHPO.

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

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

4.1 Section 4(f) Properties

Below is a discussion of parks and recreation facilities within approximately 0.5 mile of project limits that are considered Section 4(f) properties and the project’s impacts on them. Because all of the project build alternatives are generally in the same alignment, the discussion for each property applies to every alternative unless otherwise specified (as in the case of the St. Clair Parkway, Poncitlán Square, and Palmdale Hammack Activity Center/Roller Hockey Rinks, which would only apply to the alternatives with HSR connectors; or in the case of the Westwinds Golf Course, Westwinds Activities Center, and Westwinds Sport Center, which do not apply to Variation E.)

Desert Sands Park, Palmdale and The American Indian Little League Baseball Fields, Palmdale

The 20-acre City-owned Desert Sands Park is located approximately 0.08 mile from the project footprint (all alternatives) at 39117 3rd Street East, Palmdale, on the southwest corner of Technology Drive and 3rd Street East. The park includes a walking/jogging trail through natural vegetation; a semi-sheltered picnic area that accommodates up to 250 guests; a playground with various play apparatus such as swings, slides, fire poles and climbers; a recreation/meeting building; 2 softball fields; 1 soccer field; 2 tennis courts; 2 basketball courts; sand volleyball court; restrooms; and a tot lot. The park is open to the public from 8:00 a.m. to 10:00 p.m., 7 days per week.

The American Indian Little League baseball fields are situated on 4.6 acres located immediately west of Desert Sands Park, on the southeast corner of Technology Drive (Avenue P-8). This property is owned by the Palmdale Water District, a public agency.

Desert Sands Park and the American Indian Little League baseball fields are located in the same proximity to the project. The project would not permanently incorporate any land from either the park or baseball fields, nor would it involve temporary

occupancy of these facilities; therefore, the project would not result in a direct use of the park or baseball fields.

Effects

Accessibility

Public access to the park and ball fields would be maintained during construction and operation of the project.

Noise

The Noise Study Report (2014) prepared for the project concludes that there would be no noise impact on either of these facilities as a result of the proposed project.

Visual

The proposed roadway alignment would negatively affect visual intactness and unity of the users' view from the facilities by blocking some of the vegetation. Vividness would remain the same. This would result in a slight lowering of the visual quality. Visual character of the proposed view would decrease in compatibility; however, overall negative resource change is low, and the project is proposing the following measures to avoid and minimize any potential visual impact of the project.

- To minimize glare and reduce visual disruption, any retaining wall facing the park or baseball field shall be textured and colored to be compatible with adjacent (native) soils. Context-sensitive solutions, developed in coordination with Caltrans Landscape Architecture, will be incorporated into project elements as much as possible.
- Planting of vines to deter graffiti will be part of the highway planting plans.
- Trees/vegetation will be planted along the corridor to "soften" the view of the corridor/roadway and provide a more natural visual buffer.
- To meet the desired goals of the City of Palmdale, Los Angeles County, and Caltrans, context-sensitive aesthetic standards, including features that reflect a "sense of place" for the HDC communities, shall be considered for the structures.
- Dark-Sky Compliant Lighting: To preserve the dark night sky as a natural resource in desert region communities, dark-sky compliant lighting will be used to minimize light pollution cast into the sky while maximizing light cast onto the ground, as appropriate. A lighting plan shall be developed that requires project lighting to be appropriately shielded.

Air Quality

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

During construction, a short-term worsening of air quality may occur due to the release of particulate emissions generated by site preparation, excavation, grading, hauling, and other activities related to construction. Emissions from construction equipment are also anticipated. However, Measures CI-AQ-1, CI-AQ-2, and CI-AQ-4 |

through CI-AQ-7 (please see Section 3.6, Construction Impact, Air Quality of the EIR/EIS for more details) would reduce the stationary and mobile source emissions, ensuring compliance with air quality regulations and minimizing air quality impacts during project construction.

Vegetation and Water Quality

No adverse effects are anticipated in regards to vegetation or water quality within these parks; therefore, the proposed project would not cause a constructive use of either the Desert Sands Park or American Indian Little League baseball fields because the proximity impacts would not substantially impair the protected activities, features, or attributes of these facilities.

Conclusion

The proposed project would not cause a constructive use of Desert Sands Park and the American Indian Little League Baseball Fields because the proximity impacts will not substantially impair the protected activities, features, or attributes of these properties.

Robert St. Clair Parkway, City of Palmdale

Robert St. Clair Parkway is located along Sierra Highway in Palmdale, from Avenue Q to Avenue R. The total acreage of the parkway is approximately 8.7 acres. The parkway includes a 12-foot-wide concrete trail that forms a meandering bikeway. The trail extends along the west side of Sierra Highway from Avenue Q to Palmdale Boulevard and from Palmdale Boulevard to 250 feet south of Avenue Q-12. The Parkway/path is owned by the City of Palmdale. It is designated primarily for passive recreation, is open to the public, and is considered significant by the officials with jurisdiction over the Section 4(f) property.

Effects

There is no potential for the build alternatives without HSR connectors to have any effect on this parkway because the footprint for these alternatives is more than 0.5 mile from this parkway. The discussion below applies to the build alternatives with HSR connectors only.

At the proposed connector location, the new HDR rail tracks would connect with the existing Union Pacific Railroad (UPRR) tracks. However, these rail alternatives would not permanently incorporate any land from St. Clair Parkway. In addition, no temporary occupancy of the parkway is anticipated for construction of the project.

Accessibility

Public access to the parkway, which is via Sierra Highway, would be maintained at all times during construction and operation of the project; therefore, it would not be impacted by the project.

Noise

The train tracks would be closer to the parkway compared to the existing condition; however, this parkway is already currently located along a heavily traveled route on the east with the train tracks on the west. In addition, biking is the main recreational activity of this facility, which does not require a quiet environment. Therefore, the function of this park is not anticipated to be substantially diminished or impaired due to the project.

Visual

The project would bring the view of the rail tracks/platform closer to the parkway in the northern portion of this facility; however, the view would be mostly shielded by the dense trees/vegetation in the northwestern portion of the parkway. Therefore, the negative change of park users' view is low. In addition, the contractor's operations during construction, such as night lighting, dust, temporary structures, haul materials and construction equipment, worker presence, fencing, and signage, as well as construction-related vehicles on the roadway, would also be present. However, these elements are common for highway construction projects and would be temporary and short term at this location. The project would also incorporate BMPs to minimize visual impacts during construction.

Air Quality

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

During construction, a short-term worsening of air quality may occur due to the release of particulate emissions generated by site preparation, excavation, grading, hauling, and other activities related to construction. Emissions from construction equipment are also anticipated. However, Measures CI-AQ-1, CI-AQ-2, and CI-AQ-4 through CI-AQ-7 (please see Section 3.6, Construction Impacts, Air Quality, of the EIR/EIS for more details) would reduce the stationary and mobile source emissions, ensuring compliance with air quality regulations and minimizing air quality impacts during project construction.

Vegetation and Water Quality

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

Minimization Measures

The following measures are designed to minimize impacts on the parkway:

- CI-PAR-1: To minimize impacts on the parkway during the construction phase, no equipment staging or any other occupancy of the parkway will occur.
- BMPs will be incorporated into the project to the extent practicable to minimize dust (CI-AQ-1, CI-AQ-2, and CI-AQ-4 through CI-AQ-7) and noise (CI-NOI-1

and CI-NOI-8) during project construction. Please see Section 3.6, Construction Impact, Air Quality and Noise of the EIR/EIS for more information on air quality and noise minimization measures during construction.

In addition, visual minimization measures **include**:

- To minimize glare and reduce visual disruption, any retaining wall facing the parkway shall be textured and colored to be compatible with adjacent (native) soils. Context-sensitive solutions, developed in coordination with Caltrans Landscape Architecture, will be incorporated into project elements as much as possible.
- To meet the desired goals of the City of Palmdale, Los Angeles County, and Caltrans, context-sensitive aesthetic standards, including features that reflect a “sense of place” for the HDC communities shall be considered for the structures.
- Dark-Sky Compliant Lighting: To preserve the dark night sky as a natural resource in desert region communities, dark-sky compliant lighting will be used to minimize light pollution cast into the sky while maximizing light cast onto the ground, as appropriate. A lighting plan shall be developed that requires project lighting to be appropriately shielded.
- Fencing will be used during project construction to shield the view of construction activities from the parkway users.

The project would not have constructive use of Robert St. Clair Parkway because proximity impacts would not substantially affect or impair the features, functions, or activities that qualify the property for protection under Section 4(f).

Poncitlán Square, Palmdale

This park/square is located across from City Hall at 38315 9th Street East, Palmdale. Poncitlán Square features native vegetation and landscaping, a rose garden, and a bandstand pavilion/gazebo for outdoor concerts, special events, outdoor wedding ceremonies, and reception photos. This park is about 0.4 mile southwest of the project limits at its closest point. No direct incorporation or temporary occupancy of this parkland is needed. In addition, this facility is buffered from the project alternatives by distance (about 900 feet) and the presence of intervening structures.

The Air Quality Technical Study concludes that no federal violation would result from the implementation of these alternatives; therefore, there would be no adverse permanent air quality impact to the facility. During construction, a short-term worsening of air quality may occur due to the release of particulate emissions generated by site preparation, excavation, grading, hauling, and other activities related to construction. Emissions from construction equipment are also anticipated. However, Measures CI-AQ-1, CI-AQ-2, and CI-AQ-4 through CI-AQ-7 (please see Section 3.6, Construction Impacts, Air Quality, of the EIR/EIS for more details) would reduce the stationary and mobile source emissions, ensuring compliance with air quality regulations and minimizing air quality impacts during project construction. In addition, there is no reasonable likelihood of any proximity impacts, such as accessibility, noise, visual, water quality, wildlife, or traffic that might interfere with

the activities, attributes, or function of this park; therefore, the proposed project would not cause an indirect or constructive use of Poncitlán Square.

Palmdale Hammack Activity Center/Roller Hockey Rinks

Palmdale Hammack Activity Center/Roller Hockey Rinks is a 29,000-square-foot recreational facility owned and operated by the City of Palmdale. It is located at 815 East Avenue Q-6, is open to the public, and is considered significant. None of the project alternatives would permanently incorporate land or temporarily occupy this park; therefore, no direct use is anticipated. In addition, this facility is 0.17 mile from the project limits and is buffered from the project alternatives by distance (about 900 feet) and the presence of intervening structures. The project's Air Quality Impact Study concludes that no federal violation would result from the implementation of these alternatives; therefore, there would be no adverse permanent air quality impact to the facility. During construction, a short-term worsening of air quality may occur due to the release of particulate emissions generated by site preparation, excavation, grading, hauling, and other activities related to construction. Emissions from construction equipment are also anticipated. However, Measures CI-AQ-1, CI-AQ-2, and CI-AQ-4 through CI-AQ-7 (please see Section 3.6, Construction Impacts, Air Quality, of the EIR/EIS for more details) would reduce the stationary and mobile source emissions, ensuring compliance with air quality regulations and minimizing air quality impacts during project construction.

In addition, there is no reasonable likelihood of any proximity impacts, such as accessibility, noise, visual, air quality, water quality, vegetation, or traffic that might interfere with the activities, attributes, or function of this park; therefore, the project would not cause constructive use of the Palmdale Hammack Activity Center/Roller Hockey Rinks.

Pelona Vista Park, Palmdale

This park is located immediately adjacent and west of SR-14 at 37700 Tierra Subida, Palmdale. This 73-acre park offers ten lighted soccer fields, a concrete multiuse trail, restrooms, information kiosk, and a park office/maintenance building.

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

Effects

Accessibility

Public access to the park, which is via Rayburn Road and Tierra Subida Avenue, is anticipated to be maintained at all times during project construction and operation.

Noise

The Noise Study (2014) concludes that the project is not anticipated to have any adverse noise effect on the park.

Visual

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

Air Quality

The Air Quality Technical Study concludes that no federal violation would result from the implementation of these alternatives; therefore, there would be no adverse permanent air quality impact to the park. During construction, a short-term worsening of air quality may occur due to the release of particulate emissions generated by site preparation, excavation, grading, hauling, and other activities related to construction. Emissions from construction equipment are also anticipated. However, Measures CI-AQ-1, CI-AQ-2, and CI-AQ-4 through CI-AQ-7 (please see Section 3.6, Construction Impacts, Air Quality, of the EIR/EIS for more details) would reduce the stationary and mobile source emissions, ensuring compliance with air quality regulations and minimizing air quality impacts during project construction.

Vegetation and Water Quality

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

Conclusion

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

Manzanita Heights Park, Palmdale

This park is located at 431 Mesa Verde Avenue. It covers 5 acres and includes a group picnic area, three individual picnic areas with BBQ grills, a play lot, playfield, restrooms, and parking. The project would not incorporate any land from this park. This park is also buffered from the project limits (SR-14) by a distance of approximately 800 feet, as well as six rows of houses and roads between the park and the project. There is also one Caltrans sound-wall and one private wall between the residences and the freeway.

The Air Quality Impact Study concludes that no federal violation would result from the implementation of these alternatives; therefore, there would be no adverse permanent air quality impact to the park. During construction, a short-term worsening of air quality may occur due to the release of particulate emissions generated by site preparation, excavation, grading, hauling, and other activities related to construction. Emissions from construction equipment are also anticipated. However, Measures CI-AQ-1, CI-AQ-2, and CI-AQ-4 through CI-AQ-7 (please see Section 3.6, Construction Impacts, Air Quality, of the EIR/EIS for more details) would reduce the stationary and mobile source emissions, ensuring compliance with air quality regulations and minimizing air quality impacts during project construction. In addition, there would be no reasonable potential for noise, visual, or traffic impacts on this park. The

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

Richardson Park, Adelanto and Howard Loy Park, Adelanto

Richardson Park is located at 11500-11588 Air Expressway, Adelanto, and includes a baseball field, soccer field, skate park, picnic area, and playground.

Howard Loy Park is located at 11735 Air Expressway, Adelanto, and includes a picnic area.

Richardson Park and Howard Loy Park are about 0.2 mile from the proposed HDC main line and 0.08 mile from the proposed ramps. The project would not incorporate any land from these parks, and no temporary construction easements would be needed from either of these parks.

Effects

Accessibility

Public access to these parks is by means of Desert Air Expressway. This access would not be permanently or temporarily affected by the project.

Noise

Traffic noise impacts are not expected to occur at these parks as a result of the proposed project.

Visual

The proposed roadway would include on- and off-ramps, bridge structures, train tracks, and a bike path. These new features would negatively affect the visual intactness and unity of the view. This would result in a slight lowering of the visual quality because the visual character would be changed to include more manmade elements, causing the compatibility of the visual character to decrease. Nighttime views in the area would be affected by new sources of light from elevated headlights on the bridge, as well as from new interchange lighting. Overall, the amount of changes to visual resources is low. In addition, active sports are the primary activities of these parks, which do not require views to or from the parks; therefore, the visual change is not anticipated to substantially affect the activities or characteristics of these parks.

During project construction, temporary distant visual impacts due to the contractor's operations, such as night lighting, dust, temporary structures, haul materials and construction equipment, worker presence, fencing, and signage, as well as construction-related vehicles on the highway, would also be present; however, these elements are common for highway construction projects and they would be temporary and short term at this location. These parks are also buffered from the project limits by distance of about 500 feet and the presence of Air Expressway Boulevard;

therefore, construction impacts would not substantially affect or impair the functions or activities of these parks.

Air Quality

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

During construction, a short-term worsening of air quality may occur due to the release of particulate emissions generated by site preparation, excavation, grading, hauling, and other activities related to construction. Emissions from construction equipment are also anticipated. However, Measures CI-AQ-1, CI-AQ-2, and CI-AQ-4 through CI-AQ-7 (please see Section 3.6, Construction Impacts, Air Quality, of the EIR/EIS for more details) would reduce the stationary and mobile source emissions, ensuring compliance with air quality regulations and minimizing air quality impacts during project construction.

Vegetation and Water Quality

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

Conclusion

The proposed project would not cause a constructive use of Richardson Park and Howard Loy Park because the proximity impacts would not substantially impair the protected activities, features, or attributes of these facilities.

Westwinds Sport Center, Westwinds Activities Center, and Schmidt Park, Victorville

The Westwinds Sport Center is located at 18241 George Boulevard, Victorville. The facilities include a large gymnasium, five racquetball courts, a meeting room, restrooms, and a lighted baseball field with a grass infield.

Westwinds Activities Center is located at 18040 George Boulevard, Victorville (gym).

Schmidt Park is located at 13576 Mustang Street, Victorville. It includes an open turf, restrooms, and a playground. Park amenities include two soccer fields, a basketball court, and a covered picnic area with a barbecue.

In general, Variation E would be located farther south from Westwinds Sport Center, Westwinds Activities Center, and Schmidt Park compared to the other variations. As a result, Variation E would be less visible to these facilities compared to the other variations. None of the project build alternatives would incorporate any land from these three facilities, nor would temporary occupancy of these facilities be involved.

Public access to these facilities, which is via George Boulevard and Mustang Street, would not be affected during project construction or operation.

These facilities are 0.46 to 0.6 mile from the project's limits and are buffered from most of the project alternatives by a distance of at least 2,400 feet and the presence of intervening structures. For Variation E, this distance is even greater (1.5 mile or more). There is no reasonable likelihood of any proximity impacts, such as noise, visual, air quality, water quality, wildlife or traffic that might interfere with the activities and functions of these facilities; therefore, the project would not cause constructive use of the Westwinds Sport Center, Westwinds Activities Center, or Schmidt Park.

Rockview Nature Park, Victorville

Rockview Nature Park is located north of the project area at 17800 National Old Trails Highway in Victorville. It is 14 acres in size and is owned by the City of Victorville. It includes a walkway, two green picnic areas, a gazebo, trails, nature study decks, and a carpeted multipurpose room with approximately 1,900 square feet of gathering space, a kitchen, and an outdoor amphitheater.

This park provides an open space recreational area in a natural, riverside setting. It is used for scheduled youth camping events, stargazing parties, hiking, weddings, general picnicking, and other outdoor activities. The park is considered to be a significant and unique property within the City of Victorville park and recreation system.

The park currently has two access entrances, both from the National Old Trails Highway, which are approximately 900 feet from each other: one at the northern portion of the park and the other from the south (southern entrance) through the Los Angeles Department of Water and Power (LADWP) McCullough Switching Station Transmission Line ROW (discussed in Section 4.2.1). The northern entrance is connected to the small parking lot within Rockview Nature Park, while the southern entrance is connected to a larger parking lot (southern parking lot) within LADWP's land, which is not protected under Section 4(f) (see Section 4.2.1 for more information). The temporary southern parking lot, access, and hiking trail, as well as some other temporary recreational facilities were previously permitted to the City of Victorville by LADWP for temporary recreational purposes. No permanent structures were allowed on the land and the City cannot use the land to satisfy any zoning demands, zoning variants, or governmental requirements. The license agreement for this use expired in 2003 and is on hold-over status. These temporary uses are ongoing. However, according to the agreement, regardless of the manners and duration of use or occupancy, the license may be terminated at any time by the LADWP upon a 90-day notice, and the area is required to be restored to the original condition and returned to the LADWP. Coordination with LADWP confirms that the designated primary purpose of this land remains as utility operation; therefore, recreation use of this property is considered a temporary and secondary use.

Effects

Effects of All Alternatives and Variations, Except Variation E

At this location, the HDC would have an open trench/cut section into the land to accommodate highway or both highway and rail in the median.

Land Acquisition and Parking

The project would not permanently incorporate land from Rockview Nature Park into the transportation ROW and no temporary occupancy of the park will be involved. The alternatives and variations with HSR would incorporate part of the LADWP-owned property, including the southern parking lot and access entrance, part of the trail, and possibly some other temporary recreational facilities, into highway ROW (Figure 8a) while the alternatives and variations without HSR would shift slightly south and incorporate less LADWP's property, mainly the southern parking lot and entrance (Figure 8b). This LADWP land is not considered Section 4(f) property (see discussion of the LADWP property in Section 4.2.1 for further discussion).

Caltrans would coordinate with LADWP regarding the acquisition of their land during the ROW process. The Rockview Nature Park itself is considered Section 4(f) property because it functions as such independent of the temporary use of LADWP's land. As described above, no permanent structures were allowed on the LADWP land and the City cannot use the land to satisfy any zoning demands, zoning variants, or governmental requirements. According to the agreement between the City and LADWP, regardless of the manners and duration of use or occupancy, the license may be terminated at any time by the LADWP upon a 90-day notice, and the area is required to be restored to the original condition and returned to the LADWP. The elimination of the temporary parking and facilities would not cause substantial impairment to the Rockview Nature Park's activities, features, or attributes that qualify this park for protection under Section 4(f).

Accessibility

Access to the park, depending on final design, may be reduced from the current two access points to one through the northern entrance; however, it should be noted that the access entrance through LADWP's property to be removed is considered a temporary access according to the agreement between LADWP and the City of Victorville, and is not considered part of the Section 4(f) resource. The Rockview Park would still be accessed through the northern entrance. In addition, since the current northern access to the park does not have a designated turn lane, as an enhancement measure, the project would install/pave a turn pocket to the park within the roadway's ROW to enhance safety and access to the park. All rights necessary to install this turn pocket would be conveyed at no costs to the State.

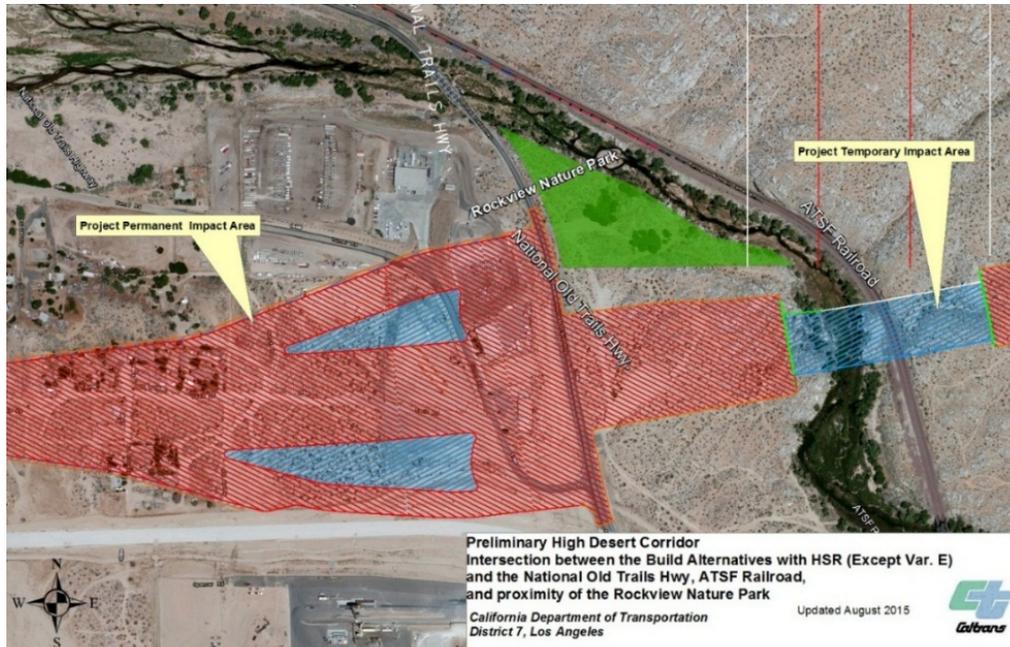


Figure 8a. Proximity of the Rockview Nature Park and the Project Alternatives with HSR, Except under Variation E

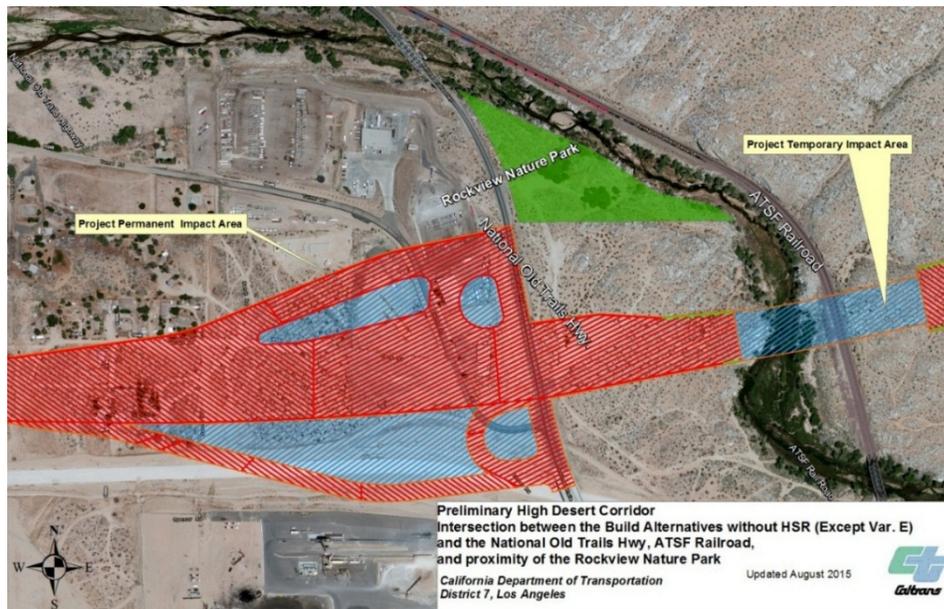


Figure 8b. Proximity of the Rockview Nature Park and the Project Alternatives without HSR, except Variation E

Noise

According to the Noise Study Report (2014), build alternatives would result in an increase of 11 dBA in noise level at this location compared to the existing condition; however, the increase would not be considered substantial and would not constitute a

traffic noise impact as defined in 23 CFR 772.5 per the Caltrans Noise Protocol. In addition, the predicted noise level for the build alternatives would be 53dBA which would not approach and would be significantly below the Noise Abatement Criteria (NAC) of 67dBA specified in 23 CFR 772.

Aesthetics

The Visual Impact Assessment (2015) indicates that the proposed alignment would be visible from a viewing area located on a high bluff, but it would not be visible from most of Rockview Nature Park due to topography. More manmade elements would become dominant in the vicinity of the park. Views of the vegetated open land would be obstructed and overwhelmed by the new bridge over the Mojave River. Viewer response is expected to be moderate-high; however, activities at the park, which are mostly picnics and hiking and some other active sports, are not dependent on or sensitive to surrounding visual characteristics and would not be substantially affected by this visual change. In addition, the project would incorporate appropriate measures to minimize visual impacts. At this location, appropriate measures would include:

- V-10: Context-sensitive design would be incorporated by adding color into the project elements as much as feasible.
- V-3: The aesthetic features shall be developed in coordination with Caltrans Landscape Architecture.
- V-11: Trees will be planted to help "soften" structures, including walls and bridges.
- V-4: Dark-Sky Compliant Lighting: To preserve the dark night sky as a natural resource in desert region communities, dark-sky compliant lighting shall be selected to minimize light pollution cast into the sky while maximizing light cast onto the ground, as appropriate. A lighting plan shall be developed that requires project lighting to be appropriately shielded. It is a goal of the County of San Bernardino's 2007 General Plan to preserve the dark night sky as a natural resource in desert region communities.

Air Quality

The Air Quality Technical Study concludes that no federal violation would result from the implementation of these alternatives; therefore, there would be no adverse permanent air quality impact to the park,

During construction, short-term worsening of air quality may occur due to the release of particulate emissions generated by site preparation, excavation, grading, hauling, and other activities related to construction. Emissions from construction equipment are also anticipated. However, Measures CI-AQ-1, CI-AQ-2, and CI-AQ-4 through CI-AQ-7 would substantially reduce the short-term air quality impacts during construction of the project, ensuring compliance with air quality regulations and minimize air quality impacts during project construction.

Effects of Variation E

Land Acquisition and Parking

The project alternatives under this variation would not permanently incorporate land from Rockview Nature Park into the transportation ROW. This variation would be located farther south from Rockview Nature Park; therefore, it would not require removal of the southern parking lot used by the park or other temporary recreational facilities within LADWP's parcel.

Accessibility

Access entrances to Rockview Nature Park are not anticipated to be impacted by this Variation. Access to the Park would also be maintained during project construction. Therefore, public access to the park is not permanently affected.

Noise

Variation E is located further south from the other variation, therefore noise level for Variation E would be lower than the other variation. No noise impacts on Rockview Nature Park would result from the alternatives with Variation E.

Aesthetics

Under Variation E, the HDC at this location would be an elevated structure over the National Old Trails Highway and across the Mojave River. The Visual Impact Assessment (2015) indicates that the proposed alignment would be visible from a viewing area located on a high bluff, but it would not be visible from most of Rockview Nature Park due to topography. More manmade elements would become more dominant where the HDC crosses the National Old Trails Highway. These elements would be less visible to park users where it crosses the river due to the topographical condition. Activities at the park, which are mostly picnics, hiking, and some other active sports, are not dependent on or sensitive to surrounding visual characteristics; thus, they would not be substantially affected by this visual change. In addition, the project would incorporate appropriate measures to minimize visual impacts. At this location, appropriate measures may include:

- Context-sensitive design would be incorporated by adding color into the project elements as much as possible.
- The aesthetic features shall be developed in coordination with Caltrans Landscape Architecture.
- Trees will be planted to help "soften" structures, including walls and bridges.
- Dark-Sky Compliant Lighting: To preserve the dark night sky as a natural resource in desert region communities, dark-sky compliant lighting shall be selected to minimize light pollution cast into the sky while maximizing light cast onto the ground, as appropriate. A lighting plan shall be developed that requires project lighting to be appropriately shielded. It is a goal of the County of San Bernardino's 2007 General Plan to preserve the dark night sky as a natural resource in desert region communities.

Air Quality

The Air Quality Technical Study concludes that no federal violation would result from the implementation of these alternatives; therefore, there would be no adverse permanent air quality impact to the Rockview Nature Park.

During construction, short-term worsening of air quality may occur due to the release of particulate emissions generated by site preparation, excavation, grading, hauling, and other activities related to construction. Emissions from construction equipment are also anticipated. However, Measures CI-AQ-1, CI-AQ-2, and CI-AQ-4 through CI-AQ-7 would substantially reduce the short-term air quality impacts during construction of the project, ensuring compliance with air quality regulations and minimizing air quality impacts during project construction.

Enhancement Measures

The project will include the following to enhance the Rockview Nature Park.

- PAR-2: Install a right turn pocket to the Rockview Nature Park at the northern entrance within the roadway's ROW to enhance safety and access to the park. All rights necessary to construct this turn pocket would be conveyed with no cost to the State.
- PAR-3: The City of Victorville Department of Community Services would be provided the opportunity to review the project Design for this location during the Design Phase.
- PAR-4: As an enhancement measure for the Rockview Nature Park, the project may help the City of Victorville to add parking capacity to the Rockview Nature Park if additional adjacent right of way becomes available and can be obtained.

In addition, minimization measures under other resource impacts discussed above (visual, air quality, noise) would be incorporated into the project to minimize any impacts to the facility.

Conclusion

The proposed project would not cause a constructive use of the Rockview Nature Park because the proximity impacts would not substantially impair the protected activities, features, or attributes of this facility that qualify it for protection under Section 4(f).

Grady Trammel Park, Victorville

Grady Trammel Park is located at 17184 Stoddard Wells Road, Victorville. Park amenities include a ball field, an open grass area, an outdoor basketball court, a sand volleyball court, covered picnic areas, play equipment, and restrooms.

This park is approximately 0.3 mile from the project limits. The project alternatives would not incorporate any land from Grady Trammel Park. No temporary occupancy of these facilities would be involved.

Effects

Accessibility

Public access to these facilities, which is via Stoddard Wells Road, would not be affected during project construction or operation.

Visual

Visual impacts on Grady Trammel Park from the minor improvement along I-15 are not anticipated; however, the view from the park between the National Old Trails Highway and I-15 would be affected by the HDC alignment segment and Variation E. Viewer response is expected to be low because the park is 0.5 mile away from the proposed Variation E HSR alignment and 0.75 mile from the proposed HDC alignment. The view is also screened by large trees in the western and northern directions and partially blocked by a church building and topography to the north and northeast.

Noise

Because Grady Trammel Park is located at a distance of more than 1,500 feet from the project, noise impacts are not anticipated as a result of project construction or operation.

Air Quality

The Air Quality Technical Study concludes that no federal violation would result from the implementation of these alternatives; therefore, there would be no adverse permanent air quality impact to the park. During construction, a short-term worsening of air quality may occur due to the release of particulate emissions generated by site preparation, excavation, grading, hauling, and other activities related to construction. Emissions from construction equipment are also anticipated. However, Measures CI-AQ-1, CI-AQ-2, and CI-AQ-4 through CI-AQ-7 (please see Section 3.6, Construction Impacts, Air Quality, of the EIR/EIS for more details) would reduce the stationary and mobile source emissions, ensuring compliance with air quality regulations and minimizing air quality impacts during project construction.

Vegetation and Water Quality

Work would be outside the parks' ROW at a distance of more than 1,500 feet, and the project would incorporate all BMPs into the construction operations; therefore, no vegetation or water quality impacts on this park are anticipated.

Therefore, the project would not have constructive use of Grady Trammel Park because proximity impacts would not substantially impair the functions or activities of the park.

Horsemen's Center, Apple Valley

Horsemen's Center is owned by the Town of Apple Valley and is located at 24320 Highway 18, adjacent to the project limits. Nestled in a unique rock formation, this park provides a playground, open grass area, picnic area (29 tables and

25 barbecues), a perimeter hiking trail, 2 horse arenas, a BMX Motor Park, concession stand, 7 primitive campsites, and a permanent restroom. The BMX track was renovated in 2009 to create a national-caliber track. It has lighting for races and practicing at night, and a sound system.

The project alternatives would not permanently incorporate any land or require any temporary construction easement from Horsemen's Center.

Effects

Accessibility

Public access to Horsemen's Center from the existing SR-18 would be maintained.

Noise

No noise impacts are identified at this location.

Visual

The visual change is moderately high because the alignment of the HDC would replace a dominant stand of evergreen trees with a wide divided roadway that would be visible to the horseback riders, hikers, and recreational users. The influence of manmade elements increases the continuity of the view due to the unifying and strong linear orientation of the roadway. The unifying effects of the HDC's pattern character are offset by the increase in day and nighttime glare from the roadway pavement, signage, vehicles, and lighting. The pavement also contrasts significantly with the color and texture of the existing landscape cover; however, the activities of Horsemen's Center are mainly active sports. Views to and from the center are not features or characteristics of the property; therefore, the visual change is not anticipated to substantially affect the activities or characteristics of Horsemen's Center; however, the following measures would be incorporated into the project to minimize any potential visual impacts:

- V-10: To minimize glare and reduce visual disruption, any retaining wall facing the park shall be textured and colored to be compatible with adjacent (native) soils. Context-sensitive solutions, developed in coordination with Caltrans Landscape Architecture, will be incorporated into project elements as much as possible.
- V-17: Trees/vegetation would be planted along the corridor to "soften" the view of the corridor/roadway and provide a more natural visual buffer. Planting of vines to deter graffiti will be part of the highway planting plans.
- V-9: Context-sensitive aesthetic standards, including features that reflect a "sense of place" for the HDC communities, shall be considered for the structures to meet the desired goals of the Town of Apple Valley, Los Angeles County, and Caltrans.
- V-5: The project shall consolidate signs to minimize visual clutter. Lack of visual obstructions, such as cables and billboards, is desirable.
- V-6: Traffic control cabinets will be located out of public view.

- V-8: Elevated structures, such as overpasses and viaducts for the roadway, shall be minimized where practical or integrated within the surrounding environment.
- V-4: Dark-Sky Compliant Lighting: To preserve the dark night sky as a natural resource in desert region communities, dark-sky compliant lighting will be used to minimize light pollution cast into the sky while maximizing light cast onto the ground, as appropriate. A lighting plan shall be developed that requires project lighting to be appropriately shielded:

Air Quality

The Air Quality Technical Study concludes that no federal violation would result from the implementation of these alternatives; therefore, there would be no adverse permanent air quality impact to the park. During construction, a short-term worsening of air quality may occur due to the release of particulate emissions generated by site preparation, excavation, grading, hauling, and other activities related to construction. Emissions from construction equipment are also anticipated. However, Measures CI-AQ-1, CI-AQ-2, and CI-AQ-4 through CI-AQ-7 (please see Section 3.6, Construction Impacts, Air Quality, of the EIR/EIS for more details) would reduce the stationary and mobile source emissions, ensuring compliance with air quality regulations and minimizing air quality impacts during project construction.

Vegetation and Water Quality

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

As a result, the project would not cause constructive use of Horsemen's Center because proximity impacts would not substantially impair the activities or functions of this center

4.2 Properties Determined not to be Section 4(f) Properties and Properties not Subject to Section 4(f) Approval

4.2.1 Parks and Recreational Land

Department of Water and Power's McCullough Switching Station-Victorville Switching Station Transmission Line Right of Way No. 33

This 36-acre parcel of land is located east of National Old Trails Highway and south of Victorville's Rockview Nature Park. It is owned by LADWP for the main purpose of utility operation. In 2000, LADWP signed a license agreement with the City of Victorville for the temporary use of a portion of this property for a park, hiking trail, and vehicle parking purposes for the period from 1998 to 2003. No permanent structures were allowed on the land and the City cannot use the land to satisfy any zoning demands, zoning variants or governmental requirements. The license agreement for this use expired in 2003 and is on hold-over status. These temporary uses are ongoing. However, according to the agreement, regardless of the manners and duration of use or occupancy, the license may be terminated at any time by the

LADWP upon giving a 90-day notice, and which requires the area to be restored to the original condition and returned to the LADWP.

Coordination with LADWP confirms that the designated primary purpose of this land remains as utility operation; therefore, recreation use of this property is considered a temporary and secondary use.

The designated primary purpose of this property is for utility operation, not for recreation. Recreation is only a secondary use and is temporary. Therefore, provisions of Section 4(f) are not triggered according to FHWA's Policy Paper (Q&A #1A), which specifies that publicly owned land is considered to be a park or recreational area protected under Section 4(f) when its primary purpose is as a park or recreation area. A property's primary function is defined by how it is intended to be managed. Incidental, secondary, occasional, or dispersed activities similar to park or recreational activities do not constitute a primary purpose within the context of Section 4(f).

Portions of Planned Multi-use Trails in the Town of Apple Valley

The HDC would intersect three portions of the Town of Apple Valley's adopted planned future trails. None of the three trails have been developed. These trails are currently identified on the map for the purpose of reserving easements with future development; no actual easements have been obtained; and no specific location/boundary has been identified. According to the Town's Parks and Recreation, and Planning Departments, these trails would be for both non-motorized transportation and recreation purposes and would fall under the current private land. The development of these trails is dependent on the development of the adjacent properties. Once private property owners request approval to develop their sites, easements would be required for creation of the trail system, and trails adjacent to these parcels would be created. FHWA's Policy Paper (Q&A #25) specifies that Section 4(f) is not applicable when privately held properties of this type are formally designated as part of a Master Plan for future park/recreation development. They must be publicly owned at present. In this case, because the lands where trails are planned to be located are presently privately owned, Section 4(f) is not triggered.

Portions of Los Angeles County's Planned Trails

The HDC would intersect with County of Los Angeles Department of Parks and Recreation (LACO-DPR) adopted Regional Trail Plan at the following locations:

- Avenue Q just east of 110th Street;
- Avenue Q12 just east of 140th Street, west of Big Rock Wash;
- Avenue Q12 near 225th Street; and
- North of Avenue R, west of 225th Street (Vineyard Dip)

According to the LACO-DPR's Trail Section, the Los Angeles County adopted Regional Trail Plan provides a network of multi-use (equestrian, hiking, and mountain biking) trails for a diverse group of public users throughout Los Angeles

County that connect local, state, and federal trail systems and link recreational areas to residential, commercial, institutional and industrial areas. It also includes adopted proposed trails that do not currently exist but are plans for the future, or trails that exist but are not yet officially designated.

The adopted proposed trails, which intersect with the HDC, are mostly located on private land. For the portions of the adopted proposed trails that may fall on present-day private land, FHWA's Policy Paper (Q&A #25) specifies that when privately held properties formally designate land uses into a Master Plan for future park/recreation development, Section 4(f) is not applicable. They must be publicly owned at present. Accordingly, the provisions of Section 4(f) are not triggered.

Portions of Trails within the City of Palmdale

The HDC would intersect with portions of the City of Palmdale's bikeways at the following locations:

- BL 1 & 2: At 40th Street (both variations)
- BL 3&4: At 50th Street (both variations) and along the bikeway at Avenue P8 from east of 50th Street to 90th Street.
- BL 5: At Avenue Q
- BL 6: At Palmdale Boulevard

The bike trails are discussed in the City's General Plan in both the Transportation and Recreation sections. However, they are a part of the city-wide bikeway network. A meeting was conducted with City of Palmdale Parks and Recreation Department and City of Palmdale Public Works Department to clarify the purpose of these bike trails. These departments confirmed that though the City allows multiple uses on the bikeway, including recreation, the primary intended function and purpose of these bikeways are for transportation. City's trails/bikeways that are designated primarily for recreation are separately listed (in the City's Recreation website) and do not include these bikeways. As specified in Exception 23 CFR 774.13 (f)(4), on the 4(f) Trails, paths, bikeways, and sidewalks which are part of the local transportation system and which function primarily for transportation purposes to not trigger Section 4(f) requirements.

The City of Adelanto's Future Planned Drainage Right-of-Way

The HDC build alternatives would intersect with portions of the City of Adelanto's planned drainage ROW/Open space that might include future recreational use. The planned ROW is in the undeveloped part of the city, mostly located on private land. FHWA's Policy Paper Q & A # 25 specifies that in order for Section 4(f) to apply, the land has to be publicly owned. Therefore, the portions of this planned ROW that are currently on private land would not be considered to be Section 4(f) property, even though the City may acquire it in the future. Other portions of this planned ROW are on land currently owned by the Los Angeles Department of Water and Power which is a public agency. However, this land is an existing power line/utility corridor. The

intended primary purpose of the land is either utility operation or drainage with recreation as a secondary use. Therefore, provisions of Section 4(f) are not triggered.

4.2.2 Historic Properties

Project study and evaluation under Section 106 shows that within the project APE, there are archaeological sites which are eligible for inclusion in the National Register of Historic Places. These properties are included in Table 3.

According to exception 23 CFR 774.13(b), Section 4(f) applies to archaeological sites that are on or eligible for the NRHP and that warrant preservation in place. Section 4(f) does not apply to an archaeological resource that is important chiefly because of what can be learned through data recovery and has minimal value for preservation in place. As can be seen in Table 3, each of these archaeological sites is eligible for listing in the NRHP but is important chiefly because of what can be learned through data recovery and has minimal value for preservation in place. SHPO has been consulted (please see Attachment II at the end of this Appendix and Appendix K of the EIR/EIS, Volume 2, for information concerning coordination with SHPO) and did not object to this conclusion. Therefore, according to Exception 23 CFR 774.13(b), provisions of Section 4(f) are not triggered for any of the archeological sites in Table 3.

Table 3. Other Resources Eligible for Inclusion in the NRHP

No	Code	Type of Property	Description
1	P-36-000066	Prehistoric lithic scatter	This prehistoric resource consists of a small scattering of flaked stone material located immediately above the Mojave River floodplain along the edge of a gently sloping ridgeline. It was believed CA-SBR-66 represents an ephemerally used satellite activity area associated with the large, prehistoric residential base/village (i.e., CA-SBR-182) located approximately 0.25 mile to the west. The resource was updated in 2012 as a result of survey for the HDC Project and described as a small low-density lithic scatter with fire-affected rocks. The condition of the site is good. Caltrans has determined that CA-SBR-66 is eligible for listing in the NRHP under Criterion A and D. This site is both eligible individually and as a contributor to the Topipabit Archaeological District. It has been determined that this site is important chiefly because of what can be learned by data recovery and has minimal value for preservation in place. An eligibility concurrence by the SHPO has been obtained.
2	P-36-000182 CA-SBR-182	AP15. Habitation Debris; tested.	This prehistoric resource consists of a large complex residential site and may represent the ethnohistoric Vanyumé Serrano site of Topipabit. The site consists of a large, intensively used prehistoric residential location containing four loci defined by moderate to dense concentrations of lithic artifacts, fire-altered rock, and burned faunal remains. Several hearth features, one possible house pit depression and one large pit feature were also identified. The condition of the site is good. Caltrans has determined that this site is eligible for listing in the NRHP under Criterion A and D. This site is both eligible individually and as a contributor to the Topipabit Archaeological District. It has been determined that this site is important chiefly because of what can be learned by data recovery and has minimal value for preservation in place. An eligibility concurrence from SHPO has been obtained.
3	P-36-012609		This is a large, prehistoric habitation site. An abundance and diversity of cultural material has been recovered from the surface of the site and from intact, buried deposits to depths of about 6 feet during 2 periods of subsurface testing. Recovery of artifacts suggest the site was occupied dating from the Gypsum Period (approximately 4000–1500 B.P.), through the Saratoga Springs Period (1500–800 B.P.), and into the Late Period (800–300 B.P.). Caltrans has determined that this site is eligible for listing in the NRHP under Criterion A and D. This site is both eligible individually and as a contributor to the Topipabit Archaeological District. It has been determined that this site is important chiefly because of what can be learned by data recovery and has minimal value for preservation in place. An eligibility concurrence from SHPO has been obtained.
4	Potential Topipabit Archaeological District		Caltrans has determined that a proposed National Register Archaeological District called Topipabit District is eligible for listing in the NRHP. The district would encompass three archaeological sites that are located within the APE and that may be associated with the ethnohistorically-attested Desert Serrano village of Topipabit. The three sites are P-36-000066 (CA-SBR-66), P-36-000182 (CA-SBR-182), and P-36-012609 (CA -SBR-12336). The proposal for creation of the district is supported by preliminary ethnohistory research by David Earle (see ASR, Appendix C). The research indicates the district would be eligible for listing in the NRHP under Criterion A and D. It has been determined that this district is important chiefly because of what can be learned by data recovery and has minimal value for preservation in place. An eligibility concurrence from SHPO has been obtained.

Table 3. Other Resources Eligible for Inclusion in the NRHP

No	Code	Type of Property	Description
5	• P-19-004362 (CA-LAN-4362H)		<p>This historical archaeological resource consists of a historic homestead with six features: an earthen reservoir, two concrete foundations/pads, one well pad with well head, a concrete well pump foundation, and a water tank, as well as two concrete hollow column irrigation pipes, and an associated refuse scatter.</p> <p>In 1919, Fielding P. Bowland and Fannie May Wells acquired 320 acres from the General Land Office and the site lies within that acreage. The artifacts associated with the site include concrete irrigation pipe and a refuse scatter that consists of hole-in-top cans, glass fragments (green, brown and colorless), miscellaneous metal fragments, and earthenware fragments, dating from the 1920s to early 1960s.</p> <p>Caltrans is assuming NRHP eligibility under Criterion D as an individual property and is phasing its evaluation. It has been presumed that this site is important chiefly because of what can be learned by data recovery and has minimal value for preservation in place. An eligibility presumption concurrence from SHPO has been obtained.</p>
6	P-36-026769 (CA-SBR-16916H)		<p>This historical archaeological resource consists of the remnants of the Engelbrecht homestead, which includes eight foundations, two animal pens and multiple refuse scatters. The five refuse scatters of varying sizes, include approximately 500 cans, including sanitary, church-key opened beverage, oil, coffee, food, gasoline, and a few steel and aluminum beverage cans. Also present are terracotta pipe fragments, bottle glass fragments in green, colorless, brown, and sun-tinted amethyst, ceramic fragments,</p> <p>porcelain fragments, ceramic pipe, porcelain bathroom fixtures, bricks, a bucket, milled wood, and other artifacts. Together they suggest deposition between the 1920s and the early 1960s. The structures were labeled "Engelbrecht Place" on the 1942 USGS quadrangle map. A review of historic aerial photographs shows the structures there in 1953 and 1968.</p> <p>Caltrans is assuming NRHP eligibility under Criterion D as an individual property. It has been presumed that this site is important chiefly because of what can be learned by data recovery and has minimal value for preservation in place. An eligibility presumption concurrence from SHPO has been obtained.</p>
7	Prehistoric Archaeological Site CA-SBR-158 (P-36-000158)- Rock Art Site		<p>This prehistoric resource, located adjacent to Rockview Nature Park, Victorville, consists of two small petroglyphs located at the mouth of a small cave in low granitic hills along the Mojave River. Soils consist of Colluvial sand and granite bedrock. Vegetation in the area consists of sagebrush and mesquite. This resource was originally recorded in 1964 and described as having design elements consisting of a bisected circle and two diamonds joined vertically. In 2014, CA-SBR-158 was relocated and rerecorded, finding that only the bisected circle design element remains. An in-field determination by two archaeologists was that weathering and spalling had destroyed the two diamonds design element, as evidenced not only on the rock art panel but also the granitic rocks in the area. A search of the ground around the site for evidence of the two diamonds proved negative. The surrounding rock faces were also inspected for additional petroglyphs, but none were located. The site integrity is good except for natural weathering and spalling of rock faces.</p> <p>Caltrans is assuming NRHP-eligibility for this property under Criterion D and possibly Criterion A. It has been presumed that this site is important chiefly because of what can be learned by data recovery and has minimal value for preservation in place. An eligibility presumption concurrence from SHPO has been obtained.</p>

5.0 Section 6(f) Consideration

The project would acquire land from one Section 4(f) property/parkland, the Westwinds Golf Course; however this property was not acquired or developed using any grant money from the Land and Water Conservation Act, which triggers Section 6(f). Coordination with the City of Victorville shows that the City received monetary grants from the Land and Water Conservation Fund in 1994 and 1995 for improvements within Rockview Nature Park, adjacent to the project; however, the project would not convert any land from this park. Therefore, provisions of Section 6(f) are not triggered.

6.0 References

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

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

Noise Study Report and HSR Vibration Impact Assessment, September 2015.

Air Quality Technical Report, October 2015.

Visual Impact Assessment, September 2015.

HDC Finding of Adverse Effects, November, 2015.

7.0 List of Preparers

Caltrans

Thoa Le, Associate Environmental Planner. M.S. Environmental Sciences, University of East Anglia, UK; B.S. Biology, Hanoi University of Education; 14 years of experience in environmental research, environmental document preparation, and reviews. Contribution: Section 4(f) analysis, documentation, and coordination.

Parsons

Greg King, Environmental Manager. University of California, Santa Barbara, M.A. Public Historical Studies; 31 years of environmental planning experience in California. Contribution: Section 4(f) Evaluation peer review.

Anne Kochoon, QEP, Environmental Senior Project Manager. M.S. Environmental Engineering, Asian Institute of Technology, Bangkok, Thailand; 30 years of experience in environmental planning and impact assessment. Contribution: Section 4(f) Peer review and report organization.

same location, but it would flare out a little less and would run slightly south of the main Alignment.

- Variation D – Near the community of Lake Los Angeles, the freeway/expressway would dip south of the main alignment, just south of Avenue R approximately between 180th Street East and 230th St. East.
 - Variation E – Near Adelanto and Victorville, the freeway/expressway would dip south of the federal prison.
2. The Freeway/Tollway Alternative would follow the same alignment as the Freeway/Expressway Alternative (including Variations A, B, D, and E), but the section between 100th Street East and US 395 would be operated as a tollway.
 3. The Freeway/Expressway Alternative with HSR Feeder/Connector Service would be the same as the Freeway/Expressway Alternative except for Variation A which is not feasible for HSR, but with an HSR Feeder/Connector Service between the cities of Palmdale and Victorville. At Palmdale location and Victorville location, there are two options for the HSR connection.
 4. The Freeway/Tollway Alternative with HSR Feeder/Connector Service would be the same as the Freeway/Tollway Alternative, but it would include an HSR Feeder/Connector Service (as described above) between the cities of Palmdale and Victorville.

Bicycle facility and green energy components would be incorporated into the design features of these build alternatives.

5. The No Build Alternative would not provide new transportation infrastructure within the High Desert area to connect Los Angeles and San Bernardino counties. Only previously planned improvements on existing SR-138 in Los Angeles County and SR-18 in San Bernardino County would be constructed.

II- Westwinds Golf Course

The Westwinds Golf Course is located at 18003 Westwinds Road, Victorville 92394 and is owned by the City of Victorville and is a significant recreational resource. Westwinds Golf Course is a regulation 9-hole course that is open to the public. Multiple tees enable the course to be played as an 18-hole golf course. The Westwinds Golf Course provides a full service Pro Shop, Clubhouse, and driving range. This course is available to the public for daily fee or reserved play, special events, and tournaments.

1. Potential Effects of project on the Westwinds Golf Course:

Effect of all Build Alternatives and Variations, except Variation E

Each project build alternative and variation, except Variation E, would permanently incorporate approximately 5 acres of land from the golf course (Figure 1) which would constitute a use under Section 4(f). However, this land, located on the extreme southern edge, represents only a small portion of the approximately 139-acre golf course. In addition, the land to be incorporated into the project is a vacant and unused portion of the golf course, upon which no facilities are located or activities conducted; therefore, no facilities, functions, or activities of the park would be adversely affected.

Accessibility

Public access to the golf course, which is via Westwinds Road, is anticipated to be maintained at all times during project construction and operation.

Noise

The Noise Study (2014) prepared for the project shows that there would be no change in the noise level as the result of the project build alternatives and the predicted noise level is below the National Abatement Criteria for a recreational resource. Therefore, there would be no adverse noise effects on this golf course.

Visual

The proposed increased roadway width and bridge would negatively affect visual vividness, intactness, and unity of the view from the golf course. This would result in a lowering of the visual quality. The visual character would be changed to include more manmade elements. The mountains and existing green trees would be blocked from view by the new facility. While overall the vividness, intactness, and unity of the view from the golf course looking south would constitute a moderate negative change, the main activity of this facility is not anticipated to be substantially affected or impaired by this change. During project construction, temporary visual impacts due to the contractor's operations, such as night lighting, dust, temporary structures, haul materials and construction equipment, worker presence, fencing, and signage, as well as construction-related vehicles on the highway, would also be present. However, these features are common for highway construction projects, and they would be temporary and of a short term nature at this location and would not substantially affect or impair the functions and activities of the golf course.

Air Quality

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

During construction, a short-term worsening of air quality may occur due to the release of particulate emissions generated by site preparation, excavation, grading, hauling, and other activities related to construction. Emissions from construction equipment are also anticipated. However, Measure SC-CI-22 and SC-CI-23 (see Section 3.6, Construction Impact Air Quality of the EIR/EIS for more details) would substantially reduce the short-term air quality impacts during construction of these alternatives, ensuring compliance with air quality regulations and minimizing air quality impacts to the golf course during project construction.

Vegetation and Water Quality

No vegetation or water quality/supply within the golf course would be affected. The project would incorporate all best management practices (BMPs) into the construction operations.

Effect of Variation E

This variation of the build alternatives would not permanently incorporate any land from the golf course. No temporary occupancy or access restriction is necessary for project implementation. This variation is located more than 0.5 mile away from the Westwinds Golf Course. In addition, appropriate context design standards would be applied, and construction BMPs would be incorporated into the project. Therefore, this variation would not adversely affect the activities and functions of the golf course. Section 4(f) requirements are not triggered.

2. Minimization Measures

The following measures which apply to all build alternatives and variations, except as otherwise specified, would minimize impacts on the golf course:

- Compensation for the loss of vacant land from the golf course property will be made through the Caltrans ROW acquisition process before project construction. This measure is applicable to all build alternatives except alternatives with Variation E.
- To minimize impacts on the golf course during the construction phase, no equipment staging will occur within the golf course boundaries.
- Caltrans standard construction Best Management Practices will be incorporated into the project to the extent practicable to minimize dust and noise during project construction; prior to construction, coordination with the City and utility companies will commence to resolve any utility conflicts within the area.

In addition, measures to minimize visual impacts include:

- V-17: Trees/vegetation will be planted along the corridor between the proposed HDC and the golf course to shield or "soften" the view of the corridor/roadway and provide a more natural visual buffer.

- V-10: To minimize glare and reduce visual disruption, any retaining wall facing the golf course shall be textured and colored to be compatible with adjacent (native) soils. Context-sensitive solutions, developed in coordination with Caltrans Landscape Architecture, will be incorporated into project elements as much as possible.
- V-9: Context-sensitive aesthetic standards, including features that reflect a “sense of place” for the HDC communities, shall be considered for the structures to meet the desired goals of the City of Victorville, Los Angeles County, and Caltrans.
- V-4: Dark-Sky Compliant Lighting: To preserve the dark night sky as a natural resource in desert region communities, dark-sky compliant lighting will be used to minimize light pollution cast into the sky while maximizing light cast onto the ground, as appropriate. A lighting plan shall be developed that requires project lighting to be appropriately shielded.



Figure 1: Permanent incorporation of land from the Westwinds Golf Course into the project Build Alternatives (except Variation E).

It can be seen from the above analysis that with the incorporation of the minimization measures, the project would not adversely affect the activities, features, or attributes qualifying the Westwinds Golf Course for protection under Section 4(f). Caltrans intends to make a *de minimis* finding under Section 4(f) for the project alternatives, except for Variation E, in regards to the Westwinds Golf Course.

III- Public Notice

The draft *De Minimis* Finding for the Golf Course was included in the Draft EIR/EIS and sent to the Victorville Department of Community Services and the public for review.

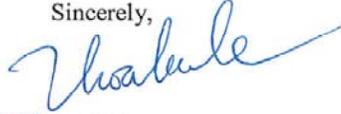
The purpose of this letter is to inform you of Caltrans' intent to make a determination of *De Minimis* impact to the Westwinds Golf Course for this project build alternatives, except for

Appendix B • Section 4(f) De Minimis Impact Determination
and Resources Evaluated in Relation to the Section 4(f) Requirements

Variation E; and to request concurrence from you that the project, considering all avoidance and minimization measures, would not adversely affect the activities, features, and attributes that make the Golf Course qualified for protection under Section 4(f). Please sign and date the concurrence below and return this letter to Karl Price, Division of Environmental Planning, Caltrans District 7, 100 S. Main Street, MS 16A, Los Angeles, CA 90012 by August 27, 2015.

If you have any questions regarding this letter or the proposed project, please contact me at 213-897-1839 (karl.price@dot.ca.gov), or Thoa Le at 213-897-2819 (thoa_le@dot.ca.gov).

Sincerely,


FOR

Karl Price
Senior Environmental Planner

Concurrence

As the official with jurisdiction over the Westwinds Golf Course, I hereby confirm that I have been informed of Caltrans' intent to make determinations of *de minimis* impact to the Westwinds Golf Course. I concur that the referenced project would not adversely affect the activities, features, and attributes that qualify the Westwinds Golf Course for protection under Section 4(f).

Signature: 
WESTWINDS ONLY

Date: 8/25/15

CHRISTIAN GUNTERT
Director, Community Services Department
City of Victorville

ATTACHMENT II. Concurrence Letter from SHPO

STATE OF CALIFORNIA – THE NATURAL RESOURCES AGENCY

EDMUND G. BROWN, JR., Governor

OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION
1725 23rd Street, Suite 100
SACRAMENTO, CA 95816-7100
(916) 445-7000 Fax: (916) 445-7053
calshpo@parks.ca.gov
www.ohp.parks.ca.gov



May 24, 2016

REPLY TO: FHWA_2014_0623_001

Kelly Ewing-Toledo
Senior Environmental Planner
Department of Transportation, District 7
Cultural Resources Unit
Division of Environmental Planning
100 South Main Street, Suite 100
Los Angeles, CA 90012-3606

Dear Ms. Ewing-Toledo:

RE: Section 4(f) Findings for the High Desert Corridor Project, Los Angeles and San Bernardino Counties

On March 30, 2016, the California Department of Transportation (Caltrans) and the California State Historic Preservation Officer (SHPO) entered into a project-level programmatic agreement to resolve adverse effects as a result of the above referenced undertaking. Caltrans is currently seeking SHPO comments related to Section 4(f) of the U. S. Department of Transportation Act of 1966 for this undertaking.

Caltrans has determined that the undertaking will not adversely affect six linear historic properties and SHPO concurred with this finding February 2, 2016 and March 22, 2016 resulting in a 4(f) *de minimis* impact finding for the following linear properties:

- National Old Trails Highway (CA-SBR-2910H);
- Mojave Road (CA-SBR-3033H);
- Atkinson, Topeka and Santa Fe Railroad (CA-SBR-6793H);
- Boulder Dam Transmission Lines 1, 2, and 3, and Towers (CA-SBR-7694H);
- Segment of the Edison Company Boulder Dam-San Bernardino 115 kV Transmission Line (CA-SBR-10315H); and
- Southern California Edison Kramer-Victor and Victor-Roadway 115kV Transmission Lines and Towers (CA-SBR-10316H)

Seven archaeological properties are subject to a phased approach for the evaluation and analysis of effects, and Caltrans is assuming the potential for adverse effect in an effort to satisfy Section 4(f). Sufficient information through Native American consultation currently exists to understand that the following properties have minimal value for preservation in place:

Ms. Ewing-Toledo
May 24, 2016
Page 2 of 2

- P-19-0004362 (CA-LAN-4362H);
- P-36-000158 (CA-SBR-158);
- P-36-026769 (CA-SBR-16916H); and
- Topipabit Archaeological District (p-number pending), which is comprised of three properties previously determined eligible prehistoric sites (P-36-000066) [CA-SBR-66], P-36-00182 [CA-SBR-182], and P-36-012609 [CA-SBR-12336], considered four properties in total.

The California SHPO concur with Caltrans' *de minimis* finding for each of the six linear properties and does not object to the application of the 4(f) exception §774.13(b)(1) for the archaeological properties currently affected by the undertaking.

If you have questions, please do not hesitate to contact Lucinda Woodward, Supervisor of the Local Government and Environmental Compliance Unit , at (916) 445-7028 or at Lucinda.woodward@parks.ca.gov.

Sincerely,



Julianne Polanco
State Historic Preservation Officer

cc: Kelly Hobbs HQ

Appendix C Title VI Policy Statement

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

EDMUND G. BROWN Jr., Governor

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



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Be energy efficient!*

March 2013

NON-DISCRIMINATION POLICY STATEMENT

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

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

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

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

MALCOLM DOUGHERTY
Director

"Caltrans improves mobility across California"

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Appendix D Summary of Relocation Benefits

Caltrans will be the agency responsible for acquiring the necessary right-of-way for the project. Caltrans will follow the process outlined in the Caltrans Relocation Assistance Program, which is provided below.

California Department of Transportation Relocation Assistance Program

Relocation Assistance Advisory Services

Declaration of Policy

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

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

Fair Housing

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

Any persons to be displaced will be assigned to a relocation advisor, who will work closely with each **displacee** in order to see that all payments and benefits are fully utilized, and that all regulations are observed, thereby avoiding the possibility of **displacees** jeopardizing or forfeiting any of their benefits or payments. At the time of the initiation of negotiations (usually the first written offer to purchase), owner-occupants are given a detailed explanation of the state’s relocation services. Tenant occupants of properties to be acquired are contacted soon after the initiation of

negotiations, and also are given a detailed explanation of the Caltrans Relocation Assistance Program. To avoid loss of possible benefits, no individual, family, business, farm, or nonprofit organization should commit to purchase or rent a replacement property without first contacting a Caltrans relocation advisor.

Relocation Assistance Advisory Services

In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended, “The Uniform Act”, 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 displaces 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.

Residential Relocation Payments

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

Moving Costs

Any displaced person, who lawfully occupied the acquired property, regardless of the length of occupancy in the property acquired, will be eligible for reimbursement of moving costs. **Displacees** will receive either the actual reasonable costs involved in

moving themselves and personal property up to a maximum of 50 miles, or a fixed payment based on a fixed moving cost schedule. Lawful occupants who move into the displacement property after the initiation of negotiations must wait until Caltrans obtains control of the property in order to be eligible for relocation payments (subsequent occupants).

Price Differential

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

Homeowners who have owned and occupied their property for 90 days or more prior to the date of the initiation of negotiations (usually the first written offer to purchase the property), may qualify to receive a price differential payment and may qualify to receive reimbursement for certain nonrecurring costs incidental to the purchase of the replacement property. An interest differential payment is also available if the interest rate for the loan on the replacement dwelling is higher than the loan rate on the displacement dwelling, subject to certain limitations on reimbursement based upon the replacement property interest rate. For current statutory limits, eligible benefits and entitlements please refer to the Caltrans Right of Way Manual, Chapter 10.

Rent Differential

Tenants and certain owner-occupants (based on length of ownership) who have occupied the property to be acquired by Caltrans prior to the date of the initiation of negotiations may qualify to receive a rent differential payment. This payment is made when Caltrans determines that the cost to rent a comparable “decent, safe and sanitary” replacement dwelling will be more than the present rent of the displacement dwelling. As an alternative, the tenant may qualify for a down payment benefit designed to assist in the purchase of a replacement property and the payment of certain costs incidental to the purchase, subject to certain limitations noted under the Down Payment section below. For current statutory limits, eligible benefits and entitlements please refer to the Caltrans Right of Way Manual, Chapter 10.

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

Down Payment

The down payment option has been designed to aid tenants in legal occupancy prior to Caltrans’ initiation of negotiations. For current statutory limits, eligible benefits and entitlements please refer to the Caltrans Right of Way Manual, Chapter 10. The one-year eligibility period in which to purchase and occupy a “decent, safe and sanitary” replacement dwelling will apply.

Last Resort Housing

Federal regulations (49 CFR 24) contain the policy and procedure for implementing the Last Resort Housing Program on federal-aid projects. Last Resort Housing benefits are, except for the amounts of payments and the methods in making them, the same as those benefits for standard residential relocation as explained above. Last Resort Housing has been designed primarily to cover situations where a **displacee** cannot be relocated because of lack of available comparable replacement housing. **For current statutory limits, eligible benefits and entitlements please refer to the Caltrans Right of Way Manual, Chapter 10.**

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

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

Nonresidential Relocation Assistance

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

Moving Expenses

Moving expenses may include the following actual, reasonable costs:

- The moving of inventory, machinery, equipment and similar business-related property, including: dismantling, disconnecting, crating, packing, loading, insuring, transporting, unloading, unpacking, and reconnecting of personal property. Items acquired in the Right of Way contract may not be moved under the Relocation Assistance Program. If the **displacee** buys an Item Pertaining to the Realty back at salvage value, the cost to move that item is borne by the **displacee**.
- **Loss of tangible personal property provides payment for actual, direct loss of personal property that the owner is permitted not to move. The payment will be based on the lesser of:**

1. The fair market value of the item as installed and set up (e.g., wired, bolted, permitted) for continued use at the displacement site, less the proceeds from its sale; or
 2. The estimated cost of moving and reconnecting the item “as is,” including cost to install and obtain permits, based on the lowest acceptable bid or estimate obtained by the Region/District.
- Expenses related to searching for a new business site, up to \$2,500, for reasonable expenses actually incurred.

Reestablishment Expenses

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

Fixed In Lieu Payment

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

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 **Federal** law, except for any federal law providing **low-income housing assistance**.

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. **You have right to be represented by legal counsel (but solely at your own expense)**. Information about the appeal procedure is available from the relocation advisor.

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

Residential Relocation Payments Program

For more information or a brochure on the residential relocation program, please contact Chanin McKeighen at Chanin_McKeighen@dot.ca.gov, or (559) 445-6237.

The brochure on the residential relocation program is also available in English at http://www.dot.ca.gov/hq/row/pubs/residential_english.pdf and in Spanish at http://www.dot.ca.gov/hq/row/pubs/residential_spanish.pdf.

If you own or rent a mobile home that may be moved or acquired by Caltrans, a relocation brochure is available in English at http://www.dot.ca.gov/hq/row/pubs/mobile_eng.pdf and in Spanish at http://www.dot.ca.gov/hq/row/pubs/mobile_sp.pdf.

Business and Farm Relocation Assistance Program

For more information or a brochure on the relocation of a business or farm, please contact Chanin McKeighen at Chanin_McKeighen@dot.ca.gov, or (559) 445-6237.

The brochure on the business relocation program is also available in English at http://www.dot.ca.gov/hq/row/pubs/business_farm.pdf and in Spanish at http://www.dot.ca.gov/hq/row/pubs/business_sp.pdf.

Additional Information

No relocation payment received would be considered as income for the purpose of the Internal Revenue Code of 1954 or for the purposes of determining eligibility or the extent of eligibility of any person for assistance under the Social Security Act or any other federal law (except for any federal law providing low-income housing assistance).

Appendix E Glossary of Technical Terms

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

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

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

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

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

ALLUVIUM: Material developed by running water.

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

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

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

ARID: Dry.

ARTERIAL: High capacity road, which has the primary function of delivering traffic from low to moderate capacity roads to freeways or expressways.

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

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

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

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

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

BASE FLOODPLAIN: The area subject to flooding by the base flood.

BENEFICIAL USE: A use of a natural water resource that enhances the social, economic, and environmental well-being of the user. Twenty-one (21) beneficial uses are defined for the waters of California, ranging from municipal and domestic supply to fisheries and wildlife habitat.

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

BORROW: Soil brought in from another area.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

DECIBEL: With respect to sound, decibels measure a scale from the threshold of human hearing, zero decibels, upwards towards the threshold of pain, about 120 to 140 decibels. Because decibels are such a small measure, they are computed

logarithmically and cannot be added arithmetically. An increase of 10 decibels is perceived by the human ear as a doubling of noise.

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

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

DESIGN CAPACITY: The maximum number of vehicles that can pass over a lane or a roadway during 1 hour without operating conditions falling below a preselected design level.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

ETHNOGRAPHIC: Relating to the study of human cultures.

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

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

EXTANT: Still in existence.

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

FAULT CREEP: Slow ground displacement occurring without accompanying earthquakes.

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

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

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

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

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

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

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

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

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

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

FLOODPLAIN EVALUATION REPORT: A technical report that evaluates effects of the floodplain encroachment concerning the six key items identified in 23 CFR 650.111(b)(c)(d) verified by results of the Location Hydraulic Study (same as Figure 804.7A Technical Information for Location Hydraulic Study located in chapter 804 of the Highway Design Manual), but in greater detail. This report is required in situations where it is uncertain or clear that a project may involve a significant encroachment. This report is to be used as a backup for the EA/FONSI or an EIS. The risks, impacts, and mitigation measures must be summarized in the NEPA document.

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

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

FLOODWAY: The channel of a river or other watercourse, plus any adjacent floodplain areas, which is designated a floodway by a public agency, that must be kept free of encroachment so that the 100-year flood discharge can be conveyed without cumulatively increasing the water-surface elevation more than 1 foot above the BFE. (Because the 1 foot is already accounted for, no increase of any amount in the BFE is allowed in the floodway.)

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

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

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

FRIABLE: Easily crumbled (as in friable soil).

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

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

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

HABITAT: Place where a plant or animal lives.

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

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

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

HYDRIC SOIL: Soil subject to saturation or inundation.

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

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

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

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

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

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

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

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

L_{dn}: Average noise over one day and night.

LEAD AGENCY (CEQA): The public agency that has primary responsibility for carrying out or approving a project that may have a significant effect on the environment and preparing the environmental document.

LEAD AGENCY (NEPA): The agency or agencies preparing or having taken primary responsibility for preparing the EIS.

L_{eq}: A measure of the average noise level during a specified period of time.

L_{eq}(h): Equivalent or average noise level for the noisiest hour.

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

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

LITHIC: Consisting of or relating to stone or rock.

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

LOCATION HYDRAULIC STUDY: The preliminary investigative study to be made of base floodplain encroachments by a proposed highway action. (This study must be performed by a registered engineer with hydraulic expertise.)

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

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

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

MAJOR INVESTMENT: Federal regulations define a "major metropolitan transportation investment" as "a high-type highway or transit improvement of substantial cost that is expected to have a significant effect on capacity, traffic flow,

level of service, or mode share at the transportation corridor or subarea scale” (23 CFR 450.104).

MAJOR INVESTMENT STUDY (MIS): Prepared during the early planning phase to analyze the range of modal alternatives and cost/benefits of “major metropolitan transportation investments,” which are defined as being highway or transit improvements of substantial cost that are expected to have a significant effect on capacity, traffic flow, level of service, or mode share at the transportation corridor or subarea scale. TEA-21 eliminated the requirement for a separate MIS document, but the analysis still must be conducted.

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

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

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

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

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

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

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

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

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

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

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

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

MULTIMODAL: Pertaining to more than one method of traveling.

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

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

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

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

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

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

NOTICE OF AVAILABILITY (NOA): A formal public notice under NEPA announcing the availability of a completed EA, Draft EIS, or Final EIS. For EISs, publication of such notice in the *Federal Register* is required.

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

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

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

NOTICE OF PREPARATION (NOP): The CEQA notice that an EIR will be prepared for a project.

OVERCROSSING (OC): A local road structure that bridges over a state highway.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

REGULATORY AGENCY: An agency that has jurisdiction by law.

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

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

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

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

REGULATORY EARTHQUAKE FAULT ZONES: Areas along faults defined as active by the California Geological Survey, typically 0.25 mile or less in width, where special studies are required to determine if there is a surface rupture hazard. Caltrans' broader definition of active faults results in other areas that also need to be addressed for surface rupture. A site near a fault defined as active by Caltrans criterion also requires a review of surface rupture potential.

REGULATORY FLOODWAY: A floodplain area that is reserved in an open manner by federal, state, or local requirements (i.e., unconfined or unobstructed either horizontally or vertically) to provide for the discharge of the base flood so that the cumulative increase in water surface elevation is no more than a 1-foot increase. (Because the 1 foot is already accounted for, no increase more than 0.00 foot is allowed)

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

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

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

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

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

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

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

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

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

SCOUR: Erosion caused by moving water.

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

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

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

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

considered in determining whether the physical change is significant” (15382). CEQA requires that the lead agency identify each “significant effect on the environment” resulting from the project and avoid or mitigate it. The CEQA Guidelines include mandatory findings of significance for certain effects, thus requiring the preparation of an EIR.

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

- A. **Context.** This means that the significance of an action must be analyzed in several contexts such as society as a whole (human, national), the affected region, the affected interests, and the locality. Significance varies with the setting of the proposed action. For instance, in the case of a site-specific action, significance would usually depend upon the effects in the locale rather than in the world as a whole. Both short- and long-term effects are relevant.
- B. **Intensity.** This refers to the severity of impact. Responsible officials must bear in mind that more than one agency may make decisions about partial aspects of a major action. The following should be considered in evaluating intensity:
 - 1. Impacts that may be both beneficial and adverse. A significant effect may exist even if the Federal agency believes that on balance the effect will be beneficial.
 - 2. The degree to which the proposed action affects public health or safety.
 - 3. Unique characteristics of the geographic area such as proximity to historic or cultural resources, park lands, prime farmlands, wetlands, wild and scenic rivers, or ecologically critical areas.
 - 4. The degree to which the effects on the quality of the human environment are likely to be highly controversial.
 - 5. The degree to which the possible effects on the human environment are highly uncertain or involve unique or unknown risks.
 - 6. The degree to which the action may establish a precedent for future actions with significant effects or represents a decision in principle about a future consideration.

7. Whether the action is related to other actions with individually insignificant but cumulatively significant impacts. Significance exists if it is reasonable to anticipate a cumulatively significant impact on the environment. Significance cannot be avoided by terming an action temporary or by breaking it down into small component parts.
8. The degree to which the action may adversely affect districts, sites, highways, structures, or objects listed in or eligible for listing in the National Register of Historic Places or may cause loss or destruction of significant scientific, cultural, or historical resources.
9. The degree to which the action may adversely affect an endangered or threatened species or its habitat that has been determined to be critical under the Endangered Species Act of 1973.
10. Whether the action threatens a violation of Federal, State, or local law or requirements imposed for the protection of the environment. [43 FR 56003, Nov. 29, 1978; 44 FR 874, Jan. 3, 1979].

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

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

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

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

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

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

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

STATE IMPLEMENTATION PLAN (SIP): The state's plan for attaining the NAAQS. Per federal law, transportation plans and programs in air quality nonattainment areas must conform to the SIP.

STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP): A statewide or bundled prioritized list of transportation projects covering a period of 4 years that is consistent with the long-range statewide transportation plan, MTPs, and FTIPs, and required for projects to be eligible for funding under Title 23 U.S.C. and title 49 U.S.C. Chapter 53.

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

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

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

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

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

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

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

SUMMARY FLOODPLAIN ENCROACHMENT REPORT: A floodplain assessment report that addresses the six key items identified in 23 CFR 650.111(b)(c)(d) verified by results of the Location Hydraulic Study. If it is determined that a project does not have a significant encroachment, this form can be used as a minimum backup for a categorical exclusion determination. For federally funded projects on the SHS, the Caltrans project engineer will sign the Summary Floodplain Encroachment Report. For local assistance projects, this report must be

filled out and signed by the local agency project engineer, with concurrence signature by the District Local Assistance Engineer.

SWALE: A wide shallow depression in the ground to form a channel for stormwater drainage. Bioswales or biofiltration swales are densely vegetated to filter runoff.

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

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

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

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

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

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

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

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

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

TRANSPORTATION EQUITY ACT FOR THE 21ST CENTURY (TEA-21): Federal legislation signed into law in 1998, authorizing highway, highway safety, transit, and

other surface transportation programs for the following 6 years. TEA-21 built on the initiatives established in the 1991 ISTEA.

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

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

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

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

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

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

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

UNDERCROSSING (UC): A state highway structure that bridges over a local road.

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

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

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

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

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

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

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

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

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

1. All waters that are currently used, or were used in the past, or may be susceptible to use in interstate or foreign commerce, including all waters that are subject to the ebb and flow of the tide;
2. All interstate waters including interstate wetlands;
3. All other waters such as intrastate lakes, rivers, streams (including intermittent streams), mudflats, sandflats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds, the use, degradation or destruction of which could affect interstate or foreign commerce, including any such waters:
 - (i) Which are or could be used by interstate or foreign travelers for recreational or other purposes; or
 - (ii) From which fish or shellfish are or could be taken and sold in interstate or foreign commerce; or

- (iii) Which are used or could be used for industrial purposes by industries in interstate commerce;
- 4. All impoundment of waters otherwise defined as waters of the United States under this definition;
- 5. Tributaries of waters;
- 6. The territorial seas;
- 7. Wetlands adjacent to waters (waters that are not wetlands themselves).

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

Appendix F Environmental Commitments Record (ECR)

The purpose of the Environmental Commitments Record (ECR) provided in this appendix is to assign responsibility for the implementation, monitoring, and timing of each avoidance, minimization, mitigation, and standard condition measures that has been identified to address impacts of the project. Caltrans is the Lead Agency under NEPA and CEQA for the project, in cooperation with the Los Angeles County Metropolitan Transportation Authority (Metro). As a result, Caltrans is required to ensure compliance with each of the adopted commitments listed in the ECR.

The following matrix lists each of the environmental topics evaluated in the environmental document and the avoidance, minimization, and mitigation measures required to reduce or eliminate project impacts related to those topics. The columns in the following matrix provide the following information (described by column heading, from left to right):

- **ID No.:** This column provides the number of each commitment, as defined in detail in Chapters 3 and 4.
- **Task and Brief Description:** This column provides the complete language of each environmental commitment, from Chapter 3.
- **Source:** Describes the specific section in the Final Environmental Document from where the commitment was derived.
- **SSP/NSSP:** Indicates if a Standard Special Provision or Non-Standard Special Provision will be required to implement the commitment.
- **Responsible Staff:** This column lists the party or parties and personnel responsible for ensuring that each commitment is properly implemented.
- **Action Taken to Comply:** This column describes the specific actions or steps that were taken to complete the commitment. This column will be filled out after the commitment has been completed.
- **CEQA Significance Addressed:** This column identifies the significance level (potentially significant impact, less than significant with mitigation, less than significant, and no impact) of the CEQA impact that the commitment addresses.
- **Task Completed:** This column will be initialed and dated by one of the responsible staff members as soon as the corresponding environmental commitment has been completed.
- **Remarks/Due Date:** This column will be filled out as necessary. Due dates will be determined at a later date.

High Desert Corridor Environmental Commitments Record										
ID No.	Task and Brief Description	Source	SSP/ NSSP	Project Timing	Responsible Staff	Action Taken to Comply	CEQA Significance Addressed	Task Completed		Remarks/ Due Date
								Initial	Date	
Land Use										
LU-1	Minimization: Coordinate with local municipalities to encourage that amendments and/or land use changes be prepared and incorporated, if necessary, into the land use element of the general plan for that particular jurisdiction. In addition, encourage that the HDC is incorporated as part of future land use plans for that area.	Final environmental document Volume 1, Section 3.1.1.1, Measure LU-1		Final Design	Caltrans Environmental Planner		Less Than Significant Impact			
LU-2	Minimization: if physical structures and/or properties are within the proposed acquired ROW for the project, provide appropriate Relocation Assistance for those whose property is acquired as part of the project.	Final environmental document Volume 1, Section 3.1.1.1, Measure LU-2		During right-of-way acquisition process	Caltrans Right of Wayagent		Less Than Significant Impact			
LU-3	Minimization: Coordinate with local municipalities and ensure that the proposed project is consistent with the existing land use within the area.	Final environmental document Volume 1, Section 3.1.1.1, Measure LU-3		Final Design	Caltrans Environmental Planner		Less Than Significant Impact			
LU-4	Minimization: Coordinate with local municipalities to ensure that the HDC is constructed in a manner that is consistent with the goals and policies contained within their general plans.	Final environmental document Volume 1, Section 3.1.1.2, Measure LU-4		Final Design	Caltrans Environmental Planner		Less Than Significant Impact			

High Desert Corridor Environmental Commitments Record

ID No.	Task and Brief Description	Source	SSP/ NSSP	Project Timing	Responsible Staff	Action Taken to Comply	CEQA Significance Addressed	Task Completed		Remarks/ Due Date
								Initial	Date	
PAR-1	Minimization: Caltrans may work with the City of Victorville to add parking capacity to the Rockview Nature Park if additional adjacent right of way becomes available and can be obtained.	Final environmental document Volume 1, Section 3.1.1.3, Measure PAR-1		During right-of-way acquisition process	Caltrans Staff		Less than Significant Impact			
PAR-2	Minimization: Caltrans will provide the City of Victorville Department of Community Services an opportunity to review the HDC project design at the location of the Rockview Nature Park during the Design Phase.	Final environmental document Volume 1, Section 3.1.1.3, Measure PAR-2		Final Design	Caltrans Staff		Less than Significant Impact			
PAR-3	Minimization: Install a right turn lane pocket into Rockview Nature Park at the northern entrance within the roadway's ROW to enhance safety and access to the park. In addition, to minimize HDC impacts on recreational and park lands during the construction phase, no equipment staging will occur within the boundaries of the adjacent parks, golf course and other recreational facilities. Also see the minimization measures listed under other resource impacts below (visual, air quality, noise) that would be incorporated into the project to minimize any impacts to park and recreational facilities.	Final environmental document Volume 1, Section 3.1.1.3, Measure PAR-3 and Section 3.6, Standard Condition, CI-PAR-1		Final Design and Construction	Caltrans Resident Engineer		Less than Significant Impact			

High Desert Corridor Environmental Commitments Record										
ID No.	Task and Brief Description	Source	SSP/ NSSP	Project Timing	Responsible Staff	Action Taken to Comply	CEQA Significance Addressed	Task Completed		Remarks/ Due Date
								Initial	Date	
Farmland										
AG-1	<p>Minimization: Design and implement the project in a manner that avoids and minimizes ROW requirement impacts, as follows:</p> <ul style="list-style-type: none"> – The HDC will be aligned to follow property lines, wherever possible. – If feasible, utility relocations shall occur within the ROW acquired for the proposed highway rather than on farmland adjacent to the highway. – In cases where farming is unlikely to continue, the small remainder parcels are to be identified as a farmland conversion, and Caltrans will acquire these property remainders and offer them to adjacent farmland property owners. – Farmland owners along either side of the HDC near 165th Street shall be advised to consider the purchase of each other's property to consolidate properties along the same side of the HDC. 	Final environmental document Volume 1, Section 3.1.3, Measure AG-1		Final Design	Caltrans Environmental Planning		Less Than Significant Impact			
AG-2	Minimization: Caltrans will enter into an agreement with	Final environmental		Final Design	Caltrans Environmental		Less Than Significant			

High Desert Corridor Environmental Commitments Record										
ID No.	Task and Brief Description	Source	SSP/ NSSP	Project Timing	Responsible Staff	Action Taken to Comply	CEQA Significance Addressed	Task Completed		Remarks/ Due Date
								Initial	Date	
	<p>the DOC California Farmland Conservancy Program to preserve farmland by placing long-term farmland protection tools on Important Farmland or cause the conversion of Grazing Land into Important Farmland. Caltrans will fund the California Farmland Conservancy Program's work to identify suitable agricultural land for mitigation of impacts to farmland and to fund the purchase of agricultural conservation easements from willing sellers. The performance standards for this measure are to preserve Important Farmland in an amount commensurate with the quantity and quality of the converted farmlands, within the same agricultural regions as the impacts occur, at a replacement ratio of not less than 2:1.</p> <p>Caltrans and the California Farmland Conservancy Program will develop selection criteria to guide the pursuit and purchase of conservation easements. These will include, but are not limited to, provisions to ensure that the easements will conform to the requirements of Public</p>	<p>document Volume 1, Section 3.1.3, Measure AG-2</p>			Planning		Impact			

High Desert Corridor Environmental Commitments Record										
ID No.	Task and Brief Description	Source	SSP/ NSSP	Project Timing	Responsible Staff	Action Taken to Comply	CEQA Significance Addressed	Task Completed		Remarks/ Due Date
								Initial	Date	
AG-3	<p>Resources Code Section 10252 and to prioritize the acquisition of willing seller easements on lands that are adjacent to other protected agricultural lands or that would support the establishment of greenbelts and urban separators.</p> <p>Minimization: Impacts associated with the loss of about 2,965 acres of Grazing Land will be minimized by placing a conservation easement over open space at a replacement ratio of not less than 1:1 in areas where it could meet multiple natural resource conservation objectives including, but not limited to, wetland protection, wildlife habitat conservation, and scenic open-space preservation. Pursuant to 43 CFR 4100, the livestock owner is given two years prior notice before the lease agreement is modified so that alternate livestock management adjustments can be made, including relocating animals and improvements located in the project footprint. Upon approval of the project, and when sufficient design details are known, Caltrans right of way staff will contact any potentially affected livestock owner to discuss how the</p>	Final environmental document Volume 1, Section 3.1.3, Measure AG-3		Construction	Caltrans Right-of-Way Agent		Less Than Significant Impact			

High Desert Corridor Environmental Commitments Record										
ID No.	Task and Brief Description	Source	SSP/ NSSP	Project Timing	Responsible Staff	Action Taken to Comply	CEQA Significance Addressed	Task Completed		Remarks/ Due Date
								Initial	Date	
	HDC Project may affect grazing operations and to address compensation strategies as part of the Relocation Assistance Program. Caltrans will also coordinate with the U.S. Bureau of Land Management, the federal agency responsible for managing livestock grazing on federal desert lands, and the California Wildlife Conservation Board, which is designated by the California Legislature to protect the grazing lands by promoting the use of conservation easements, to help identify suitable lands.									
AG-4	Minimization: Caltrans will fund a research project targeting farmland restoration and reclamation and soil removal and storage. The budget for this activity will be determined at the final design phase of the project after public input is provided.	Final environmental document Volume 1, Section 3.1.3, Measure AG-4		Final Design	Caltrans Staff		Less Than Significant Impact			
AG-5	Minimization: Within a 100-foot buffer area from future property lines with farmland, disturbed surface areas will be stabilized utilizing native vegetation and soils clear of invasive plant species. Soil amendments, if used, must comply with the requirements	Final environmental document Volume 1, Section 3.1.3, Measure AG-5		Construction	Resident Engineer		Less Than Significant Impact			

High Desert Corridor Environmental Commitments Record										
ID No.	Task and Brief Description	Source	SSP/ NSSP	Project Timing	Responsible Staff	Action Taken to Comply	CEQA Significance Addressed	Task Completed		Remarks/ Due Date
								Initial	Date	
AG-6	in the California Food and Agricultural Codes. Soil amendment must not contain paint, petroleum products, pesticides or any other chemical residues harmful to animal life or plant growth. The construction contract will include provisions to protect against the spread of invasive species. Also see Mitigation BIN-1 to BIN-10 for provisions to prevent the spread of invasive species.	Final environmental document Volume 1, Section 3.1.3, Measure AG-6		Construction	Caltrans Resident Engineer	Infill material	Less Than Significant Impact			
Community Character and Cohesion										
SC-COM-1	Standard Condition: The project will be designed to be sensitive to the existing environment in which it is constructed. Early coordination with local jurisdictions and community	Final environmental document Volume 1, Section 3.1.4.1, Standard		Final Design	Caltrans Design Engineer, Environmental Planner		Less Than Significant Impact			

High Desert Corridor Environmental Commitments Record										
ID No.	Task and Brief Description	Source	SSP/ NSSP	Project Timing	Responsible Staff	Action Taken to Comply	CEQA Significance Addressed	Task Completed		Remarks/ Due Date
								Initial	Date	
	members will be conducted during the design of the project to identify local community interests.	Condition SC-COM-1								
SC-COM-2	Standard Condition: The project will be designed to conform to local, general, and specific plans.	Final environmental document Volume 1, Section 3.1.4.1, Standard Condition SC-COM-2		Final Design	Caltrans Design Engineer	.	Less Than Significant Impact			
SC-COM-3	Standard Condition: The project will be designed in a manner that will reduce light glare within rural areas, more specifically in compliance with the Rural Outdoor Lighting District Ordinance of Los Angeles County.	Final environmental document Volume 1, Section 3.1.4.1, Standard Condition SC-COM-3		Final Design	Caltrans Design Engineer		Less Than Significant Impact			
Relocation and Property Acquisition										
COM-1	Minimization: Provide relocation assistance and counseling to displaced persons and businesses in accordance with the Federal Uniform Relocation Assistance and Real Properties Acquisition Policies Act, as amended, to ensure adequate relocation for displaced persons and businesses. All eligible displacees will be provided moving expenses. All benefits and services will be provided equitably to all	Final environmental document Volume 1, Section 3.1.4.2, Measure COM-1		During right-of-way acquisition process	Caltrans Right of Way Agent		Less Than Significant Impact			

High Desert Corridor Environmental Commitments Record										
ID No.	Task and Brief Description	Source	SSP/ NSSP	Project Timing	Responsible Staff	Action Taken to Comply	CEQA Significance Addressed	Task Completed		Remarks/ Due Date
								Initial	Date	
	relocatees without regard to race, color, religion, age, national origins, and disability as specified under Title VI of the Civil Rights Act of 1964.									
COM-2	Minimization: Provide ROW agents who are bilingual or have translators to assist with the diverse population within the area during the relocation process.	Final environmental document Volume 1, Section 3.1.4.2, Measure COM-2		During right-of-way acquisition process	Caltrans Right of Way Agent		Less Than Significant Impact			
COM-3	Minimization: Assist displacees, to the extent possible, in locating replacement areas that are homogenous to the displacement areas and are comparable in terms of amenities, public utilities, and accessibility to public services, transportation, and shopping.	Final environmental document Volume 1, Section 3.1.4.2, Measure COM-3		During right-of-way acquisition process	Caltrans Right of Way Agent		Less Than Significant Impact			
COM-4	Minimization: Utilize the Last Resort Housing Program, if necessary, to relocate residential households within the Los Angeles or San Bernardino County area.	Final environmental document Volume 1, Section 3.1.4.2, Measure COM-4		During right-of-way acquisition process	Caltrans Right of Way Agent		Less Than Significant Impact			
COM-5	Minimization: Establish a designated office to assist displacees during the relocation process.	Final environmental document Volume 1, Section 3.1.4.2, Measure COM-5		During right-of-way acquisition process	Caltrans Right of Way Agent		Less Than Significant Impact			

High Desert Corridor Environmental Commitments Record										
ID No.	Task and Brief Description	Source	SSP/ NSSP	Project Timing	Responsible Staff	Action Taken to Comply	CEQA Significance Addressed	Task Completed		Remarks/ Due Date
								Initial	Date	
COM-6	Minimization: Construct replacement facilities, when possible, before demolishing displaced facilities.	Final environmental document Volume 1, Section 3.1.4.2, Measure COM-6		During right-of-way acquisition process	Caltrans Right of Way Agent		Less Than Significant Impact			
COM-7	Minimization: As part of the project design, provide landscape and streetscape improvements in the remaining areas and the displacement areas adjacent to the new corridor as project compatibility features following extensive and collaborative community involvement and context-sensitive solution approaches.	Final environmental document Volume 1, Section 3.1.4.2, Measure COM-7		Final Design and Construction	Caltrans Design Engineer		Less Than Significant Impact			
COM-8	Minimization: Give special attention to the three Palmdale School District properties, if acquired, to ensure an effective acquisition and relocation process that minimizes disruption to the school district.	Final environmental document Volume 1, Section 3.1.4.2, Measure COM-8		During right-of-way acquisition process	Caltrans Right of Way Agent		Less Than Significant Impact			
COM-9	Minimization: Provide additional lead-time for the relocation process for the handling of all industrial and manufacturing businesses affected by the project. Lead time will be required to assess the environmental condition of these properties and secure suitable replacement properties.	Final environmental document Volume 1, Section 3.1.4.2, Measure COM-9		Right-of-way acquisition process	Caltrans Right of Way Agent		Less Than Significant Impact			

High Desert Corridor Environmental Commitments Record										
ID No.	Task and Brief Description	Source	SSP/ Nssp	Project Timing	Responsible Staff	Action Taken to Comply	CEQA Significance Addressed	Task Completed		Remarks/ Due Date
								Initial	Date	
Economic Considerations										
COM-10	Minimization: Prepare a staging plan that will ensure that access to homes, businesses and parking, is available at all times and with minimal disruption of traffic flow and increase in delays.	Final environmental document Volume 1, Section 3.1.4.3, Measure COM-10		Construction,	Caltrans Resident Engineer		Less Than Significant Impact			
COM-11	Minimization: Design a public education campaign through which the public is well advised of construction plans that may have impacts on traffic.	Final environmental document Volume 1, Section 3.1.4.3, Measure COM-11		Final Design and Construction	Caltrans Public Affairs		Less Than Significant Impact			
COM-12	Minimization: Coordinate with the affected utility companies to ensure that services to homes, community facilities, and businesses are not interrupted.	Final environmental document Volume 1, Section 3.1.4.3, Measure COM-12		Final Design and Construction	Caltrans Design Engineer and Resident Engineer		Less Than Significant Impact			
COM-13	Minimization: Prepare a Comprehensive Transportation Management Plan (TMP) to minimize traffic inconveniences due to construction activities. (Refer to CI-T-1 to CI-T-2 in Section 3.6, Construction Impact, Traffic and Transportation/Pedestrian and Bicycle Facilities).	Final environmental document Volume 1, Section 3.1.4.3, Measure COM-13		Final Design	Caltrans Traffic Management		Less Than Significant Impact			

High Desert Corridor Environmental Commitments Record										
ID No.	Task and Brief Description	Source	SSP/ NSSP	Project Timing	Responsible Staff	Action Taken to Comply	CEQA Significance Addressed	Task Completed		Remarks/ Due Date
								Initial	Date	
COM-14	Minimization: Conform to all Caltrans construction required measures for dust control and air pollution control. (Refer to CI-AQ-1 to CI-AQ-3 in Section 3.6, Construction Impacts, Air Quality.)	Final environmental document Volume 1, Section 3.1.4.3, Measure COM-14		Construction	Caltrans Resident Engineer		Less Than Significant Impact			
COM-15	Minimization: Implement sound-control measures to minimize noise impacts during construction. (Refer to CI-NOI-1 to CI-NOI-4 in Section 3.6, Construction Impacts, Noise.)	Final environmental document Volume 1, Section 3.1.4.3, Measure COM-15		Construction	Caltrans Resident Engineer		Less Than Significant Impact			
COM-16	Minimization: Provide business information signage at appropriate locations on the new facility, if necessary.	Final environmental document Volume 1, Section 3.1.4.3, Measure COM-16		Construction	Caltrans Resident Engineer		Less Than Significant Impact			
Environmental Justice										
COM-17	Minimization: Involve low-income and minority status populations, through public outreach efforts, throughout the various phases of the project to address their concerns and needs.	Final environmental document Volume 1, Section 3.1.4.4, Measure COM-17		All phases	Caltrans Environmental Planner		Less Than Significant Impact			
COM-18	Minimization: An Equity Assessment Analysis will be conducted during final design. Depending on assessment results,	Final environmental document Volume 1, Section		Final Design	Caltrans Environmental Planner		Less Than Significant Impact			

High Desert Corridor Environmental Commitments Record										
ID No.	Task and Brief Description	Source	SSP/ NSSP	Project Timing	Responsible Staff	Action Taken to Comply	CEQA Significance Addressed	Task Completed		Remarks/ Due Date
								Initial	Date	
	implementation of an Equity Program to alleviate cost burdens on low-income commuters on the facility will be considered. Low-income poverty status populations will be considered in decisions concerning toll pricing options.	3.1.4.4, Measure COM-18								
COM-19	Minimization: Incorporate community enhancement features such as landscaping and pedestrian amenities during the final design in order to minimize impacts and add benefits for low-income populations.	Final environmental document Volume 1, Section 3.1.4.4, Measure COM-19		Final Design	Caltrans Design Engineer		Less Than Significant Impact			
COM-20	Minimization: Collaborate with communities and local jurisdictions on aesthetics of the project facilities in order to minimize impacts to residential areas.	Final environmental document Volume 1, Section 3.1.4.4, Measure COM-20		Final Design	Caltrans Environmental Planner		Less Than Significant Impact			
COM-21	Minimization: During the relocation period, the Boys and Girls Club of Victor Valley will, if feasible, be allowed to continue to operate temporarily at their present location after acquisition by the State, under a lease agreement with the State. This would allow for continued operation until such time as a replacement site is located or until the property is actually	Final environmental document Volume 1, Section 3.1.4.4, Measure COM-21		Right-of-way acquisition and Construction	Caltrans Right-of-Way Agent		Less Than Significant Impact			

High Desert Corridor Environmental Commitments Record										
ID No.	Task and Brief Description	Source	SSP/ NSSP	Project Timing	Responsible Staff	Action Taken to Comply	CEQA Significance Addressed	Task Completed		Remarks/ Due Date
								Initial	Date	
	required for construction of the High Desert Corridor Project.									
Utilities/Emergency Services										
SC-UT-1	Standard Condition: Caltrans will coordinate with all affected private and public service utilities during the design stage to identify any potential conflicts with existing utilities. This process will include evaluation of ways to avoid utility relocations by refining the project design and/or protecting existing utilities in place. After seeking approval from utility providers, final relocation/protection in place measures will be incorporated into the final plans and specifications. Per Caltrans requirements, all linear underground utilities within Caltrans' ROW will be fully encased in either steel or concrete.	Final environmental document Volume 1, Section 3.1.5, Standard Condition SC-UT-1		Final Design	Caltrans Design Engineer		Less Than Significant Impact			
SC-UT-2	Standard Condition: A signed Method of Service (MOS) agreement will be obtained during the final design phase of the project. Caltrans and/or Metro will contact SCE at that time for additional information and an estimated cost of the MOS.	Final environmental document Volume 1, Section 3.1.5, Standard Condition SC-UT-2		Final Design	Caltrans Utilities Engineer		Less Than Significant Impact			

High Desert Corridor Environmental Commitments Record

ID No.	Task and Brief Description	Source	SSP/ NSSP	Project Timing	Responsible Staff	Action Taken to Comply	CEQA Significance Addressed	Task Completed		Remarks/ Due Date
								Initial	Date	
SC-UT-3	Standard Condition: The selection of appropriate green energy facilities, including types and locations, will be made during the final design phase of the project. Caltrans and Metro will coordinate with all utility providers to obtain necessary approval if encroachment or uses of the respective utility facilities is required.	Final environmental document Volume 1, Section 3.1.5, Standard Condition SC-UT-3		Final Design	Caltrans Design Engineer		Less Than Significant Impact			
SC-UT-4	Standard Condition: It is Caltrans' and Metro's goal to construct the HDC in a way that does not impair SCE's ability to access, maintain, and operate its facilities. Caltrans and Metro will work closely with SCE and will provide SCE with information about the preferred alternative (detailed maps and scaled drawings of the highway, expressway, tollway, and rail alignments; elevations, plans and profiles, grading and drainage plans, and access information) so that any potential constraints can be identified and addressed to the satisfaction of all parties.	Final environmental document Volume 1, Section 3.1.5, Standard Condition SC-UT-4		Final Design, Construction	Caltrans Design Engineer		Less Than Significant Impact			
SC-UT-5	Standard Condition: Caltrans and Metro will coordinate with SCE to ensure that all aspects of the HDC comply with GO-95 clearance	Final environmental document Volume 1, Section		Final Design, Construction	Caltrans Design Engineer		Less Than Significant Impact			

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	requirements. In addition, the FAA clearance requirements for tower locations will be evaluated; coordination with FAA will be done as needed.	3.1.5, Standard Condition SC-UT-5								
Traffic and Transportation/Pedestrian and Bicycle Facilities										
T-1	Mitigation: Because the preferred alternative follows Air Expressway between the Federal Correctional Complex and the SCLA, Caltrans and Metro shall coordinate with VVTA during the final design of the project to request and comply with applicable procedures for any required route relocation or other disruptions to transit service during construction.	Final environmental document Volume 1, Section 3.1.6, Measure T-1		Final Design	Caltrans Environmental Planner and Metro		Less than Significant Impact with Mitigation			
Visual/Aesthetics										
V-1	Minimization and Mitigation: To the extent practicable, develop final design details in a way that preserves existing vegetation through thoughtful alignment of the route so that large areas of vegetation are not in the alignment's path. During construction, take care to minimize disturbance of and protect in place the existing native vegetation, such as native riparian vegetation, California juniper, and Joshua trees, as much as possible.	Final environmental document Volume 1, Section 3.1.7, Measure V-1		Final Design and Construction	Caltrans Biologist		Less than Significant Impact with Mitigation at KV #22, Less Than Significant Impact elsewhere			

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V-2	Minimization: To the extent practicable, use a light fixture that casts enough light so that the project can reduce the number of lighting standards required to minimize visual intrusion.	Final environmental document Volume 1, Section 3.1.7, Measure V-2		Final Design and Construction	Caltrans Landscape Architect		Less Than Significant Impact			
V-3	Minimization: Use context sensitive street lighting designs. The project's lighting design shall be consistent with Caltrans, County, and City lighting guidelines and standards and will be developed in coordination with Caltrans Landscape Architecture staff for areas within State ROW, as well as with City and County staff.	Final environmental document Volume 1, Section 3.1.7, Measure V-3		Final Design and Construction	Caltrans Landscape Architect		Less Than Significant Impact			
V-4	Minimization: Use dark-sky-compliant lighting to minimize light pollution cast into the sky while maximizing light cast onto the ground, as appropriate, to preserve the dark night sky as a natural resource in the desert region communities.	Final environmental document Volume 1, Section 3.1.7, Measure V-4		Final Design and Construction	Caltrans Landscape Architect		Less Than Significant Impact			
V-5	Minimization: Consolidate signs to minimize visual clutter. Lack of visual obstructions, such as wires and billboards is desirable.	Final environmental document Volume 1, Section 3.1.7, Measure V-5		Final Design and Construction	Caltrans Landscape Architect		Less Than Significant Impact			
V-6	Minimization: To the extent practicable, place traffic control cabinets, irrigation	Final environmental document		Final Design and Construction	Caltrans Landscape Architect		Less Than Significant Impact			

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V-7	<p>controller cabinets, electrical systems cabinets, etc., so that they are not in direct view of the public.</p> <p>Minimization: Grading shall appear natural through slope rounding that facilitates a smooth and seamless transition from existing to new slopes.</p>	<p>Volume 1, Section 3.1.7, Measure V-6</p> <p>Final environmental document Volume 1, Section 3.1.7, Measure V-7</p>		Final Design and Construction	Caltrans Landscape Architect		Less Than Significant Impact			
V-8	<p>Minimization: To the extent practicable, keep elevated structures, such as bridges over waterways and overpasses, viaducts for the roadway, and the HSR line, as low as possible, or design to integrate them within the surrounding environment.</p>	<p>Final environmental document Volume 1, Section 3.1.7, Measure V-8</p>		Final Design	Caltrans Design Engineer		Less Than Significant Impact			
V-9	<p>Minimization: Use context sensitive aesthetic treatments on structures and architecture. Bridges will be aesthetically pleasing, incorporating context sensitive solutions including features that provide an expression of the "sense of place" for the HDC communities, for the structures to meet the desired goals of the cities of Palmdale, Lake Los Angeles, Adelanto, and Victorville, the Town of Apple Valley, Los Angeles County, San Bernardino County, and Caltrans.</p>	<p>Final environmental document Volume 1, Section 3.1.7, Measure V-9</p>		Final Design and Construction	Caltrans Landscape Architect		Less Than Significant Impact			

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V-10	Minimization: The HDC interchange with the National Old Trails Highway will incorporate context sensitive features that pay homage to Historic Route 66, including the incorporation of form liner motifs on the retaining walls of the interchange and use of light standards that keep to the aesthetic traditions of Historic Route 66.	Final environmental document Volume 1, Section 3.1.7, Measure V-10		Final Design and Construction	Caltrans Landscape Architect		Less Than Significant Impact			
V-11	Minimization: Provide context sensitive design through color incorporated into the project elements. The aesthetic features shall be developed in coordination with Caltrans Landscape Architecture.	Final environmental document Volume 1, Section 3.1.7, Measure V-11		Final Design and Construction	Caltrans Landscape Architect		Less Than Significant Impact			
V-12	Minimization: Plant trees to soften structures, including walls and bridges. Tree planting could help bring down the scale of these large urbanized structures.	Final environmental document Volume 1, Section 3.1.7, Measure V-12		Final Design and Construction	Caltrans Landscape Architect		Less Than Significant Impact			
V-13	Minimization: Texture and color the walls (i.e., soundwalls/ retaining walls) facing public use areas (i.e., streets, private yards, or recreation) with a mid-range to dark recessive color compatible with adjacent (i.e., native) soil to minimize glare and reduce their visual disruption. This will minimize community impacts by enhancing context-sensitive design.	Final environmental document Volume 1, Section 3.1.7, Measure V-13		Final Design and Construction	Caltrans Landscape Architect		Less Than Significant Impact			

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V-14	Minimization: Plant vines to soften the appearance of soundwalls and to deter graffiti.	Final environmental document Volume 1, Section 3.1.7, Measure V-14		Final Design and Construction	Caltrans Landscape Architect		Less Than Significant Impact			
V-15	Minimization: Make improvements to the following vista points within the project areas to enhance views that include Bell Mountain, Prominent Cliffs, and massive outcroppings in the area that may be interrupted by the new interchange, bridges, and roadways, including: <ul style="list-style-type: none"> • Enhance Choco Vista Point with natural stone perimeter wall, walkway, solar telecommunications devices for the deaf, and signage with information about the site. • At Deadman's Point, provide a view deck accessible for disabled persons with a safe viewing platform at the vista point and provide natural stone perimeter wall circling the area. Provide interpretive signage to make the site meaningful and educational for visitors. 	Final environmental document Volume 1, Section 3.1.7, Measure V-15		Final Design and Construction	Caltrans Landscape Architect		Less Than Significant Impact			

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V-16	Minimization: Plant native vegetation to replace the removed or affected by construction activity within the Desert Area Landscape Unit, Seasonal Creeks Landscape Unit, and Mojave River Landscape Unit.	Final environmental document Volume 1, Section 3.1.7, Measure V-16		Final Design and Construction	Caltrans Landscape Architect		Less Than Significant Impact			
V-17	Minimization: Plant vegetation that is consistent with the character of the adjacent community landscape in the Residential Areas Landscape Units and the Commercial and Industrial Area Landscape Unit.	Final environmental document Volume 1, Section 3.1.7, Measure V-17		Final Design and Construction	Caltrans Landscape Architect		Less Than Significant Impact			
V-18	Minimization: Where feasible, plant vegetation between roadway and communities, in the urban areas, to provide a more natural visual buffer.	Final environmental document Volume 1, Section 3.1.7, Measure V-18		Final Design and Construction	Caltrans Landscape Architect		Less Than Significant Impact			

Cultural Resources

CUL-1	Mitigation: Caltrans has developed a Programmatic Agreement (PA)(executed March 30, 2016)in consultation with the SHPO and the ACHP to identify mitigation measures for purposes of reducing potential impacts to NRHP-eligible archaeological sites. Caltrans will prepare anHPTP in consultation with SHPO to plan for additional	Final environmental document Volume 1, Section 3.1.8, Measure CUL-1		Final Design and Construction	Caltrans Cultural Resource Specialist		Less than Significant Impact with Mitigation			
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	<p>fieldwork, including phased archaeological evaluation of the sites, data recovery of some sites, and post-review discovery and monitoring for areas with high archaeological sensitivity. The HPTP will include sections that provide an archaeological context, including prehistoric and historic-era research themes and questions appropriate to the known site types; the proposed archaeological evaluation work at each of the sites; general field, laboratory, curation, and documentation methods; an ESA Action Plan; Data Recovery Plan (DRP); and a Post-Review Discovery and Monitoring Plan that includes delineation of Archaeological Monitoring Areas (AMAs). Additional mitigation, if identified during preparation of the HPTP and in consultation with SHPO, would also be incorporated. Specifically, the HPTP will address the following:</p> <ol style="list-style-type: none"> 1. Three phased sites are assumed eligible for the purposes of this Undertaking. These properties consist of one prehistoric archaeological site and two historic-era archaeological sites (i.e., 									

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	<p>P-19-004362 [CA-LAN-4362H], P-36-000158 [CA-SBR-158], and P-36-026769 [CA-SBR-16916H]). Evaluation and treatment of the three phased historic properties will continue as the project is refined, and SHPO consultation on the eligibility and any revised findings of effect will continue throughout phasing.</p> <p>2. Continue to phase evaluation of the assumed eligible Topipabit Archaeological District to obtain SHPO concurrence on determinations of eligibility under Criterion A for the district and its three contributing archaeological sites (i.e., P-36-000066 [CA-SBR-66], P-36-000182 [CA-SBR-182], and P-36-012609 [CA-SBR-12336]) for their association with the area's ethnic history.</p> <p>3. The HPTP will address whether the July 2015 research design will be employed to evaluate the phased sites or whether a revised research design is necessary due to conflicting information in the December 2015 FOE. Evaluations of P-19-</p>									

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	<p>004362 (CA-LAN-4362H) and P-36-026769 (CA-SBR-16916H) should clearly demonstrate how the collected artifacts and surface artifacts answer or fail to answer research questions posed in the research design. Evaluation of P-36-000158 (CA-SBR-158) should clearly demonstrate whether the site is eligible under Criterion A and/or Criterion D. The revised evaluation of P-36-000158 (CA-SBR-158) should clearly argue how/why the resource contains or is likely to contain data potential under Criterion D.</p> <p>4. Develop an ESA Action Plan to protect portions of the Topipabit Archaeological District and portions of the three contributing archaeological sites (i.e., P-36-000066 [CA-SBR-66], P-36-000182 [CA-SBR-182], and P-36-012609 [CA-SBR-12336]). The portions of these three sites that will not be directly affected will be protected by establishment and enforcement of an ESA Action Plan that will</p>									

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	<p>prevent inadvertent effects to remaining portions of these historic properties. The ESA Action Plan will also include protection measures to protect rock art site P-36-000158 (CA-SBR-158) in its entirety, and to protect and avoid a portion of P-36-026769 (CA-SBR-16916H), which is adjacent to the Direct APE/ADI.</p> <p>5. A DRP will be implemented to mitigate the effects to the portions of the Topipabit sites within the Direct APE/ADI that will be adversely affected. If any additional phased sites are determined eligible as a result of phasing, a DRP or additional research will be implemented for those sites as appropriate. The DRP will include a Burial Treatment Plan if burials are encountered.</p> <p>6. Prepare a Geoarchaeological Sensitivity Analysis/Study of the soils within the ADI in relationship to proximity to water sources, known archaeological resources, and likelihood for the presence of buried deposits to plan for as of yet unknown buried</p>									

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	<p>historic archaeological properties that may be present in the ADI. A soils analysis study and a ground-penetrating radar study prepared for previous draft project documents indicate that the ADI has a high potential to encounter an unknown number of buried sites during project-related ground disturbance.</p> <p>7. Develop a Post-Review and Monitoring Plan that includes delineation of AMAs that would include, but not be limited to, the portions of the Topipabit sites within the ADI, during the construction phases. Develop a Post-Review Discovery and Monitoring Plan in the areas with the highest geoarchaeological sensitivity. The Post-Review Discovery and Monitoring Plan may include ground truthing with trenching in areas of the highest sensitivity.</p> <p>8. In consultation with CSO and SHPO, District will consider planning for educational and/or interpretive programs based on the findings of the DRP in accordance with Attachment 6 of the Section 106 PA.</p>									

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	9. The District, in coordination with CSO, shall submit the HPTP to the SHPO for review and concurrence. The SHPO shall respond within 30 days of the receipt of the submission. If the SHPO does not respond within 30 days after receipt, Caltrans may either extend the review period in consultation with the SHPO or proceed to the next step prescribed in Stipulation II.A. The District shall also provide a submittal to concurring parties and appropriate Native American consulting parties (as identified in Stipulation III) for review and comment, concurrently with the SHPO submittal.									
Hydrology and Floodplain										
HF-1	Minimization: During the final design, runoff control features that mimic existing flow conditions to the maximum extent practicable will be used to avoid exacerbating downstream flooding conditions and associated erosion.	Final environmental document Volume 1, Section 3.2.1, Measure HF-1		Final Design	Caltrans Hydrologist		Less Than Significant Impact			
HF-2	Minimization: Caltrans will include in the construction specifications that all rock	Final environmental document		Final Design	Caltrans Design Engineer		Less Than Significant Impact			

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	slope protection and rip-rap shall be ungrouted and the minimum amount used as necessary to provide scour protection.	Volume 1, Section 3.2.1, Measure HF-2								
HF-3	Minimization: Bridge structures crossing water resources at the following locations: Little Rock Wash, Big Rock Wash, Turner Wash, Ossum Wash and the Mojave River will be incorporated into the final design	Final environmental document Volume 1, Section 3.2.1, Measure HF-3		Final Design	Caltrans Design Engineer		Less Than Significant Impact			
HF-4	Standard Condition: To ensure that the project does not impede attainment of water quality standards in the operational phase, the project will conform to the requirements of the Caltrans' National Pollutant Discharge Elimination System (NPDES) Statewide Storm Water Permit (Order No. 2012-0011-DWQ, NPDES No. CAS000003), adopted by the State Water Resources Control Board on July 1, 2013, and any subsequent permit in effect at the time of design.	Final environmental document Volume 1, Section 3.2.1, Measure HF-3		Final Design	Caltrans Design Engineer		Less Than Significant Impact			
Geology/Soils/Seismicity/Topography										
SC-G-1	Standard Condition: During final design, prepare a design-level geotechnical report to identify soil-related constraints and hazards such as slope instability,	Final environmental document Volume 1, Section 3.2.3,		Final Design	Caltrans Design engineer		Less Than Significant Impact			

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SC-G-2	settlement, liquefaction, or related secondary seismic impacts that may be present along the project segments for consideration in the design of the project. The report shall be prepared by professional geotechnical engineers for review and approval by Caltrans. Standard Condition: Apply erosion prevention measures, such as hydroseeding of slopes or erosion control mesh, at the fill embankments and cut slopes.	Standard Condition SC-G-1 Final environmental document Volume 1, Section 3.2.3, Standard Condition SC-G-2		Construction	Caltrans Resident Engineer		Less Than Significant Impact			
SC-G-3	Standard Condition: If blasting is required, prepare and implement a blasting plan to minimize potential hazards related to blasting activities. The blasting plan shall meet applicable standards in accordance with the U.S. Department of Interior, Office of Surface Mining. The blasting plan shall include, but not be limited to, hours of blasting activity, notification to adjacent property owners, noise and vibration, and dust control.	Final environmental document Volume 1, Section 3.2.3, Standard Condition SC-G-3		Final Design, construction	Caltrans Resident Engineer		Less Than Significant Impact			
G-1	Minimization: Install Cast-in-drilled hole (CIDH) piles at the two viaducts over Little	Final environmental document		Final Design, Construction	Caltrans Resident Engineer		Less Than Significant			

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	Rock Wash. The appropriate type of piling for use at the three connectors at the SR-14/138 interchange, bridge abutment supports, and other supports shall be identified during the final design.	Volume 1, Section 3.2.3, Measure G-1								
Hazardous Waste or Materials										
HAZ-1	Minimization: Where feasible, adjust the alignment to avoid properties containing ACMs and LBP. Prior to acquisition, require the property owner to conduct and remove ACMs and/or LBP if present. Only a licensed contractor will remove ACMs and/or LBP materials prior to demolition based on pre-demolition surveys of properties to be acquired.	Final environmental document Volume 1, Section 3.2.5, Measure HAZ-1		Final Design and Right-of-Way acquisition, Construction	Caltrans Hazardous Waste Specialist		Less Than Significant with Mitigation			
HAZ-2	Minimization: Where feasible, adjust the alignment to avoid properties containing ADL. Prior to acquisition, require the property owner to conduct an ADL survey, and dispose of ADL-impacted soils, if present. A Soil Management Plan will be developed and implemented to ensure that soil excavated during construction that is impacted by metals and/or petroleum hydrocarbons is handled, stockpiled, and disposed of	Final environmental document Volume 1, Section 3.2.5, Measure HAZ-2		Final Design, Right-of-Way acquisition and Construction	Caltrans Hazardous Waste Specialist		Less Than Significant with Mitigation			

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	in accordance with federal, State, and local regulations. Reuse of ADL-impacted soils within the project footprint will be in accordance with the California Department of Toxic Substances Control requirements for reuse within Caltrans ROW.									
HAZ-3	Minimization: During the Final Design phase, prepare a Construction Contingency Plan (CCP) in accordance with Caltrans' Unknown Hazards Procedures for Construction. The CCP will include provisions for emergency response in the event that unidentified USTs, petroleum hydrocarbons, or solid wastes (including hazardous wastes), or other hazardous substances are discovered during construction activities. The CCP will also address UST decommissioning, field screening, contaminant materials testing methods, mitigation and contaminant management requirements, and health and safety requirements for construction workers.	Final environmental document Volume 1, Section 3.2.5, Measure HAZ-3		Final Design	Caltrans Hazardous Waste Specialist		Less Than Significant with Mitigation			
HAZ-4	Minimization: If dewatering is required, conduct a groundwater evaluation to assess disposal alternatives and to comply with the	Final environmental document Volume 1, Section		Final Design	Caltrans Hazardous Waste Specialist		Less Than Significant with Mitigation			

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	requirements of the National Pollutant Discharge Elimination System (NPDES), during the preparation of Plans, Specifications, and Estimates (PS&E). Whenever possible, adjust the alignment to avoid areas of contaminated groundwater. To avoid or minimize exposure to contaminated groundwater, containerize, sample, and/or treat groundwater for disposal.	3.2.5, Measure HAZ-4								
HAZ-5	Minimization: Coordinate with LAWA and its tenant, the County of Los Angeles Sanitation District No. 20, to avoid or minimize any and all environmental issues on and adjacent to City of Los Angeles property. Caltrans shall indemnify, defend, and hold harmless LAWA from any environmental impacts caused by, resulting from, or otherwise related to the HDC project.	Final environmental document Volume 1, Section 3.2.5, Measure HAZ-5		Final Design	Caltrans Project Manager		Less Than Significant with Mitigation			
Noise										
NOI-1	Abatement: Based on the studies completed to date and the draft NADR, Caltrans intends to incorporate noise abatement in the form of soundwalls that were found to be both feasible and reasonable.	Final environmental document Volume 1, Section 3.2.7, Measure NOI-1		Final Design and Construction	Caltrans Design Engineer and Resident Engineer		Significant Impact			

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Electromagnetic Radiation										
EMR-1	Minimization: During final design, detailed analyses shall be undertaken to determine the specific levels of voltages that could be induced onto parallel longitudinal conductors and, if significant voltages are identified, mitigation measures shall be developed in accordance with the relevant industry-accepted IEEE or military standards. The final design shall use proven technologies for overhead catenary system components, and the technical specifications shall be written to assure that damage to the conductors and hardware during construction will be minimized.	Final environmental document Volume 1, Section 3.2.9, Measure EMR-1		Final Design	Caltrans Design Engineer		Less Than Significant Impact			
Natural Communities										
BNC-1	Minimization and Mitigation: The road shoulder and graded slopes will be revegetated with like plant communities present prior to construction conditions to minimize the loss of each community.	Final environmental document Volume 1, Section 3.3.1, Measure BNC-1		Final Design, Construction, Post-construction	Caltrans Biologist		Less Than Significant			

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BNC-2	Minimization: The elevation of the highway will be kept to a minimum necessary for drainage to reduce the overall footprint due to required shoulder sloping.	Final environmental document Volume 1, Section 3.3.1, Measure BNC-2		Final Design	Caltrans Design Engineer		Less Than Significant			
BNC-3	Minimization and Mitigation: Joshua tree woodland will be preserved in place as feasible. A biological monitor will be onsite to establish an environmentally sensitive area (ESA) around the areas where this plant community occurs. If impacts cannot be avoided, these areas should be included in the calculations for acquisition of land to preserve in perpetuity. To further reduce project impacts to this community, individual trees can be translocated to an area that will not be impacted. To aid in revegetation of the finish graded slopes, individual trees can be temporarily located in an onsite nursery and replanted within revegetated areas.	Final environmental document Volume 1, Section 3.3.1, Measure BNC-3		Construction	Caltrans Biologist		Less Than Significant			
BNC-4	Compensatory Mitigation: Any area of Joshua tree woodland to be permanently impacted will be compensated by purchasing	Final environmental document Volume 1, Section		Post-construction	Caltrans Biologist		Less Than Significant with Mitigation			

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BNC-5	land at a 2:1 ratio within the region and preserved in perpetuity. Mitigation: Riparian woodland will be preserved in place as feasible. Impacts will be avoided with the design of a span bridge over the Mojave River with no impacts to jurisdictional areas. A biological monitor will be onsite to establish an ESA around the jurisdictional areas within the Mojave River.	3.3.1, Measure BNC-4 Final environmental document Volume 1, Section 3.3.1, Measure BNC-5		Construction	Caltrans Biologist		Less Than Significant with Mitigation			
BNC-6	Minimization and Mitigation: Use large at-grade culverts under the new highway where natural drainages occur, where feasible. Wildlife is more likely to use such crossings when "daylight" or openings to the other side are visible. Where culvert lengths need to be longer due to design, median daylighting will be used. Fencing will be used as needed to guide wildlife into the culverts and along the ROW to prevent wildlife from trying to cross the highway.	Final environmental document Volume 1, Section 3.3.1, Measure BNC-7		Final Design	Caltrans Design Engineer, Biologist		Less Than Significant with Mitigation			
BNC-7	Minimization and Mitigation: Construct bridges and culverts that cross drainage features to be high and wide enough to allow	Final environmental document Volume 1, Section		Final Design	Caltrans Design Engineer, Biologist		Less Than Significant with Mitigation			

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	large wildlife to travel under the structure. The design will also include culverts as crossing structures that are specifically designed for wildlife travel.	3.3.1, Measure BNC-8								
BNC-8	Minimization and Mitigation: Design the culverts to be a "soft bottom." Because it is not feasible to bridge all 200+ natural drainages, it is understood that the smaller drainages will have a hard-bottom box culvert that is placed a minimum 1 foot below surrounding grade to allow soil to be placed on top of the hard bottom, thus creating a soft bottom. It is also understood that without this soft-bottom design, each culvert would essentially require a bridging design that would be cost prohibitive. As feasible, culverts will also be designed to be tall and wide to better attract wildlife use.	Final environmental document Volume 1, Section 3.3.1, Measure BNC-9		Final Design	Caltrans Design Engineer, Biologist		Less Than Significant with Mitigation			
BNC-9	Minimization: Install fencing along the route that prevents wildlife from crossing in areas other than intended wildlife crossing locations. Fencing shall be installed to channel wildlife to the intended crossing locations.	Final environmental document Volume 1, Section 3.3.1, Measure BNC-10		Construction	Caltrans Biologist		Less Than Significant			

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BNC-10	Minimization: Maintain fencing throughout the existence of the Freeway/Expressway or Freeway/Tollway alignment.	Final environmental document Volume 1, Section 3.3.1, Measure BNC-11		Post-construction	Caltrans Maintenance		Less Than Significant			
Wetlands and Other Waters										
BWL-1	Minimization: Project alternatives and pier locations will continue to be refined to include measures to protect sensitive areas and to maintain the hydrological integrity of the jurisdictional washes.	Final environmental document Volume 1, Section 3.3.2, Measure BWL-1		Final Design	Caltrans Design Engineer, Biologist		Less Than Significant			
BWL-2	Minimization: Any work within the ephemeral washes will be conducted when there is no flow in the channel.	Final environmental document Volume 1, Section 3.3.2, Measure BWL-2		Construction	Caltrans Biologist		Less Than Significant			
BWL-3	Minimization: Temporary construction staging areas and access roads will be strategically placed to avoid and/or minimize impacts to jurisdictional features to the extent feasible and are expected to be restored to pre-project conditions.	Final environmental document Volume 1, Section 3.3.2, Measure BWL-3		Construction	Caltrans Biologist		Less Than Significant			
BWL-4	Mitigation: Compensatory mitigation for impacts to jurisdictional features of USACE, RWQCB, and	Final environmental document Volume 1,		Final Design, construction	Caltrans Biologist		Less Than Significant with Mitigation			

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	<p>CDFW will be determined during the permitting process with the agencies with considerations to on-site restoration, off-site mitigation, and in-lieu fees. In general, the ratios are based on the amount and quality of the permanently and directly impacted jurisdictional features of the agencies. Impacts to waters of the U.S. and waters of the State will be mitigated sufficiently to meet the federal and state no net loss standards.</p>	Section 3.3.2, Measure BWL-4								
Plant Species										
BPL-1	<p>Minimization: Prior to the start of any ground disturbing activities within any previously undisturbed rare plant suitable habitat, conduct focused plant surveys at a time prior to construction when detection is most optimal, such as normal rainfall years. If the results of surveys indicate presence of any of the species identified in Table 3.3-3-1 (<i>Special-Status Plant Species with Potential to Occur in the Biological Study Area</i>), then BPL-2 and BPL-3 will be implemented.</p>	Final environmental document Volume 1, Section 3.3.3, Measure BPL-1		Pre-construction	Caltrans Biologist		Less Than Significant			
BPL-2	<p>Minimization: Provide a biological monitor onsite to establish an environmentally</p>	Final environmental document		Construction	Caltrans Biologist		Less Than Significant			

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	sensitive area (ESA) around the areas where each special-status species occurs. The biological monitor shall have the authority to establish ESAs in potential suitable habitat areas where rare plant preconstruction surveys were conducted; however, due to low rainfall these areas may still represent potential habitat even if special-status plants were not observed. In addition, any special-status plant occurrences identified within the ROW that can be avoided during construction and preserved in place, shall be established as an ESA as a construction avoidance area by the biological monitor.	Volume 1, Section 3.3.3, Measure BPL-2								
BPL-3	Minimization and Mitigation: Coordinate with CDFW regarding the collection and propagation of bulbs and plants, as well as seed bulking. Only a CDFW-approved nursery may be used for these activities. If it is determined that mitigation locations for replanting bulbs, applying seed, replanting salvaged plants, or planting propagated plants is more appropriate at an off-site location, then this location shall be coordinated with all applicable resource	Final environmental document Volume 1, Section 3.3.3, Measure BPL-3		Construction	Caltrans Biologist		Less Than Significant with Mitigation			

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	agencies. In some cases, it may be more practical to provide funding for an In-Lieu Fee Program, or to purchase mitigation credits from a mitigation bank. These options shall be explored if other mitigation options are not feasible.									
Animal Species										
BAN-1	Minimization: Impacts to silvery legless lizard, coast horned lizard, American badger and Mojave River vole can be minimized by requiring a biological monitor to be present onsite during initial clearing and grubbing activity to capture and relocate any individuals. If areas of high-density occurrences are found, salvage efforts can be made by more carefully removing shrubs with clam-shell loaders and searching for individuals at the base of the shrub or within the root system, as this is a more likely place for them to occur. Habitat for these species can be re-established within temporary impact zones between the highway and edge of ROW. This area will be replanted with native plants similar to the natural surrounding area and the soil compacted only to a point	Final environmental document Volume 1, Section 3.3.4, Measure BAN-1		Construction	Caltrans Biologist		Less Than Significant			

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BAN-2	necessary for construction purposes. This will allow any natural occurring individuals within the immediate vicinity to repopulate the temporary impact zone. Minimization: A qualified biologist will recommend approved limits of disturbance, including construction staging areas and access routes, to minimize impacts to adjacent habitat. To ensure the avoidance of impacts to migratory birds, the following measures will be implemented pursuant to the MBTA. Clearing and grubbing of vegetation will be conducted outside of bird-nesting season. If clearing and grubbing of vegetation needs to be conducted during bird-nesting season (February 15 to September 1), a qualified biologist will conduct a preconstruction survey prior to clearing and grubbing of vegetation and monitor construction during clearing, grading, and/or trenching activities for any occurrence of birds nesting. If birds are observed nesting, construction will stop until it is determined that the fledglings have left their nests. If this is not possible, coordination with a qualified	Final environmental document Volume 1, Section 3.3.4, Measure BAN-2		Pre-construction, Construction	Caltrans Biologist		Less Than Significant			

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BAN-3	<p>biologist should take place to minimize the risk of violating the MBTA, and the following minimization measure put in place: an ESA fencing buffer of 150 feet for songbirds and 500 feet for raptors, which must be maintained during all phases of construction.</p> <p>Minimization: A qualified biologist will recommend approved limits of disturbance, including construction staging areas and access routes, to minimize impacts to adjacent habitat. To ensure the avoidance of impacts to bats, preconstruction surveys will be conducted of rock faces adjacent to the roadway, trees, or structures designated for removal due to the initiation of construction-related activities to assess any potential presence of the species. Clearing and grubbing of vegetation will be conducted outside of the bat maternity season. If clearing and grubbing of vegetation needs to be conducted during bat maternity season (February 15 to November 30), a qualified biologist will monitor construction during clearing, grading, and/or trenching activities for any occurrence of the species breeding. If an</p>	<p>Final environmental document Volume 1, Section 3.3.4, Measure BAN-3</p>		<p>Pre-construction, construction; bat surveys – no more than 30 days prior to construction and no more than 7 days prior to clearing and grubbing.</p>	Caltrans Biologist		Less Than Significant			

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BAN-4	<p>active bat maternity roost is detected, bat exclusionary devices shall be installed during the non-breeding season (December 1 through February 14) to passively exclude bats from the tree or structure. Removal of trees and demolition of structures shall occur once the biologist deems the structure void of bats.</p> <p>For planning purposes, a preconstruction survey should be conducted approximately 30 days prior to clearing and grubbing. A second preconstruction survey shall be conducted no more than 3 days prior to clearing and grubbing. If any species are found during preconstruction surveys, they will be excluded using CDFW, U.S. Forest Service (USFS), and USFWS approved methods. Alternate bat habitat will be provided for any excluded bats.</p> <p>Minimization: A biological monitor will be present a minimum of 1 week prior to clearing and grubbing activities to walk the proposed areas to be cleared and grubbed and relocate animals that have the ability to flee. A qualified biologist will survey for, trap/capture species present; and</p>	Final environmental document Volume 1, Section 3.3.4, Measure BAN-4		1 week prior to clearing and grubbing activities	Caltrans Biologist		Less Than Significant			

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BAN-5	relocate to a designated area approved by USFWS or CDFW. Minimization: Appropriate native habitat will be replanted in temporarily impacted areas. Additionally, a Habitat Mitigation Monitoring Plan (HMMP) will be developed. Restoration of disturbed habitat within the project limits will be conducted.	Final environmental document Volume 1, Section 3.3.4, Measure BAN-5		Pre-construction, Construction, post-construction	Caltrans Biologist		Less Than Significant			
BAN-6	Minimization: The boundaries of ROW shall be fenced off with materials approved by a Caltrans District Biologist for the following reasons: (1) serve as a guide for wildlife to utilize the appropriate crossings, meanwhile reducing impacts to wildlife/vehicle collisions, and (2) reduce vandalism to restoration sites. ROW fencing shall be designed and installed in a manner as to not conflict with permanent desert tortoise exclusion fencing or Biological Opinion permit requirements.	Final environmental document Volume 1, Section 3.3.4, Measure BAN-6		Construction	Caltrans Biologist		Less Than Significant			
BAN-7	Compensatory Mitigation: Acceptable mitigation for impacts to a burrowing owl breeding pair would be to preserve suitable habitat and manage it for the benefit of burrowing owl in perpetuity.	Final environmental document Volume 1, Section 3.3.4, Measure		Final Design, Construction, post-construction	Caltrans Biologist		Less Than Significant with Mitigation			

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	CDFW guidelines suggest that such land should be of similar type and of equal or greater quality to ensure a no net loss. As such, approximately 720 acres of suitable burrowing owl habitat should be preserved.	BAN-7								
BAN-8	<p>Minimization: Preconstruction surveys for desert kit fox will be conducted inside the project disturbance area and 300-foot buffer. The survey will be conducted according to the USFWS Standard Recommendations for Protection of the Endangered San Joaquin Kit Fox Prior to or During Ground Disturbance (USFWS, 2011). During the survey, the biologists will mark and classify all potential desert kit fox dens found in the project disturbance area and buffer. Desert kit fox dens found during the survey will be classified as inactive, potentially active, and definitely active. Following the preconstruction survey, the biologists will establish disturbance limit buffers around all potentially active and definitely active dens that can be avoided by construction. The disturbance limit buffer distances will follow the</p>	Final environmental document Volume 1, Section 3.3.4, Measure BAN-8		Pre-construction, Construction	Caltrans Biologist		Less Than Significant			

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BAN-9	<p>USFWS Standard Recommendations for Protection of the Endangered San Joaquin Kit Fox Prior to or During Ground Disturbance (USFWS, 2011). Potentially active dens will receive a 50-foot buffer, definitely active dens will receive a 100-foot buffer, and natal/pupping dens will be given a 300-foot buffer.</p> <p>Minimization: Potentially active and definitely active desert kit fox dens located in the project disturbance area that cannot be avoided with a disturbance limit buffer will need to be monitored, excavated, and collapsed in order to avoid direct impacts to desert kit fox as a result of construction. Den excavation and collapse should avoid the breeding season to the maximum extent possible and should only occur August 1 to December 31.</p> <p>All inactive dens that do not show any sign of activity in the recent past, or are damaged, dilapidated, or unusable for use will be immediately excavated by hand and backfilled to prevent reuse by desert kit fox. All desert kit fox dens in the disturbance area identified as potentially active</p>	Final environmental document Volume 1, Section 3.3.4, Measure BAN-9		Construction	Caltrans Biologist		Less Than Significant			

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	<p>or definitely active will be monitored for 3 consecutive nights using a tracking medium (e.g., diatomaceous earth or fire clay) and remote infrared cameras at the entrance. If, after 3 nights, no desert kit fox tracks are found at the den entrance, and no photos of the target species using the den are observed, the den can be carefully excavated, collapsed, and backfilled by hand. The den should be fully excavated, filled with dirt, and compacted to ensure that desert kit fox cannot reenter or use the den during the construction period. If, at any point during excavation, a desert kit fox is discovered inside the den, the excavation activity shall cease immediately, and monitoring of the den as described above should be resumed. Destruction of the den may be completed when, in the judgment of the biologist, the animal has escaped from the partially disturbed den without any further disturbance.</p> <p>If desert kit fox tracks or photos are observed during 3 nights, the den will be monitored for a minimum of 3 additional days using infrared</p>									

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	<p>wildlife cameras and/or tracking medium to determine its status. If the den complex is determined to be a natal den still occupied by pups, a 300-foot disturbance limit buffer will be established, and monitoring by infrared cameras or weekly visits by the biologist will continue until it has been determined that the young have dispersed. If the den is determined to be non-natal, passive hazing techniques will be used to discourage desert kit fox from using the den. Passive hazing techniques will include the use of coyote urine, a primary desert kit fox predator, around the den entrances and the use of wooden lathe in the center of the den entrance to discourage use of the den. During the hazing period, the den will be continually monitored with tracking medium and remote infrared cameras to determine activity. During this period, if no desert kit fox activity is observed at the den for 3 consecutive nights, then the den may be carefully excavated by hand, collapsed, and backfilled to prevent further use.</p>									

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	<p>If desert kit fox continue to persist in the dens and passive hazing techniques are unsuccessful, CDFW will be contacted to discuss other options, such as passive relocation and the use of one-way doors. The passive relocation will consist of installing one-way doors at the entrance of the dens that remain active. The one-way doors will be installed during the afternoon while desert kit fox are inactive and deep inside of their dens. If any desert kit fox leave the den or den complex in response to one-way door installation, door installation will cease until after the desert kit fox has voluntarily left the vicinity of the den complex. After the one-way doors are installed, the den will be monitored with tracking medium and remote infrared cameras for 3 days to determine whether the animals have left the den. On the third day following the one-way door installation, the biologist will use a fiber-optic scope camera to inspect the den and ensure that desert kit fox no longer occupy the den. Upon confirmation that the den complex is not occupied, the den will be carefully</p>									

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BAN-10	excavated, collapsed, and backfilled using hand tools. Minimization: Use lighting in areas only where necessary for safety and signage. Eliminate all lighting in other areas.	Final environmental document Volume 1, Section 3.3.4, Measure BAN-10		Construction	Caltrans Design Engineer, Biologist		Less Than Significant			
BAN-11	Minimization: All lighting should be downcast to minimize lighting of natural areas, particularly rivers, washes, and drainages.	Final environmental document Volume 1, Section 3.3.4, Measure BAN-11		Construction	Caltrans Design Engineer, Biologist		Less Than Significant			
BAN-12	Minimization: Limit operation of vibration-causing equipment, such as pile drivers, dozers, and large excavators, to daylight hours when working in areas adjacent to open space.	Final environmental document Volume 1, Section 3.3.4, Measure BAN-12		Construction during daylight hours	Caltrans Resident Engineer		Less Than Significant			
BAN-13	Minimization: Biological monitor shall be present to observe activities of wildlife during construction adjacent to open spaces. If activities are noted to affect wildlife, biological monitor shall stop construction activities as necessary.	Final environmental document Volume 1, Section 3.3.4, Measure BAN-13		Construction	Caltrans Biologist		Less Than Significant			

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Threatened and Endangered Species										
BTE-1	<p>Minimization: A qualified biologist will recommend approved limits of disturbance, including construction staging areas and access routes, to minimize impacts to adjacent habitat. To ensure the avoidance of impacts to migratory birds, the following measures will be implemented pursuant to the FGC 3503 and Migratory Bird Treaty Act (MBTA). A qualified biologist shall be present a minimum of 1 week prior to and during clearing and grubbing activities to walk the proposed areas to be cleared and grubbed. Clearing and grubbing of vegetation will be conducted outside of the bird-nesting season. If clearing and grubbing of vegetation needs to be conducted during the bird-nesting season (February 15 to September 1), or if any other ground-disturbing activities are to begin during the bird-nesting season, a qualified biologist will monitor construction during clearing, grading and/or trenching activities for any occurrence of the birds nesting. If birds are observed nesting, construction should stop until</p>	Final environmental document Volume 1, Section 3.3.5, Measure BTE-1		Pre-Construction	Caltrans Biologist		Less Than Significant			

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BTE-2	<p>it is determined by the qualified biologist that the fledglings have left their nests or the nest becomes inactive. If this is not possible, coordination with a qualified biologist should take place to minimize the risk of violating the MBTA, and the following minimization measure should be considered: an environmentally sensitive area (ESA) fencing buffer shall be placed at a distance of 150 feet for songbirds and 500 feet for raptors, which must be maintained during all phases of construction, or a biological monitor shall be present during construction activities to monitor for signs of disturbance or modification of behavior.</p> <p>Compensatory Mitigation: Depending on the alternative and variations that are chosen, up to approximately 696.19 acres of suitable foraging habitat for golden eagle could be permanently converted to a paved transit facility with the implementation of the proposed project. Conversations with USFWS and CDFW personnel suggest similar or greater quality habitat be preserved and managed for the benefit</p>	Final environmental document Volume 1, Section 3.3.5, Measure BTE-2		Final Design, Construction, Post-construction	Caltrans Biologist		Less Than Significant with Mitigation			

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BTE-3	<p>of golden eagle at the same amount that would be impacted to achieve a no net loss in habitat. Therefore, Caltrans will purchase and preserve in perpetuity at least the same amount of acres of suitable golden eagle foraging habitat that is permanently affected.</p> <p>Compensatory Mitigation: Depending on the alternative, variation, and option that are chosen, up to approximately 1,263.58 acres of suitable foraging habitat for Swainson's hawk could be permanently converted to a paved transit facility with the implementation of the proposed project. The document "Swainson's Hawk Survey Protocols, Impact Avoidance, and Minimization Measures for Renewable Energy Projects in the Antelope Valley of Los Angeles and Kern Counties, California" and additional conversations with CDFW suggest similar or greater quality habitat be preserved and managed for the benefit of Swainson's hawk at the same amount that would be impacted to achieve a no net loss in habitat. Therefore, Caltrans will purchase and preserve in perpetuity at</p>	Final environmental document Volume 1, Section 3.3.5, Measure BTE-3		Final Design, Construction, Post-construction	Caltrans Biologist		Less Than Significant with Mitigation			

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BTE-4	<p>least the same amount of acres of suitable Swainson's hawk foraging habitat that is permanently affected.</p> <p>Minimization: Areas outside of the proposed construction zone will be designated as an ESA, and no work will be conducted within these areas to avoid potential impacts to southwestern willow flycatcher critical habitat. These areas will be fenced off clearly by use of obvious exclusion fencing prior to the onset of ground disturbance. The fencing will remain in place while the project is being constructed. An approved avian biologist will oversee the placement and design of this fencing. This measure applies to work activities in or around riparian vegetation within the Preferred Alternative.</p>	Final environmental document Volume 1, Section 3.3.5, Measure BTE-4		Construction	Caltrans Biologist		Less Than Significant			
BTE-5	<p>Standard Practice: Standard Best Management Practices (BMPs) will be implemented by Caltrans to protect ecologically important resources in the construction zone. General stormwater BMPs and conservation measures will be implemented during project construction to avoid any potential for downstream sedimentation effects to</p>	Final environmental document Volume 1, Section 3.3.5, Measure BTE-5		Construction	Caltrans Resident Engineer		Less Than Significant			

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	southwestern willow flycatcher critical habitat. The BMPs of the Storm Water Pollution Prevention Plan (SWPPP) will be designed to avoid potential indirect effects to southwestern willow flycatcher critical habitat downstream.									
BTE-6	Minimization: Noise effects will not exceed 60 A-weighted decibels (dBA) L_{eq} at 1,000 feet averaged over one hour from the Project boundaries.	Final environmental document Volume 1, Section 3.3.5, Measure BTE-6		Construction	Caltrans Resident Engineer		Less Than Significant			
BTE-7	Minimization: Prior to the initiation of construction activities, all project personnel will be educated regarding the least Bell's vireo, southwestern willow flycatcher, and southwestern willow flycatcher critical habitat within and adjacent to the project area. Construction personnel are to remain outside of the critical habitat, unless within the approved work area.	Final environmental document Volume 1, Section 3.3.5, Measure BTE-7		Pre-construction	Caltrans Biologist		Less Than Significant			
BTE-8	Minimization: The lighting on the new bridge over the Mojave River, the viaduct west of Gas Line Road, and along constructed roadways will consist of directional lighting that focuses the light on the roadway or the HSR.	Final environmental document Volume 1, Section 3.3.5, Measure BTE-8		Construction, Post-construction/ Operation	Caltrans Design Engineer, Biologist		Less Than Significant			

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BTE-9	Minimization: During rock-blasting activities for bridge construction over the Mojave River, rockfall protection measures will be implemented to prevent any rock or debris resulting from the blasting from rolling into the Mojave River to avoid impacts to water flow downstream. This measure applies to project activities in the Mojave River only.	Final environmental document Volume 1, Section 3.3.5, Measure BTE-9		Construction	Caltrans Resident Engineer		Less Than Significant			
BTE-10	Minimization: In compliance with Executive Order (EO) 13112, a weed abatement program will be developed to minimize the importation of non-native plant material during and after construction to avoid impacts to riparian vegetation downstream. Eradication strategies would be employed should an invasion occur.	Final environmental document Volume 1, Section 3.3.5, Measure BTE-10		Pre-construction, Construction, Post-construction	Caltrans Resident Engineer		Less Than Significant			
BTE-11	Compensatory Mitigation: The loss of desert tortoise habitat will be compensated for by paying compensation at a 1 to 1 ratio for permanent, adverse effects up to a maximum of 1,686.89 acres of desert tortoise habitat. Compensation will include the acquisition of land within a Desert Wildlife Management Area and/or contribution of an equivalent monetary value towards	Final environmental document Volume 1, Section 3.3.5, Measure BTE-11		Final Design, Construction	Caltrans Biologist		Less Than Significant with Mitigation			

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BTE-12	recovery actions in West Mojave. Recovery actions can include restoration, closing roads, fencing installation, repairs or purchase and discontinued use of Bureau of Land Management (BLM) grazing allotments. If the project design changes and increases or decreases the total amount of desert tortoise habitat that is adversely affected, Caltrans would pay compensation for the total amount of acres that are permanently lost.	Final environmental document Volume 1, Section 3.3.5, Measure BTE-12		Pre-construction	Caltrans Biologist		Less Than Significant			

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BTE-13	monitors are responsible for monitoring project activities within desert tortoise habitat, ensuring proper implementation of protective measures, and recording and reporting desert tortoise observations. Monitors report incidents of non-compliance to authorized biologists, and authorized biologists turn in reports of non-compliance to Caltrans and the USFWS immediately.	Final environmental document Volume 1, Section 3.3.5, Measure BTE-13		Pre-construction, Construction	Caltrans Biologist		Less Than Significant			
BTE-14	Minimization: Caltrans will review and provide the credentials of all individuals seeking approval as authorized biologists to the USFWS at least 30 days prior to the time they are needed in the field.	Final environmental document Volume 1, Section 3.3.5, Measure BTE-14		Pre-construction, Construction	Caltrans Biologist		Less Than Significant			

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BTE-15	Minimization: Authorized biologists and monitors will have the authority to halt any activity immediately that does not comply with the protective measures described in the biological opinion and report non-compliance to Caltrans and then to the USFWS.	Final environmental document Volume 1, Section 3.3.5, Measure BTE-15		Construction	Caltrans Biologist		Less Than Significant			
BTE-16	Minimization: Individuals approved to capture and handle desert tortoises, perform pre-project clearance surveys, move desert tortoises out of harm's way, excavate burrows, handle nests and eggs, construct artificial burrows, and temporarily confine desert tortoises will do so in compliance with the Desert Tortoise Field Manual (USFWS 2009) or most up-to-date USFWS guidance. The Desert Tortoise Field Manual can be found at http://www.fws.gov/carlsbad/PalmSprings/DesertTortoise.html . Individuals approved to perform these tasks include authorized biologists and monitors who are under the direct supervision of an authorized biologist.	Final environmental document Volume 1, Section 3.3.5, Measure BTE-16		Pre-construction, Construction	Caltrans Biologist		Less Than Significant			
BTE-17	Minimization: An authorized biologist will be present during the removal of desert tortoise habitat east of 240 th Street	Final environmental document Volume 1,		Pre-construction, Construction	Caltrans Biologist		Less Than Significant			

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	East; if an authorized biologist is within the immediate area and directly overseeing the habitat removal, a monitor can directly supervise vegetation removal.	Section 3.3.5, Measure BTE-17								
BTE-18	Minimization: Prior to construction, Caltrans will install a temporary desert tortoise exclusion fence around all project areas in desert tortoise habitat, including staging and storage areas, as determined by an authorized biologist between 240 th Street East and the eastern end of the project. Roads crossing the HDC will terminate at the exclusion fence and turnarounds will be developed. Caltrans will install the exclusion fences as specified in the USFWS's Desert Tortoise Field Manual (2009) or most up-to-date USFWS guidance.	Final environmental document Volume 1, Section 3.3.5, Measure BTE-18		Pre-construction	Caltrans Biologist		Less Than Significant			
BTE-19	Minimization: Authorized biologists and monitors will conduct daily clearance surveys of desert tortoise exclusion fence alignments during installation and monitor installation at all times. After exclusion fence construction is completed, authorized biologists and monitors will conduct 100 percent clearance surveys within the exclusion fence.	Final environmental document Volume 1, Section 3.3.5, Measure BTE-19		Pre-construction, Construction	Caltrans Biologist		Less Than Significant			

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BTE-20	Desert tortoises that are found inside the fence will be translocated, in accordance with the specifications established by the most up-to-date USFWS guidelines. Minimization: To the maximum extent practicable, Caltrans will place fence alignments and the features that they are enclosing (e.g., road alignment, etc.) in a manner that reduces the number of desert tortoises that must be moved off the project site.	Final environmental document Volume 1, Section 3.3.5, Measure BTE-20		Final Design, Pre-construction, Construction	Caltrans Biologist		Less Than Significant			
BTE-21	Minimization: The authorized biologist will use their best judgment regarding measures to use to ensure that desert tortoises do not immediately return to fenced areas or other areas they have been moved from to ensure their protection. The authorized biologist may use temporary penning, in accordance with the Desert Tortoise Field Manual (USFWS 2009) or most up-to-date USFWS guidance, to prevent desert tortoises from re-entering these areas during construction.	Final environmental document Volume 1, Section 3.3.5, Measure BTE-21		Pre-construction, Construction	Caltrans Biologist		Less Than Significant			
BTE-22	Minimization: Caltrans will install shade structures, in accordance with the Desert Tortoise Field Manual (2009) or most up-to-date USFWS	Final environmental document Volume 1, Section		Pre-construction, Construction	Caltrans Biologist		Less Than Significant			

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	guidance, at regular intervals along exclusion fence to provide shade for desert tortoises that exhibit fence-pacing behavior.	3.3.5, Measure BTE-22								
BTE-23	Minimization: Caltrans will inspect the temporary exclusion fence twice per week and repair, when necessary, during the construction of the HDC transportation facility to ensure that desert tortoises are excluded from the construction area.	Final environmental document Volume 1, Section 3.3.5, Measure BTE-23		Construction	Caltrans Resident Engineer, Biologist		Less Than Significant			
BTE-24	Minimization: Caltrans will confine all construction activities, project vehicles, and equipment to the area within the exclusion fence.	Final environmental document Volume 1, Section 3.3.5, Measure BTE-24		Construction	Caltrans Resident Engineer,		Less Than Significant			
BTE-25	Minimization: Authorized biologists will conduct health assessments, in accordance with the Health Assessment Handbook (USFWS 2013b) or most up-to-date USFWS guidelines, on all desert tortoises found during the clearance surveys for clinical signs of disease prior to translocation. If any desert tortoises are found with signs of disease, Caltrans will contact the USFWS to determine further actions. Any authorized biologist	Final environmental document Volume 1, Section 3.3.5, Measure BTE-25		Pre-construction, Construction	Caltrans Biologist		Less Than Significant			

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BTE-26	conducting health assessments must be approved by USFWS to perform these duties after attending and passing the USFWS health assessment course. Minimization: California Department of Fish and Wildlife (CDFW) and USFWS will approve Caltrans' translocation site(s) and translocation plan before construction commences. Caltrans will translocate desert tortoises to suitable habitat within the southern portion of the Fremont-Kramer Critical Habitat Unit or the Monkeyflower Area of Critical Environmental Concern as determined by USFWS and CDFW.	Final environmental document Volume 1, Section 3.3.5, Measure BTE-26		Pre-construction	Caltrans Biologist		Less Than Significant			
BTE-27	Minimization: Desert tortoises will be translocated and released into suitable habitat and placed in the shade of a shrub. If an individual is found in a burrow, the desert tortoise will be excavated from the burrow and translocated to an unoccupied burrow similar to the hibernaculum in which it was found. Translocated desert tortoises will not be placed in existing occupied burrows. If an existing burrow that is similar in size,	Final environmental document Volume 1, Section 3.3.5, Measure BTE-27		Construction	Caltrans Biologist		Less Than Significant			

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BTE-28	shape, and orientation to the original burrow is unavailable, the authorized biologist will construct one in accordance with the Desert Tortoise Field Manual (USFWS 2009) or most up-to-date USFWS guidance. Monitoring: Caltrans will monitor survivorship and movement activity for translocated desert tortoises for up to five years using radio telemetry in accordance with the Desert Tortoise Monitoring Handbook (USFWS 2015c) or most up-to-date USFWS guidance.	Final environmental document Volume 1, Section 3.3.5, Measure BTE-28		Construction, Post-Construction	Caltrans Biologist		Less Than Significant			
BTE-29	Minimization: Caltrans will ensure that all workers associated with the transportation facility receive worker environmental awareness training to ensure the protection of the desert tortoise and its habitat. Caltrans will develop and implement the program and an authorized biologist or monitor will administer the training to all personnel. The worker environmental awareness training will: a. Be developed by or in consultation with an authorized biologist and consist of a presentation in which supporting	Final environmental document Volume 1, Section 3.3.5, Measure BTE-29		Pre-construction, Construction	Caltrans Biologist		Less Than Significant			

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	<p>written material and electronic media, including photographs of protected species, are made available to all participants;</p> <p>b. Discuss general conditions of the Act, necessity for adhering to the requirements of the Act, potential for civil and criminal penalties associated with violating the provisions of the Act, and specific requirements for complying with the provisions of the Act as they relate to the project;</p> <p>c. Place special emphasis on the natural history of the desert tortoise, including information on physical characteristics, photographs, distribution, behavior, ecology, and sensitivity to human activities;</p> <p>d. Describe construction activities that may affect the desert tortoise and its habitat, the purpose and function of the desert tortoise avoidance and minimization measures, legal protections and penalties, reporting requirements and procedures for personnel if non-compliance of</p>									

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	<p>environmental requirements occurs; Inform workers that the authorized biologists and monitors have the authority to halt work in any area where an unauthorized adverse impact to biological resources may occur if the activities continued;</p> <p>f. Discuss general safety protocols such as hazardous substance spill prevention and containment measures and fire prevention and protection measures;</p> <p>g. Describe project site boundaries within which project activities may be conducted;</p> <p>h. Provide contact information for the authorized biologists and monitors to handle late comments and questions about the material discussed in the program, as well as notification of any dead or injured wildlife species encountered during project-related activities;</p> <p>i. Direct all workers to report all observations of listed species and their sign to an authorized biologist for inclusion in the yearly compliance</p>									

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BTE-30	<p>report;</p> <p>j. Include a training acknowledgment form to be signed by each worker indicating that they received training and will abide by the guidelines;</p> <p>k. Provide information regarding the effects of predation on the desert tortoise by common ravens (<i>Corvus corax</i>) and other predators and describe preventative measures that reduce the likelihood that predators will be attracted to the project area;</p> <p>l. Warn of the potential for desert tortoises to take refuge under vehicles and to notify an authorized biologist in that event; and</p> <p>m. Describe the specific procedures to be followed to move a desert tortoise that may be in imminent danger (i.e., on a heavily traveled road without an authorized biologist nearby).</p> <p>Minimization: Caltrans will have an authorized biologist on-site during ground-disturbing activities to move any desert tortoises out of harm's way that may have</p>	Final environmental document Volume 1, Section 3.3.5.		Construction	CaltransBiologist		Less Than Significant			

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	been missed during clearance surveys. If a desert tortoise, whether dead, injured, or entrapped, is found in the project area after the 100 percent clearance survey is completed, all work within the area will halt.	Measure BTE-30								
BTE-31	Minimization: All vehicles and equipment on project sites, including private automobiles parked outside of areas that have desert tortoise exclusion fencing, must be inspected by drivers prior to moving them to ensure that desert tortoises have not moved underneath the parked vehicle. If project personnel encounter a desert tortoise, they will contact an authorized biologist, and the desert tortoise will be allowed, under its own volition, to move a safe distance away prior to moving the vehicle. Inspection flags will be placed on heavy equipment at the end of the day to remind drivers to look under them prior to startup.	Final environmental document Volume 1, Section 3.3.5, Measure BTE-31		Construction	Caltrans Resident Engineer, Biologist		Less Than Significant			
BTE-32	Minimization: If a desert tortoise is found in a construction area where fencing was deemed unnecessary, work will cease until the individual leaves	Final environmental document Volume 1, Section 3.3.5,		Construction	Caltrans Biologist		Less Than Significant			

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	under its own volition to a safe distance out of harm's way. The authorized biologist will decide upon the extent of additional surveys and fencing needed.	Measure BTE-32								
BTE-33	Minimization: No desert tortoise will be captured, moved, transported, released, or purposefully caused to leave its burrow for any reason when the ambient air temperature is above 95 degrees Fahrenheit (°F). No desert tortoise will be captured if the ambient air temperature is anticipated to exceed 95°F before handling or processing can be completed. If the ambient air temperature exceeds 95°F during handling or processing, desert tortoises will be kept shaded in an environment that does not exceed 95°F, and not released until ambient air temperature declines to below 95°F.	Final environmental document Volume 1, Section 3.3.5, Measure BTE-33		Construction	Caltrans Biologist		Less Than Significant			
BTE-4	Minimization: Caltrans will contain all trash associated with the project that could provide subsidies to predators in secure, self-closing receptacles. Caltrans will also remove and dispose of all road-killed animals on the project to prevent the	Final environmental document Volume 1, Section 3.3.5, Measure BTE-34		Construction	Caltrans Resident Engineer		Less Than Significant			

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BTE-35	introduction of subsidized food resources for common ravens and coyotes (<i>Canis latrans</i>). Minimization: Caltrans will ensure that workers do not bring firearms and pets into the project area. Firearms carried by authorized security and law enforcement personnel are exempt from this measure.	Final environmental document Volume 1, Section 3.3.5, Measure BTE-35		Construction	Caltrans Resident Engineer		Less Than Significant			
BTE-36	Minimization: Caltrans and the contractor will follow the standard best management practice field manual (Caltrans 2003) with regard to dust, erosion, and sediment control.	Final environmental document Volume 1, Section 3.3.5, Measure BTE-36		Construction	Caltrans Resident Engineer		Less Than Significant			
BTE-37	Minimization: Project personnel will ensure water used for construction does not create standing water that could attract desert tortoises or predators, such as common ravens and coyotes, to the site. When not in use, all water sources such as hydrants or open water trucks will be covered to prevent use by animals.	Final environmental document Volume 1, Section 3.3.5, Measure BTE-37		Construction	Caltrans Resident Engineer		Less Than Significant			
BTE-38	Minimization: Culverts in desert tortoise habitat will have soft bottoms and will allow desert tortoises to enter and exit safely from each end.	Final environmental document Volume 1, Section 3.3.5, Measure BTE-38		Final Design, Construction	Caltrans Design Engineer, Resident Engineer		Less Than Significant			

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BTE-39	Minimization: Signs will be placed, as needed, to indicate the need to reduce speeds on roadways and strictly confine activities to the project area. All site personnel will adhere to a 35 miles per hour speed limit in unfenced areas (Caltrans 2016).	Final environmental document Volume 1, Section 3.3.5, Measure BTE-39		Construction	Caltrans Resident Engineer		Less Than Significant			
BTE-40	Minimization: Caltrans will prevent the introduction or further spread of invasive and non-native species during and after construction to the work area by developing a weed abatement program.	Final environmental document Volume 1, Section 3.3.5, Measure BTE-40		Construction	Caltrans Resident Engineer, Landscape Architect		Less Than Significant			
BTE-41	Minimization: Permanent desert tortoise exclusion fencing, in accordance with the Desert Tortoise Field Manual (USFWS 2009) or most up-to-date USFWS guidance will be installed parallel to the outside edge of the operational areas of the project, not necessarily the rights-of-way edge, in areas of suitable habitat where bridges are not located. This fencing will be a part of standard highway inspections and maintained in perpetuity. Roads that cross the HDC in desert tortoise habitat will be terminated and turnarounds will be used.	Final environmental document Volume 1, Section 3.3.5, Measure BTE-41		Construction, Post-Construction	Caltrans Design Engineer, Biologist, Maintenance		Less Than Significant			

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BTE-42	Minimization: Wildlife-proof trash containers will be installed and regularly emptied at all rest stops or train stations associated with the HDC transportation facility.	Final environmental document Volume 1, Section 3.3.5, Measure BTE-42		Construction, Post-Construction	Caltrans Design Engineer, Biologist, Maintenance		Less Than Significant			
BTE-43	Minimization: Perching opportunities for common ravens and raptors near habitat supporting desert tortoise will be limited, structures incorporating a design to discourage raven and raptor perching should be selected including Avian Power Line Interaction Committee guidelines (APLIC 2006) for avoiding unintended injuries to birds.	Final environmental document Volume 1, Section 3.3.5, Measure BTE-43		Final Design, Construction	Caltrans Design Engineer		Less Than Significant			
BTE-44	Minimization: A qualified biologist will recommend approved limits of disturbance, including construction staging areas and access routes, to minimize impacts to adjacent habitat. To ensure the avoidance of impacts to bats, preconstruction surveys will be conducted of rock faces adjacent to the roadway and any trees designated for removal due to the initiation of construction-related activities to assess any potential presence of the species. This preconstruction	Final environmental document Volume 1, Section 3.3.5, Measure BTE-44		Pre-construction, Construction	CaltransBiologist		Less Than Significant			

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	<p>survey would be conducted prior to start of construction within any potential bat roost habitat at any time of year. Clearing and grubbing of vegetation will be conducted outside of the bat maternity season (December 1 to February 14). If clearing and grubbing of vegetation needs to be conducted during the bat maternity season (February 15 to November 30), a qualified biologist will monitor construction during clearing, grading, and/or trenching activities for any occurrence of the species breeding. If any species are found during pre-construction surveys, they will be excluded using CDFW, U.S. Forest Service (USFS), and USFWS-approved methods. Alternate bat habitat will be provided for any excluded bats.</p>									
Invasive Species										
BIN-1	<p>Minimization: Inspect and clean construction equipment at the beginning and end of each day and prior to transporting equipment from one project location to another during construction. Remove as much plant material (roots, stems, leaves, seeds) from equipment and machinery as possible.</p>	Final environmental document Volume 1, Section 3.3.6, Measure BIN-1		Construction	Caltrans Resident Engineer		Less Than Significant			

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BIN-2	Minimization: During construction, minimize soil and vegetation disturbance to the greatest extent feasible.	Final environmental document Volume 1, Section 3.3.6, Measure BIN-2		Construction	Caltrans Resident Engineer		Less Than Significant			
BIN-3	Minimization: Ensure that all active portions of the construction site are watered a minimum of twice daily or more often when needed due to dry or windy conditions. This measure is meant to prevent erosion due to wind and to minimize seed dispersal during construction.	Final environmental document Volume 1, Section 3.3.6, Measure BIN-3		Construction	Caltrans Resident Engineer		Less Than Significant			
BIN-4	Minimization: Ensure that all material stockpiled is sufficiently stabilized (e.g., apply soil cement or equivalent) to prevent erosion due to wind to minimize non-native plant growth during construction; different specifications will apply to topsoil storage.	Final environmental document Volume 1, Section 3.3.6, Measure BIN-4		Construction	Caltrans Resident Engineer		Less Than Significant			
BIN-5	Minimization: During construction, obtain soil/gravel/rock from weed-free sources.	Final environmental document Volume 1, Section 3.3.6, Measure BIN-5		Construction	Caltrans Resident Engineer		Less Than Significant			

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BIN-6	Minimization: Use only certified weed-free straw, mulch, and/or fiber rolls for erosion control.	Final environmental document Volume 1, Section 3.3.6, Measure BIN-6		Construction, Post-Construction	Caltrans Resident Engineer, Maintenance		Less Than Significant			
BIN-7	Minimization: Following construction, revegetate affected areas adjacent to native vegetation with plant species that are native to the vicinity and that have been approved by the District Biologist.	Final environmental document Volume 1, Section 3.3.6, Measure BIN-7		Post-Construction	Caltrans Biologist		Less Than Significant			
BIN-8	Minimization: Avoid the use of species listed by Cal-IPC's California Invasive Plant Inventory Database for revegetation of disturbed areas following construction.	Final environmental document Volume 1, Section 3.3.6, Measure BIN-8		Post-Construction	Caltrans Landscape Architect, Caltrans Biologist		Less Than Significant			
BIN-9	Minimization: Following construction, monitor erosion control measures and revegetation sites for two to three years in order to detect and control the introduction/establishment of non-native invasive species.	Final environmental document Volume 1, Section 3.3.6, Measure BIN-9		Post-Construction	Caltrans Biologist		Less Than Significant			
BIN-10	Minimization: Outline eradication procedures to be employed (e.g., manual, mechanical, chemical) should a non-native invasive plant infestation occur. The use of herbicides will be	Final environmental document Volume 1, Section 3.3.6, Measure BIN-		Construction, Post-construction	Caltrans Biologist, Landscape Architect		Less Than Significant			

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	prohibited within and adjacent to native vegetation, except as specifically authorized and monitored by the District Biologist and Restoration Ecologist.	10								
Construction Impacts										
CI-PAR-1	Standard Condition: To minimize impacts on the recreational lands during the construction phase, no equipment staging will occur within the boundaries of the adjacent parks, golf course and other recreational facilities.	Final environmental document Volume 1, Section 3.6, Standard Condition CI-PAR-1		Construction	Caltrans Resident Engineer		Less Than Significant			
CI-COM-1	Standard Condition: To the extent practical, street closures required during construction shall be scheduled to occur during nighttime hours. This requirement will be addressed in the TMP to be prepared during the final design phase of project development.	Final environmental document Volume 1, Section 3.6, Standard Condition CI-COM-1		Final Design, Construction	Caltrans Resident Engineer		Less Than Significant			
CI-COM-2	Standard Condition: To the extent practical, the contractor will avoid limiting access to businesses during construction during normal business hours. Businesses will be contacted and advised of nearby construction activities before they commence.	Final environmental document Volume 1, Section 3.6, Standard Condition CI-COM-2		Construction	Caltrans Resident Engineer		Less Than Significant			

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CI-COM-3	Standard Condition: Caltrans will notify emergency service providers, such as fire, police, and ambulance services, in advance of construction of the timing, location, and duration of construction activities and the locations of detours and lane closures.	Final environmental document Volume 1, Section 3.6, Standard Condition CI-COM-3		Construction	Caltrans Resident Engineer		Less Than Significant			
CI-COM-4	Standard Condition: During the final design phase, in coordination with affected facility owners or operators, Caltrans will develop and implement access plans for highly sensitive land uses such as police and fire stations, transit stations, hospitals, and schools.	Final environmental document Volume 1, Section 3.6, Standard Condition CI-COM-4		Final Design	Caltrans Traffic Manager		Less Than Significant			
CI-UT-1	Standard Condition: In accordance with the requirements in the California Code of Regulations, prior to the initiation of construction, the contractor will coordinate and notify the operators of underground or overhead utility and service lines prior to any excavation activities. Surveyors will meet onsite with utility company workers to locate, mark, and identify conflicting utility lines to avoid damage and limit disruption to utility services.	Final environmental document Volume 1, Section 3.6, Standard Condition CI-UT-1		Construction	Caltrans Resident Engineer		Less Than Significant			

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CI-UT-2	Standard Condition: During a severe drought period, Caltrans will direct the Contractor to use soil binders or a dust palliative to control dust and minimize the use of potable water during construction.	Final environmental document Volume 1, Section 3.6, Standard Condition CI-UT-2		Construction, during severe drought	Caltrans Resident Engineer		Less Than Significant			
CI-T-1	Standard Condition: Caltrans will require the design team to develop a TMP to offset the effects of access restrictions and traffic congestion during construction of the freeway, ramps, and on local streets. The TMP will consider methods such as adjustment of signal timing and/or signal coordination to increase roadway efficiency; turn restrictions at intersections and roadways necessary to reduce congestion and improve safety; and parking restrictions on detour routes during work hours to increase capacity, reduce traffic conflicts, and improve access. The TMP will include a traffic contingency plan with procedures to be implemented for possible unforeseen circumstances and emergencies.	Final environmental document Volume 1, Section 3.6, Standard Condition CI-T-1		Final Design	Caltrans Traffic Manager		Less Than Significant			
CI-T-2	Standard Condition: Caltrans will require the contractor to provide motorist alert and awareness information	Final environmental document Volume 1,		Construction	Caltrans Resident Engineer		Less Than Significant			

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CI-T-3	during construction, as appropriate for the conditions, to include the following options: changeable message signs, stationary ground-mounted signs, traffic radio announcements, and the Caltrans Highway Information Network.	Section 3.6, Standard Condition CI-T-1			Caltrans Resident Engineer		Less Than Significant			
CI-V-1	Standard Condition: During construction, existing vegetation in the corridor will be saved and protected to the extent that is feasible.	Final environmental document Volume 1, Section 3.6, Standard Condition CI-V-1		Construction	Caltrans Biologist		Less Than Significant			
CI-V-2	Standard Condition: Caltrans will require construction contractors to shield construction and storage areas from view from nearby public use areas (i.e., streets, private yards or recreation) to the extent	Final environmental document Volume 1, Section 3.6, Standard Condition CI-V-1		Construction	Caltrans Resident Engineer		Less Than Significant			

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CI-CUL-1	feasible and where the safety of construction and traffic operations is not compromised. Minimization: In accordance with Caltrans standard specifications, if cultural materials are discovered during construction, all earth-moving activities within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find. If human remains are discovered, Section 7050.5 of the State Health and Safety Code states that further disturbances and activities will stop in any area or nearby area suspected to overlie remains, and the county coroner will be contacted. Pursuant to Section 5097.98 of the Public Resources Code, if the remains are thought to be Native American, the coroner will notify the Resident Engineer and the Native American Heritage Commission (NAHC), who will then notify the Most Likely Descendent (MLD). At this time, the Resident Engineer will contact the District 7 or 8 Environmental Branch (depending on which district the discovery is	Final environmental document Volume 1, Section 3.6, Measure CI-CUL-1		Construction	Caltrans Archaeologist		Less Than Significant			

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CI-CUL-2	located) so that staff may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of Section 5097.98 of the Public Resources Code are to be followed as applicable. Minimization: It is Caltrans' policy to avoid cultural resources whenever possible. Further investigation may be needed if resources cannot be avoided by the project. Additional survey(s) will be required if the project changes to include areas not previously surveyed.	Final environmental document Volume 1, Section 3.6, Measure CI-CUL-1		Construction	Caltrans Archaeologist		Less Than Significant			
CI-WQ-1	Standard Condition: To ensure that the project does not impede attainment of water quality standards, the project will conform to the requirements of the Caltrans' National Pollutant Discharge Elimination System (NPDES) Statewide Storm Water Permit (Order No. 2012-0011-DWQ, NPDES No. CAS000003), adopted by the State Water Resources Control Board on July 1, 2013, and any subsequent permit in effect at the time of construction. In addition, the contractor will comply with the requirements of the General NPDES Permit for	Final environmental document Volume 1, Section 3.6, Standard Condition CI-WQ-1		Construction	Caltrans Resident Engineer		Less Than Significant			

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CI-WQ-2	<p>Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, NPDES No. CAS000002, as amended by 2010-0014-DWQ), also referred to as the Construction General Permit, as well as implementation of the BMPs specified in the Caltrans Storm Water Management Plan, to be prepared during final design of the project.</p> <p>Standard Condition: To avoid and minimize impacts to water resources, the contractor will develop an acceptable Storm Water Pollution Prevention Plan (SWPPP) containing proven Temporary Construction Site BMPs to minimize stormwater pollution that has the potential to affect water quality. All construction site BMPs will follow the latest edition of the Storm Water Quality Handbooks and the Construction Site Best Management Practices Manual. In addition, the SWPPP will include implementation of specific stormwater effluent monitoring requirements based on the project's risk level to ensure water quality standards are met.</p>	Final environmental document Volume 1, Section 3.6, Standard Condition CI-WQ-2		Construction	Caltrans Storm Water Unit		Less Than Significant			

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ID No.	Task and Brief Description	Source	SSP/ NSSP	Project Timing	Responsible Staff	Action Taken to Comply	CEQA Significance Addressed	Task Completed		Remarks/ Due Date
								Initial	Date	
CI-WQ-3	Standard Condition: During construction, should dewatering be required, the contractor will fully conform to the requirements specified in either the NPDES General Permit, Limited Threat Discharges to Surface Waters, Board Order R6T-2008-0023, or General Waste Discharge Requirements for Discharges to Land with a Low Threat To Water Quality, WQO-2003-0003, both issued by the Lahontan RWQCB.	Final environmental document Volume 1, Section 3.6, Standard Condition CI-WQ-3		Construction	Caltrans Resident Engineer		Less Than Significant			
CI-WQ-4	Standard Condition: To avoid and minimize impacts to water resources, the contractor will comply with all requirements of permits to be issued by USACE under Section 404 of the Clean Water Act (CWA) for the discharge of dredged or fill material into Waters of the U.S.	Final environmental document Volume 1, Section 3.6, Standard Condition CI-WQ-4		Construction	Caltrans Biologist		Less Than Significant			
CI-WQ-5	Standard Condition: To avoid and minimize impacts to water resources, the contractor will comply with all requirements of Water Quality Certifications to be issued by the Lahontan RWQCB under Section 401 of the CWA to ensure that all discharges comply with applicable federal and state effluent limitations and water quality standards.	Final environmental document Volume 1, Section 3.6, Standard Condition CI-WQ-5		Construction	Caltrans Biologist		Less Than Significant			

High Desert Corridor Environmental Commitments Record										
ID No.	Task and Brief Description	Source	SSP/ NSSP	Project Timing	Responsible Staff	Action Taken to Comply	CEQA Significance Addressed	Task Completed		Remarks/ Due Date
								Initial	Date	
CI-WQ-6	Standard Condition: To avoid and minimize impacts to water resources, per agreement with the Lahontan RWQCB, for the area where the project corridor crosses the Mojave River in Victorville, the contractor shall manage this area as a Risk Level 2 construction site and comply with all requirements in Attachment D of the Construction General Permit.	Final environmental document Volume 1, Section 3.6, Standard Condition CI-WQ-6		Construction	Caltrans Resident Engineer		Less Than Significant			
CI-WQ-7	Minimization and Mitigation: All temporary impact areas will be recontoured and revegetated to approximately their pre-Project conditions. Where feasible, existing top soil will be stockpiled and used as final cover during restoration of temporary impact areas.	Section 3.6, Standard Condition CI-WQ-7		Construction	Caltrans Resident Engineer		Less Than Significant with Mitigation			
CI-PAL-1	Minimization and Mitigation: A Paleontological Mitigation Plan (PMP) shall be prepared by a qualified Principal Paleontologist possessing a current BLM statewide paleontology permit, when design is at or near completion, and shall include elements specified as components of a PMP in SER Chapter 8, such as a copy of the curation agreement(s) with the repository(ies) that will	Final environmental document Volume 1, Section 3.6, Measure CI-PAL-1		Final Design	Caltrans Environmental Planner		Less Than Significant with Mitigation			

High Desert Corridor Environmental Commitments Record

ID No.	Task and Brief Description	Source	SSP/ NSSP	Project Timing	Responsible Staff	Action Taken to Comply	CEQA Significance Addressed	Task Completed		Remarks/ Due Date
								Initial	Date	
	accept fossils found. Examples of repositories in the region include the Natural History Museum of Los Angeles County and the San Bernardino County Museum.									
CI-PAL-2	Minimization and Mitigation:Paleontological monitoring, sampling, and fossil recovery shall be conducted as specified in the PMP by qualified paleontologists.	Final environmental document Volume 1, Section 3.6, Measure CI-PAL-2		Construction	Caltrans Environmental Planner		Less Than Significant with Mitigation			
CI-PAL-3	Minimization and Mitigation:All recovered fossils shall be prepared to permit identification by experts and cataloged.	Final environmental document Volume 1, Section 3.6, Measure CI-PAL-3		Construction	Caltrans Environmental Planner		Less Than Significant with Mitigation			
CI-PAL-4	Minimization and Mitigation:Fossils meeting significance criteria shall be submitted to the appropriate repository along with copies of all records, photos and maps to obtain permanent accession numbers	Final environmental document Volume 1, Section 3.6, Measure CI-PAL-4		Construction	Caltrans Environmental Planner Qualified paleontologists, Experts		Less Than Significant with Mitigation			
CI-PAL-5	Minimization and Mitigation:The Paleontological Mitigation Report shall include all elements specified in SER Chapter 8 as components of a PMR and shall include all results including specimens recovered with permanent accession numbers.	Final environmental document Volume 1, Section 3.6, Measure CI-PAL-5		Construction, Post-construction	Caltrans Environmental Planner		Less Than Significant with Mitigation			

High Desert Corridor Environmental Commitments Record										
ID No.	Task and Brief Description	Source	SSP/ NSSP	Project Timing	Responsible Staff	Action Taken to Comply	CEQA Significance Addressed	Task Completed		Remarks/ Due Date
								Initial	Date	
CI-HAZ-1	Minimization: A Health and Safety Plan (HSP) for the protection of construction workers will be prepared and implemented during construction. The HSP will include, among other things, safety measures for conducting deep excavations or deep soil borings for bridge columns located near abandoned oil and gas wells to avoid exposure of construction personnel to harmful concentrations of naturally occurring hydrocarbons, methane, and hydrogen sulfide. Soil test results will be the basis for developing the Health and Safety Plan for the protection of construction workers at these locations. Other avoidance and minimization measures that would be considered include ventilation of work areas, excavation of impacted soils, and revising column design to avoid contaminated areas.	Final environmental document Volume 1, Section 3.6, Measure CI-HAZ-1		Construction	Caltrans Resident Engineer		Less Than Significant			
CI-HAZ-2	Minimization: Prepare and implement an HSP that will address worker safety when working with potentially hazardous materials including ACM, LBP, ADL, and/or other construction-related materials.	Final environmental document Volume 1, Section 3.6, Measure CI-HAZ-2		Construction	Caltrans Resident Engineer		Less Than Significant			

High Desert Corridor Environmental Commitments Record										
ID No.	Task and Brief Description	Source	SSP/ NSSP	Project Timing	Responsible Staff	Action Taken to Comply	CEQA Significance Addressed	Task Completed		Remarks/ Due Date
								Initial	Date	
CI-HAZ-3	Minimization: Implement the Construction Contingency Plan (CCP) prepared during the final design phase (refer to Mitigation Measure Haz-3) during all construction phases.	Final environmental document Volume 1, Section 3.6, Measure CI-HAZ-3		Construction	Caltrans Resident Engineer		Less Than Significant			
CI-HAZ-4	Minimization: If there is an unexpected release of hazardous substances that exceeds reportable quantities during the construction phase, cease work immediately at the general location of the release and immediately report the release to the National Response Center at 1-800-424-8802. The construction contractor will be responsible for cleanup of all unexpected releases under the appropriate federal, State, or local agency oversight and in accordance with federal, State, and local regulations.	Final environmental document Volume 1, Section 3.6, Measure CI-HAZ-4		Construction	Caltrans Resident Engineer		Less Than Significant			
CI-AQ-1	Minimization: Per contract specifications, the contractor shall, comply with the AVAQMD's Rule 403 (Fugitive Dust) and MDAQMD's Rule 403.2 (Fugitive Dust Control for the Mojave Desert Planning Area), and SCAQMD's Rules 401, 402, and 403.	Final environmental document Volume 1, Section 3.6, Measure CI-AQ-1		Construction	Caltrans Resident Engineer		Less Than Significant			

High Desert Corridor Environmental Commitments Record										
ID No.	Task and Brief Description	Source	SSP/ NSSP	Project Timing	Responsible Staff	Action Taken to Comply	CEQA Significance Addressed	Task Completed		Remarks/ Due Date
								Initial	Date	
CI-AQ-2	Minimization: To minimize the temporary exhaust emissions from heavy-duty trucks and construction equipment adjacent to certain sensitive receptors, certain construction activities (e.g., extended idling, material storage, and equipment maintenance) shall be conducted in areas at least 500 feet away from those sensitive receptors.	Final environmental document Volume 1, Section 3.6, Measure CI-AQ-2		Construction	Caltrans Resident Engineer		Less Than Significant			
CI-AQ-3	Minimization: Per contract specifications the contractor shall comply with the limitations of the National Emissions Standards for Hazardous Air Pollutants regulations as listed in the CFR requiring notification and inspection for the construction activities that are involved with demolition, renovation, or removal of ACMDs. Before starting any demolition or renovation of any building, Caltrans will require the contractor to consult with AVAQMD's and the MDAQMD's Compliance Division to determine inspection and compliance requirements.	Final environmental document Volume 1, Section 3.6, Measure CI-AQ-3		Construction	Caltrans Resident Engineer		Less Than Significant			

High Desert Corridor Environmental Commitments Record

ID No.	Task and Brief Description	Source	SSP/ NSSP	Project Timing	Responsible Staff	Action Taken to Comply	CEQA Significance Addressed	Task Completed		Remarks/ Due Date
								Initial	Date	
CI-AQ-4	Minimization: Truck traffic routes shall be established in areas away from schools, daycares, and residences, or at locations with the least impact if those areas are unavoidable.	Final environmental document Volume 1, Section 3.6, Measure CI-AQ-4		Construction	Caltrans Resident Engineer		Less Than Significant			
CI-AQ-5	Minimization: Concrete batch plants will be sited and operated in accordance with all applicable air pollution control requirements and will not be located near sensitive receptors. Nearby sensitive receptors shall be notified of construction periods and the expected amount of heavy truck traffic.	Final environmental document Volume 1, Section 3.6, Measure CI-AQ-5		Construction	Caltrans Resident Engineer		Less Than Significant			
CI-AQ-6	Minimization: Crossing guards shall be provided in areas where construction activities are located near places where children congregate.	Final environmental document Volume 1, Section 3.6, Measure CI-AQ-6		Construction	Caltrans Resident Engineer		Less Than Significant			
CI-AQ-7	Minimization: A Construction Emissions Mitigation Plan for fugitive dust and diesel particulate matter shall be prepared that includes the following components: Fugitive Dust Source Controls: • Stabilize open storage piles and disturbed areas by covering and/or applying water or chemical/organic dust palliative where appropriate. This applies to	Final environmental document Volume 1, Section 3.6, Measure CI-AQ-7		Final Design, Construction	Caltrans Resident Engineer		Less Than Significant			

High Desert Corridor Environmental Commitments Record										
ID No.	Task and Brief Description	Source	SSP/ NSSP	Project Timing	Responsible Staff	Action Taken to Comply	CEQA Significance Addressed	Task Completed		Remarks/ Due Date
								Initial	Date	
	<p>both inactive and active sites, during workdays, weekends, holidays, and windy conditions.</p> <ul style="list-style-type: none"> • Install wind fencing and phase grading operations where appropriate, and operate water trucks for stabilization of surfaces under windy conditions. • When handling material and operating non-earth-moving equipment, prevent spillage and limit speeds to 15 miles per hour (mph). <p>Limit speed of earth-moving equipment to 10 mph.</p> <p>Mobile and Stationary Source Controls:</p> <ul style="list-style-type: none"> • Minimize use, trips, and unnecessary idling of heavy equipment. • Maintain and tune engines per manufacturer's specifications to perform at EPA certification levels, where applicable, and to perform at verified standards applicable to retrofit technologies. • Employ periodic, unscheduled inspections to limit unnecessary idling and to ensure that construction equipment is properly maintained, tuned, and modified consistent with established specifications. • Prohibit any tampering with engines and require 									

High Desert Corridor Environmental Commitments Record

ID No.	Task and Brief Description	Source	SSP/ N SSP	Project Timing	Responsible Staff	Action Taken to Comply	CEQA Significance Addressed	Task Completed		Remarks/ Due Date
								Initial	Date	
CI-AQ-8	<p>continuing adherence to manufacturer's recommendations.</p> <ul style="list-style-type: none"> Commit to the best available emissions control technologies for project equipment. <p>Minimization: The Contractor shall be required to provide a formal Environmental Awareness program related to Valley Fever to construction and maintenance workers. The program shall include training on:</p> <ul style="list-style-type: none"> Health hazards of Valley Fever and its symptoms Proper work procedures to minimize exposure Use of personal protective equipment Reporting procedures 	Final environmental document Volume 1, Section 3.6, Measure CI-AQ-8		Construction	Caltrans Resident Engineer		Less Than Significant			
CI-NOI-1	<p>Standard Condition: Equipment noise control shall be implemented as follows:</p> <ul style="list-style-type: none"> Effective mufflers shall be fitted on all new equipment and existing equipment shall have their mufflers retrofitted to yield an immediate noise reduction at all types of road construction sites. The tracks on crawler-mounted equipment shall be kept in excellent condition through periodic 	Final environmental document Volume 1, Section 3.6, Standard Condition CI-NOI-1		Construction	Caltrans Resident Engineer		Less Than Significant			

High Desert Corridor Environmental Commitments Record										
ID No.	Task and Brief Description	Source	SSP/ NSSP	Project Timing	Responsible Staff	Action Taken to Comply	CEQA Significance Addressed	Task Completed		Remarks/ Due Date
								Initial	Date	
CI-NOI-2	<p>maintenance and lubrication.</p> <ul style="list-style-type: none"> The height of exhaust pipe exits shall be lowered closer to the ground, where feasible, to reduce offsite noise. State-of-the-art technology shall be applied to new equipment or the repair of old equipment to maintain original equipment noise levels. <p>Standard Condition: In-use site noise control is necessary to prevent existing equipment from producing noise levels in excess of specified limits. Any equipment that produces noise levels less than the specified limits will not be affected; however, those exceeding the limit will be required to meet compliance by repair, retrofit, or replacement. New equipment with the latest noise-sensitive components and noise-control devices are generally quieter than older equipment, if properly maintained and inspected regularly. They shall be repaired or replaced if necessary to maintain the in-use noise limit. All equipment applying the in-use noise limit will achieve an immediate noise reduction if properly enforced.</p>	Final environmental document Volume 1, Section 3.6, Standard Condition CI-NOI-2		Construction	Caltrans Resident Engineer		Less Than Significant			

High Desert Corridor Environmental Commitments Record										
ID No.	Task and Brief Description	Source	SSP/ NSSP	Project Timing	Responsible Staff	Action Taken to Comply	CEQA Significance Addressed	Task Completed		Remarks/ Due Date
								Initial	Date	
CI-NOI-3	<p>Standard Condition: Site restrictions will be applied, where feasible, to achieve noise reduction in the local community. Methods may include the following, depending on the type of construction involved and the site characteristics:</p> <ul style="list-style-type: none"> • Shielding with barriers shall be implemented at an early stage of a project to reduce construction equipment noise. • Efficient rerouting of trucks and control of traffic activity on construction site will reduce noise due to vehicle idling, gear shifting, and accelerating under load. • Time scheduling of activities shall be implemented to minimize noise impact on exposed areas. Sequencing the use of equipment with relatively low noise levels versus equipment with relatively high noise levels during noise-sensitive periods is an effective noise control measure. • Equipment location shall be as far from noise-sensitive land use areas as possible. The contractor shall substitute quieter equipment or use quieter construction processes at or near noise sensitive areas. 	Final environmental document Volume 1, Section 3.6, Standard Condition CI-NOI-3		Construction	Caltrans Resident Engineer		Less Than Significant			

High Desert Corridor Environmental Commitments Record

ID No.	Task and Brief Description	Source	SSP/ NSSP	Project Timing	Responsible Staff	Action Taken to Comply	CEQA Significance Addressed	Task Completed		Remarks/ Due Date
								Initial	Date	
CI-NOI-4	Standard Condition: A training program for equipment operators and supervisors shall be implemented to instruct them in methods of operating their equipment to minimize environmental noise.	Final environmental document Volume 1, Section 3.6, Standard Condition CI-NOI-4		Construction	Caltrans Resident Engineer		Less Than Significant			
CI-BIO-1	Minimization: The contractor will comply with all requirements of the Streambed Alteration Agreements to be issued by CDFW per Section 1602 of the California Fish and Game Code.	Final environmental document Volume 1, Section 3.6, Measure CI-BIO-1		Construction	Caltrans Biologist		Less Than Significant			
CI-BIO-2	Minimization: The contractor shall implement a Noise and Vibration Monitoring and Mitigation Plan, prepared by a qualified Acoustical Engineer and approved by Caltrans. The plan must outline noise- and vibration- monitoring procedures at predetermined noise- and vibration-sensitive sites, as well as historic properties. The plan also must include calculated noise and vibration levels for various construction phases and mitigation measures that may be needed to meet the project specifications. The contractor will not start any construction work or operate any noise-generating construction equipment at	Final environmental document Volume 1, Section 3.6, Measure CI-BIO-2		Pre-construction, construction	Caltrans Resident Engineer and Biologist		Less Than Significant			

High Desert Corridor Environmental Commitments Record										
ID No.	Task and Brief Description	Source	SSP/ NSSP	Project Timing	Responsible Staff	Action Taken to Comply	CEQA Significance Addressed	Task Completed		Remarks/ Due Date
								Initial	Date	
	the construction site before approval of the plan. The plan must be updated every 3 months or sooner if there are any changes to the construction activities.									

Appendix G List of Acronyms

°F	degrees Fahrenheit
µg/m ³	micrograms per cubic meter
AA	Alternative Analysis
AADT	annual average daily traffic
AB	Assembly Bill
AC	alternating current
ACGIH	American Conference of Governmental Industrial Hygienists
ACHP	Advisory Council on Historic Preservation
ACM	asbestos-containing material
ACS	American Community Survey
ADA	Americans with Disabilities Act
ADL	aerially deposited lead
AEO2013	2013 Annual Energy Outlook
AERMOD	American Meteorological Society /EPA Regulatory Model
AFP-42	Air Force Plant 42
AM	amplitude modulated
ANSI	American National Standards Institute
APCD	Air Pollution Control District
APE	Area of Potential Effects
APLIC	Avian Power Line Interaction Committee
APN	Assessor's Parcel Number
APZ II	Accident Potential Zone II
AQMD	Air Quality Management District

ARB	California Air Resources Board
ASPP	Adelanto Solar Power Project
ASR	Archaeological Survey Report
AST	aboveground storage tank
ASTM	American Society of Testing and Materials
ATC	automatic train control
ATSF	Atchison, Topeka and Santa Fe Railroad
AUM	animal unit month
AVAQMD	Antelope Valley Air Quality Management District
AVG Basin	Antelope Valley Groundwater Basin
BA	Biological Assessment
BDSBL	Edison Company Boulder Dam – San Bernardino 115-kV Transmission Line
BDTL	Boulder Dam Transmission Lines 1, 2, and 3 and Towers
BFE	Base Flood Elevation
BLM	Bureau of Land Management
BMPs	Best Management Practices
BNSF	Burlington Northern Santa Fe
BO	Biological Opinion
BRT	bus rapid transit
BSA	Biological Study Area
BT&H	Business, Transportation, and Housing Agency
BTU	British Thermal Unit
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CAFÉ	Corporate Average Fuel Economy

Cal/EPA	California Environmental Protection Agency
Cal-IPC	California Exotic Plant Council
Caltrans	California Department of Transportation
CA SSC	California Species of Special Concern
CAT	computerized axial tomology
CCP	Construction Contingency Plan
CDC	Centers for Disease Control and Prevention
CDCA	California Desert Conservation Area
CDFW	California Department of Fish and Wildlife
CDP	Census designated place
CE	Categorical Exclusion
CEC	California Energy Commission
CEQ	Council on Environmental Quality
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act of 1980
CERCLIS	Comprehensive Environmental Response, Compensation and Liability Information System
CERFA	Community Environmental Response Facilitation Act
CESA	California Endangered Species Act
CFR	<i>Code of Federal Regulations</i>
CH ₄	methane
CHP	California Highway Patrol
CIA	Community Impact Assessment
CIDH	cast-in-drilled-hole
CIP	Capital Improvement Programming

CLOMAR	Conditional Letter of Map Revision
CNDDDB	California Natural Diversity Database
CNG	compressed natural gas
CNPS	California Native Plant Society
CO	carbon monoxide
CO ₂	carbon dioxide
CO-CAT	The Coastal Ocean Climate Action Team
CPUC	California Public Utilities Commission
CRHR	California Register of Historical Resources
CSS	context-sensitive solutions
CTC	California Transportation Commission
CTP	California Transportation Plan
CTR	California Toxics Rule
CWA	Clean Water Act
dB	decibel
dBA	A-weighted decibel
DC	direct current
DCH	Designated Critical Habitat
DMP	Drainage Master Plan
DO	dissolved oxygen
DOC	Department of Conservation
DOI	Department of the Interior
DOT	Department of Transportation
DPGR	District Preliminary Geotechnical Report
DPM	diesel particulate matter

DRIR	Draft Relocation Impact Report
DRRP	Diesel Risk Reduction Plan
DSA	disturbed soil area
du	dwelling units
EAFB	Edwards Air Force Base
EDD	Employment Development Department
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
ELF	extremely low frequency
EMF	electromagnetic field
EMI	electromagnetic interference
EMR	electromagnetic radiation
EMU	electric multiple unit
EO	Executive Order
EPA	United States Environmental Protection Agency
ESA	Environmentally Sensitive Area
ETC	electronic toll collection
EV	electric vehicle
FAA	Federal Aviation Administration
FCC	Federal Communications Commission
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FGC	Fish and Game Code
FHWA	Federal Highway Administration
FIFRA	Federal Insecticide, Fungicide, and Rodenticide Act

FIRM	Flood Insurance Rate Map
FLPMA	Federal Land Policy and Management Act of 1976
FM	frequency modulated
FMMP	Farmland Mapping and Monitoring Program
FOE	Finding of Effect
FPPA	Farmland Protection Policy Act
FRA	Federal Railroad Administration
FRIR	Final Relocation Impact Report
FSZ	Farmland Security Zone
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GAFB	George Air Force Base
GAVEA	Greater Antelope Valley Economic Alliance
GHG	greenhouse gas
GIS	Geographic Information System
GO	General Order
GPS	global positioning system
GUI	Graphical User Interface
H ₂ S	hydrogen sulfide
HDC	High Desert Corridor
HDCJPA	High Desert Corridor Joint Powers Authority
HDM	Highway Design Manual
HEC-RAS	Hydrologic Engineering Center River Analysis System
HEI	Health Effects Institute
HMMP	Habitat Mitigation Monitoring Plan

HOV	high-occupancy vehicle
HPSR	Historic Property Survey Report
HRER	Historical Resources Evaluation Report
HSP	Health and Safety Plan
HSR	High-Speed Rail
HUs	Hydrologic Units
HUC	hydrologic unit code
HVAC	heating, ventilation, and air conditioning
Hz	hertz
I-15	Interstate 15
I-5	Interstate 5
IEEE	Institute of Electrical and Electronics Engineers
IGR	Intergovernmental Review
in/sec	inches per second
IPCC	Intergovernmental Panel on Climate Change
IRIS	Integrated Risk Information System
ISA	Initial Site Assessment
ISTEA	Intermodal Surface Transportation Efficiency Act
IT	Information Technology
ITS	Intelligent Transportation System
kHz	kilohertz
kV	kilovolt
kV/m	kilovolt per meter
kW	kilowatt
LACM	Natural History Museum of Los Angeles County

LADWP	Los Angeles Department of Water and Power
LAWA	Los Angeles World Airports
LBP	lead-based paint
LD-IGR	Local Development-Intergovernmental Review
L _{dn}	day-night average sound pressure level
LDV	light-duty vehicle
LED	light-emitting diode
LEDPA	Least Environmentally Damaging Practicable Alternative
L _{eq}	equivalent sound pressure level
L _{max}	maximum sound pressure level
LNG	liquefied natural gas
LOMAR	Letter of Map Revision
LOS	Level of Service
MAP-21	Moving Ahead for Progress in the 21 st Century
MBTA	Migratory Bird Treaty Act
MCLs	maximum containment levels
MDAB	Mojave Desert Air Basin
MDAQMD	Mojave Desert Air Quality Management District
Metro	Los Angeles County Metropolitan Transportation Authority
mG	milliGauss
mg/L	milligrams per liter
MHz	megahertz
MLD	Most Likely Descendant
MMT	million metric tons
MOA	Memorandum of Agreement

MOS	Method of Service
MOU	Memorandum of Understanding
MP	milepost
MPE	maximum permissible exposure
mph	miles per hour
MPO	Metropolitan Planning Organization
MRG Basin	Mojave River Groundwater Basin
MRI	magnetic resonance imaging
MS4	Municipal Separate Storm Sewer System
MSATs	mobile source air toxics
MSE	mechanically stabilized earth
MSHCP	Multi Species Habitat Conservation Plan
MTPY	metric tons per year
MW	megawatt
MWA	Mojave Water Agency
mW/cm²	milliWatts per square centimeter
N ₂ O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAC	noise abatement criteria
NADR	Noise Abatement Decision Report
NAHC	Native American Heritage Commission
NASA	National Aeronautics and Space Administration
NCCP	Natural Communities Conservation Plan
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act of 1966

Appendix G • List of Acronyms

NHTSA	National Highway Traffic Safety Administration
NNL	National Natural Landmarks
NO ₂	nitrogen dioxide
NOAA	National Oceanic and Atmospheric Administration
NOAA Fisheries	National Oceanic and Atmospheric Administration National Marine Fisheries Service
NOI	Notice of Intent
NOP	Notice of Preparation
NO _x	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NPL	National Priority List
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
O ₃	ozone
OCS	overhead catenary system
OEHHA	Office of Environmental Health Hazard Assessment
OHWM	ordinary high water mark
OPR	Office of Planning and Research
OSHA	Occupational Safety and Health Act
OSHA	Occupational Safety and Health Administration
OSTP	Office of Science and Technology Policy
PA	Programmatic Agreement
PA/ED	Project Approval and Environmental Documents
Pb	lead
PCEs	Primary Constituent Elements

PHPP	Palmdale Hybrid Power Project
PIR/PER	Paleontological Identification Report/Paleontological Evaluation Report
PFYC	Potential Fossil Yield Classification
PM	particulate matter
PM	Post mile
PM ₁₀	particulate matter less than 10 microns in diameter
PM _{2.5}	particulate matter less than 2.5 microns in diameter
PMD	Palmdale Regional Airport
PMP	Paleontological Mitigation Plan
PMR	Paleontological Mitigation Report
PPA	Power Purchase Agreement
ppm	parts per million
PPP	Public-Private Partnership
PPV	peak particle velocity
PRC	Public Resources Code
PS	paralleling station
PSA	project study area
PS&E	Plans, Specifications, and Estimate
PTC	positive train control
PTC	Palmdale Transportation Center
PV	photovoltaic
RAP	Relocation Assistance Program
RCB	reinforced concrete box
RCRA	Resource Conservation and Recovery Act of 1976
RECs	recognized environmental conditions

RF	radio frequency
RMS	root mean square
ROG	reactive organic gas
ROW	right-of-way
RPW	relatively permanent water
RSTIS	Regionally Significant Transportation Investment Study
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RV	recreational vehicle
RWQCB	Regional Water Quality Control Board
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SANBAG	San Bernardino Associated Governments
SB	Senate Bill
SBCM	San Bernardino County Museum
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIS	South Central Coastal Information Center
SCE	Southern California Edison
SCLA	Southern California Logistics Airport
SCRC	Southern California Rail Complex
SCRRA	Southern California Regional Rail Authority
SCS	Sustainable Communities Strategy
SDC	Seismic Design Criteria
SEA	Significant Ecological Area

SER	Standard Environmental Reference
SF ₆	sulfur hexafluoride
SHPO	State Historic Preservation Officer
SIP	State Implementation Plan
SLF	Sacred Lands File
SO ₂	sulfur dioxide
SO ₄	sulfate
SR	State Route
STAA	Surface Transportation Assistance Act of 1982
STEAM	Surface Transportation Efficiency Analysis Model
SWAMP	Surface Water Ambient Monitoring Program
SWANCC	Solid Waste Agency of Northern Cook County
SWMP	Storm Water Management Plan
SWP	State Water Project
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
SWS	switching station
TAC	toxic air contaminant
TASAS	Traffic Accident Surveillance and Analysis System
TCEs	temporary construction easements
TCWG	Transportation Conformity Working Group
TDCs	targeted design constituents
TDD	telecommunications device for the deaf
TDM	Transportation Demand Management
TDS	total dissolved solids

TeNS	Technical Noise Supplement
TMDLs	total maximum daily loads
TMP	Traffic Management Plan
TNW	traditional navigable water
TOD	transit-oriented development
TOG	total organic gases
TPSS	Traction Power Substation
TSCA	Toxic Substances Control Act
TSM	Transportation System Management
UCMP	University of California, Museum of Paleontology
UPRR	Union Pacific Railroad
US 101	United States Highway 101
US 395	United States Highway 395
USACE	U.S. Army Corps of Engineers
USAF	U.S. Air Force
U.S.C.	United States Code
USDA	U.S. Department of Agriculture
USDOT	United States Department of Transportation
USFS	United States Forest Service
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
UST	underground storage tank
UWMPs	Urban Water Management Plans
VA	Value Analysis

VdB	vibration decibels
VHF	very-high-frequency
VIA	Visual Impact Assessment
v/m	volts per meter
VMT	vehicle miles traveled
VOC	volatile organic compound
VORTAC	very-high-frequency omni-range tactical air navigation transmitter
vpd	vehicles per day
VV3	Victorville Station 3
VVTA	Victor Valley Transit Authority
XPI	Extended Phase I Testing Report
WDRs	waste discharge requirements
WPCP	Water Pollution Control Plan
WQAR	Water Quality Assessment Report
WQOs	Water Quality Objectives
WQV	water quality volume

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Appendix H Notice of Preparation, Notice of Intent, and Notice of Availability

CEQAnet - New State Route 138

<http://www.ceqanet.ca.gov/DocDescription.asp?DocPK=630336>

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Thursday, June 5, 2014



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New State Route 138

SCH Number: 2009031021

Document Type: NOP - Notice of Preparation

Project Lead Agency: Caltrans #7

Project Description

Proposed new State Route 138 Freeway/Expressway within the City of Palmdale, Los Angeles County. The proposed alignment follows the existing Avenue P-8 corridor from State Route 14 to 100th Street for a distance of approximately 10 miles. This is part of a larger overall plan to construct a new freeway/expressway between SR-14 in Los Angeles County and I-15 in San Bernardino County. Improvements to this corridor are considered necessary to provide for the existing and projected traffic demand attributed to large-scale growth and increasing developments in the northern portion of Los Angeles County, especially in the cities of Palmdale and Lancaster.

Contact Information

Primary Contact:

Karl Price
California Department of Transportation, District 7
(213) 997-1839
100 South Main Street, MS-16A
Los Angeles, CA 90012-3606

Project Location

County: Los Angeles
City: Palmdale
Region:
Cross Streets: 50th Street, 100th Street
Latitude/Longitude:
Parcel No:
Township:
Range:
Section:
Base:
Other Location Info:

Proximity To

Highways: SR 14
Airports:
Railways:
Waterways:
Schools:
Land Use:

Development Type

Other, Transportation: Highway/Freeway

Local Action

Other Action

Project Issues

Reviewing Agencies (Agencies in **BoM Type** submitted comment letters to the State Clearinghouse)

Resources Agency, Department of Conservation, Office of Historic Preservation, Department of Parks and Recreation, Department of Water Resources, Department of Fish and Wildlife, Region 5, **Native American Heritage Commission**, State Lands Commission, Caltrans, Division of Aeronautics, California Highway Patrol, Air Resources Board, Transportation Projects, Regional Water Quality Control Bd., Region 8 (Victorville)

Date Received: 3/10/2009 **Start of Review:** 3/10/2009 **End of Review:** 4/9/2009

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Arnold Schwarzenegger
Governor

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



Cathleen Cox
Acting Director

Notice of Preparation

September 28, 2010

To: Reviewing Agencies
Re: High Desert Corridor (New State Route - 138)
SCH# 2010091084

Attached for your review and comment is the Notice of Preparation (NOP) for the High Desert Corridor (New State Route - 138) draft Environmental Impact Report (EIR).

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

Please direct your comments to:

Karl Price
California Department of Transportation, District 7
100 South Main Street, MS-16A
Los Angeles, CA 90012-3606

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Attachments
cc: Lead Agency

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 323-8018 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Base

SCH# 2010091084
Project Title High Desert Corridor (New State Route - 138)
Lead Agency Caltrans #7

Type NOP Notice of Preparation
Description NOTE: Reference SCH# 2009031021.

Caltrans is formally initiating studies for the proposed High Desert Corridor-New State Route 138 project (also known as the E-220 Corridor) from State Route 14 in Los Angeles County to State Route 18 in San Bernardino County.

The proposed alignment will connect the City of Palmdale with the Town of Apple Valley. The new freeway/expressway is ~63 miles long. Improvements to this corridor are considered necessary to provide for the existing and projected traffic demand attributed to growth and increasing developments in the northern portion of Los Angeles County and the Victor Valley region of San Bernardino County.

Lead Agency Contact

Name Karl Price
Agency California Department of Transportation, District 7
Phone (213) 897-1839 Fax
email
Address 100 South Main Street, MS-16A
City Los Angeles State CA Zip 90012-3606

Project Location

County Los Angeles, San Bernardino
City
Region
Cross Streets
Lat / Long
Parcel No.
Township

Range Section Base

Proximity to:

Highways SR-138,SR-18,I-15,SR-14
Airports
Railways
Waterways
Schools
Land Use

Project Issues

Reviewing Agencies Resources Agency; Department of Conservation; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Game, Region 5; Department of Fish and Game, Region 6; Office of Emergency Management Agency, California; Native American Heritage Commission; Public Utilities Commission; State Lands Commission; California Highway Patrol; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 4; Regional Water Quality Control Bd., Region 6 (Victorville)

Date Received 09/28/2010 Start of Review 09/28/2010 End of Review 10/27/2010

The program is scheduled to run from 9:30 a.m. to 5 p.m. on Thursday and from 9 a.m. to 3 p.m. on Friday.

Time permitting, the discussion is expected to focus on developments in a number of areas, e.g., federalism issues in implementing private international law conventions (including the Hague Convention on Choice of Court Agreements, the UNCITRAL E-Commerce and Letter of Credit Conventions, and others); globalization and cross-border corporate insolvency; international arbitration; investment securities, market stability and treaty law; international family law; private international law initiatives in the OAS; on-line dispute resolution; and treaty-based finance law. We encourage active participation by all those attending.

Documents on these subjects are available at <http://www.hcch.net>; <http://www.uncitral.org>; <http://www.unidroit.org>; <http://www.oas.org>, and <http://www.nccusl.org>. We may, by e-mail, supplement those with additional documents.

Please advise as early as possible if you plan to attend. The meeting is open to the public up to the capacity of the conference facility, and space will be reserved on a first come, first served basis. Persons who wish to have their views considered are encouraged, but not required, to submit written comments in advance. Those who are unable to attend are also encouraged to submit written views. Comments should be sent electronically to smeltzertk@state.gov. Those planning to attend should provide name, affiliation and contact information to Trish Smeltzer at 703-812-2382 or Niesha Toms at 703-812-2353, or by e-mail to tomsnn@state.gov. You may also use those contacts to obtain additional information. A member of the public needing reasonable accommodation should advise those same contacts not later than October 21st. Requests made after that date will be considered, but might not be able to be fulfilled.

September 15, 2010.

Keith Loken,

Assistant Legal Adviser, Office of Private International Law, Office of the Legal Adviser, Department of State.

[FR Doc. 2010-23978 Filed 9-23-10; 8:45 am]

BILLING CODE 4710-08-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Los Angeles and San Bernardino Counties, CA; Notice of Intent

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Withdrawal/Revised Notice of Intent (NOI).

SUMMARY: The FHWA, on behalf of the California Department of Transportation (Caltrans), is issuing this notice to advise the public that the Notice of Intent to prepare an Environmental Impact Statement (EIS) for the proposed New State Route 138 project in Los Angeles County, California (**Federal Register** Vol. 74, No. 16) and the Notice of Intent to prepare an Environmental Impact Statement (EIS) for the proposed High Desert Corridor project, State Route 18, in San Bernardino County, California (**Federal Register** Vol. 72, No. 197) are being withdrawn. In addition, this notice is being issued to advise the public that a draft EIS will be prepared for a proposed expanded High Desert Corridor—New State Route 138 project in Los Angeles and San Bernardino Counties, California.

DATES: Public scoping meetings will be held in:

(1) Palmdale, CA on September 27, 2010, 6 p.m. to 8 p.m.

(2) Lancaster, CA on September 28, 2010, 6 p.m. to 8 p.m.

(3) Apple Valley, CA on September 29, 2010, 6 p.m. to 8 p.m.

(4) Victorville, CA on September 30, 2010, 6 p.m. to 8 p.m.

ADDRESSES:

(1) Palmdale—Larry Chimbole Cultural Center, 38350 North Sierra Highway, Palmdale, CA 93550.

(2) Lancaster—Lancaster City Hall, Emergency Operations Center, 44933 Fern Avenue, Lancaster, CA 93534.

(3) Apple Valley—Town of Apple Valley Development Services Building Conference Center, 14955 Dale Evans Parkway, Apple Valley, CA 92307.

(4) Victorville—City of Victorville Conference Room D, 14343 Civic Drive, Victorville, CA 92393.

FOR FURTHER INFORMATION CONTACT:

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

SUPPLEMENTARY INFORMATION: Effective July 1, 2007, the FHWA assigned, and Caltrans assumed, environmental responsibilities for these projects

pursuant to 23 U.S.C. 327. Caltrans, as the delegated National Environmental Policy Act (NEPA) lead agency, initiated studies on the proposed New State Route 138 and High Desert Corridor, State Route 18 projects. NOIs were published in the **Federal Register** on January 27, 2009 (Vol. 74, No. 16) and October 12, 2007 (Vol. 72, No. 197). During the course of conducting studies and coordinating with regulatory and resource agencies for the proposed projects, it was determined that the projects should be combined into one larger High Desert Corridor—New State Route 138 project. A Draft Environmental Impact Statement will be prepared for a proposal to construct a new freeway/expressway, and possibly a toll way, between SR-14 in Los Angeles County and SR-18 in San Bernardino County. The proposed route would run primarily in an east-west direction and extend for approximately 63 miles; it would roughly follow the alignment of the Avenue P-8 corridor near SR-14 in Los Angeles County and Air Expressway near I-15 in San Bernardino County. East of I-15, the proposed route would turn south until it terminates at SR-18. The development of this corridor is considered necessary to provide for the existing and projected traffic demand attributed to large-scale growth and increasing population in the Antelope, Victor and Apple Valley areas of Los Angeles and San Bernardino Counties. This growth has resulted in inadequate capacity and accessibility along the existing east-west trending roadways as well as an increase in demand for goods movement corridors and access to regional airports.

Alternatives under consideration are: (1)—No-Build; (2)—Transportation System Management/Transportation Demand Management (TSM/TDM). This includes various operational investments, policies, and easily implemented, low capital cost improvements aimed at improving goods movement, passenger auto and transit travel, and reducing the environmental impacts of transportation for cities and operations in the High Desert Corridor study area; (3)—Freeway/Expressway. This would consist of a route with a controlled-access freeway in some areas and an expressway in others, depending on what is warranted by traffic demand. Interchange locations will be determined based upon traffic projections. Three variations along the main alignment of this alternative will be considered. In Variation A, the freeway/expressway would run slightly

south of the main alignment, approximately between 15th St. East and Little Rock Wash near Palmdale. In Variation B, the freeway/expressway would run slightly south of the main alignment between Oasis Rd. and Caughlin Rd. East of the county line. In Variation C, the freeway/expressway would swing south of the main alignment to tie into SR-18 near Rimrock Rd.; (4)—Freeway/Toll Way. This would consist of engineering geometrics similar to Alternative 3 with alterations made in coordination with a Public Private Partnership (P3) analysis. Variations A, B and C would also be considered; (5)—Avenue P-8 Corridor, SR-138 and SR-18 Improvements. This would consist of engineering geometrics similar to Alternative 3 between SR-14 and approximately 125th St. East. From 125th St. East, the route would curve south until it joins the existing SR-138. The existing SR-138 and SR-18 would be widened between approximately 146th St. East and I-15. One of the segments east of I-15, as described in Alternative 3, would also be built as part of this alternative; (6)—Freeway/Expressway with right-of-way for a potential High Speed Rail facility. This would consist of engineering geometrics similar to Alternative 3 with the consideration of additional right-of-way for a High Speed Rail (HSR) facility. If an HSR facility is proven to be viable, its engineering and environmental analysis would be funded by others at some later time, and; (7)—Freeway/Toll Way with right-of-way for a potential High Speed Rail facility. This would consist of engineering geometrics similar to Alternative 4 with the consideration of additional right-of-way for a High Speed Rail (HSR) facility. This alternative would include a P3 analysis. If a HSR facility is proven to be viable, its engineering and environmental analysis would be funded by others at some later time.

It is anticipated that the proposed project may require the following federal approvals and permits: A Biological Opinion from the United States Fish and Wildlife Service, approval of a PM10 and PM2.5 Hot Spot Analysis by the Conformity Working Group for transportation conformity determination under the Clean Air Act, Section 401, 402 and 404 permits under the Clean Water Act, and a Farmland Conversion Impact Rating under the Farmland Protection Policy Act.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State and local agencies, Participating Agencies, Tribal governments, and to private organizations and citizens who have

previously expressed or are known to have an interest in this proposal. NEPA requires the lead agency to conduct an early and open process for determining the scope of issues to be addressed and for identifying the significant issues related to a proposed action. In compliance with NEPA, formal scoping meetings will be held at the dates, times and locations as described above. Public notice will be given of the times and place of each meeting. To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the draft EIS should be directed to Caltrans at the address provided above.

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

Issued on: September 20, 2010.

Cindy Vigue,
Director, State Programs, Federal Highway Administration, Sacramento, California.
[FR Doc. 2010-23920 Filed 9-23-10; 8:45 am]
BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

Sunshine Act Meetings; Unified Carrier Registration Plan Board of Directors

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

TIME AND DATE: October 14, 2010, 12 noon to 3 p.m., Eastern Daylight Time.

PLACE: This meeting will take place telephonically. Any interested person may call 877.768.0032 passcode 4856462 to participate in this meeting by telephone.

STATUS: Open to the public.

MATTERS TO BE CONSIDERED: The Unified Carrier Registration Plan Board of Directors (the Board) will continue its work in developing and implementing the Unified Carrier Registration Plan and Agreement and to that end, may consider matters properly before the Board.

FOR FURTHER INFORMATION CONTACT: Mr. Avelino Gutierrez, Chair, Unified Carrier Registration Board of Directors at (505) 827-4565.

Issued on: September 21, 2010.

Larry W. Minor,
Associate Administrator for Policy and Program Development.
[FR Doc. 2010-24183 Filed 9-22-10; 4:15 pm]
BILLING CODE 4910-EX-P

DEPARTMENT OF THE TREASURY

Submission for OMB Review; Comment Request

September 20, 2010

The Department of the Treasury will submit the following public information collection requirements to OMB for review and clearance under the Paperwork Reduction Act of 1995, Public Law 104-13 on or after the date of publication of this notice. A copy of the submissions may be obtained by calling the Treasury Bureau Clearance Officer listed. Comments regarding these information collections should be addressed to the OMB reviewer listed and to the Treasury PRA Clearance Officer, Department of the Treasury, 1750 Pennsylvania Avenue, NW., Suite 11010, Washington, DC 20220.

DATES: Written comments should be received on or before October 25, 2010 to be assured of consideration.

Internal Revenue Service (IRS)

OMB Number: 1545-0015.

Type of Review: Revision of a currently approved collection.

Title: United States Estate (and Generation-Skipping Transfer) Tax Return.

Form: 706 and schedules.

Abstract: Form 706 is used by executors to report and compute the Federal Estate Tax imposed by IRC section 2001 and the Federal GST tax imposed by IRC section 2601. IRS uses the information to enforce these taxes and to verify that the tax has been properly computed.

Respondents: Individuals or households.

Estimated Total Burden Hours: 2,046,350 hours.

OMB Number: 1545-0026.

Type of Review: Extension without change to a currently approved collection.

Title: Return by a U.S. Transferor of Property to a Foreign Corporation.

Form: 926.

Abstract: Form 926 is filed by any U.S. person who transfers certain tangible or intangible property to a foreign corporation to report information required by section 6038B.

Respondents: Private Sector: Businesses or other for-profits.



High Desert Corridor (New State Route - 138)

SCH Number: 2010091064
Document Type: NOP - Notice of Preparation
Project Lead Agency: Caltrans #7

Project Description
NOTE: Reference: SCH# 2009031021. Caltrans is formally initiating studies for the proposed High Desert Corridor-New State Route 138 project (also known as the E 220 Corridor) from State Route 14 in Los Angeles County to State Route 18 in San Bernardino County. The proposed alignment will connect the City of Palmdale with the Town of Apple Valley. The new freeway/expressway is ~63 mile s long. Improvements to this corridor are considered necessary to provide for the existing and projected traffic demand attributed to growth and increasing developments in the northern portion of Los Angeles County and the Victor Valley region of San Bernardino County.

Contact Information
Primary Contact:
Karl Price
California Department of Transportation, District 7
(213) 697-1639
100 South Main Street, MS-16A
Los Angeles, CA 90012-3606

Project Location
County: Los Angeles, San Bernardino
City:
Region:
Cross Streets:
Latitude/Longitude:
Parcel No:
Township:
Range:
Section:
Base:
Other Location Info:

Proximity To
Highways: SR-138,SR-161,SR-15,SR-14
Airports:
Railways:
Waterways:
Schools:
Land Use:

Development Type
Other:

Local Action
Other Action

Project Issues
Reviewing Agencies (Agencies in **Bold Type** submitted comment letters to the State Clearinghouse)
Resources Agency, Department of Conservation, Office of Historic Preservation, Department of Parks and Recreation, Department of Water Resources, Department of Fish and Wildlife, Region 5, Department of Fish and Wildlife, Region 6, Office of Emergency Management Agency, California, **Native American Heritage Commission**, Public Utilities Commission, State Lands Commission, California Highway Patrol, Air Resources Board, Transportation Projects, Regional Water Quality Control Board, Region 4, Regional Water Quality Control Bd., Region 6 (Victorville)

Date Received: 9/28/2010 **Start of Review:** 9/28/2010 **End of Review:** 10/27/2010

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High Desert Corridor (New State Route - 138)

SCH Number: 2010091064
Document Type: NOP - Notice of Preparation
Project Lead Agency: Caltrans #7

Project Description
Note: Revised Caltrans in cooperation with the Los Angeles County Metropolitan Transportation Authority (Metro), proposes construction of the High Desert Corridor (HDC) as a new multi-purpose transportation facility in the High Desert region of Los Angeles and San Bernardino counties. The proposed 63-mile-long east-west facility would consist of an east-west freeway/expressway, and possible toll or rail facility, between SR 14 in Los Angeles County and SR 18 in San Bernardino County. A bike path and green energy elements are also being considered. The project is proposed as a means of improving mobility and access for people and goods in the rapidly growing Antelope Valley, Victor Valley, and Apple Valley areas of Los Angeles and San Bernardino counties.

Contact Information
Primary Contact:
Karl Price
California Department of Transportation, District 7
(213) 897-1839
100 South Main Street, MS-16A
Los Angeles, CA 90012-3606

Project Location
County: Los Angeles, San Bernardino
City:
Region:
Cross Streets:
Latitude/Longitude:
Parcel No:
Township:
Range:
Section:
Base:
Other Location Info:

Proximity To
Highways: SR-138,SR-161,SR-15,SR-14
Airports:
Railways:
Waterways:
Schools:
Land Use:

Development Type
Other:

Local Action

Project Issues

Reviewing Agencies (Agencies in **Bold Type** submitted comment letters to the State Clearinghouse)
Resource Agency, Department of Conservation, Office of Historic Preservation, Department of Water Resources, Department of Fish and Wildlife, Region 5, Department of Fish and Wildlife, Region 6; Office of Emergency Management Agency, California, **Native American Heritage Commission**, **Public Utilities Commission**, State Lands Commission, **California Highway Patrol**, Air Resources Board, Transportation Projects, **Regional Water Quality Control Board, Region 4**, Regional Water Quality Control Bd., Region 6 (Victorville)

Date Received: 7/3/2013 **Start of Review:** 7/3/2013 **End of Review:** 8/1/2013

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46676

Federal Register / Vol. 78, No. 148 / Thursday, August 1, 2013 / Notices

DEPARTMENT OF TRANSPORTATION**Federal Highway Administration****Environmental Impact Statement; Los Angeles and San Bernardino Counties, California; Notice of Intent**

AGENCY: Federal Highway Administration (FHWA), DOT.
ACTION: Revised Notice of Intent (NOI).

SUMMARY: The FHWA, on behalf of the California Department of Transportation (Caltrans), is issuing this Revised Notice of Intent to inform the public of changes to the proposed High Desert Corridor project in Los Angeles and San Bernardino Counties, California. The Federal Railroad Administration has also been added as a Cooperating Agency.

DATES: Public scoping meetings were previously conducted as follows:

- (1) Palmdale, CA on September 27, 2010, 6 p.m. to 8 p.m.
- (2) Lancaster, CA on September 28, 2010, 6 p.m. to 8 p.m.
- (3) Apple Valley, CA on September 29, 2010, 6 p.m. to 8 p.m.
- (4) Victorville, CA on September 30, 2010, 6 p.m. to 8 p.m.

Meetings have also been held at various locations along the proposed corridor during April 2011 and January, February and December 2012 to keep the public, agencies, and elected officials apprised of the status of the project, including the modification of two project alternatives to include high speed rail. Additional meetings will be held in July of 2013.

FOR FURTHER INFORMATION CONTACT:

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

SUPPLEMENTARY INFORMATION: Effective July 1, 2007, the FHWA assigned, and Caltrans assumed, environmental responsibilities for these projects pursuant to 23 U.S.C. 327. Caltrans, as the delegated National Environmental Policy Act (NEPA) lead agency, initiated studies on the High Desert Corridor project. The NOI was published in the Federal Register on October 12, 2007 (Vol. 72, No. 197) and a revised NOI was published on September 24, 2010 (Vol. 75, No. 185).

A draft Environmental Impact Statement will be prepared for a proposal to construct the High Desert Corridor, a new freeway/expressway, and possible toll way, extending approximately 63 miles between SR-14 in Los Angeles County and SR-18 in

San Bernardino County. On March 22, 2012, the Los Angeles County Metropolitan Transportation Authority (Metro) Board of Directors took action to recognize this project as a Strategic Multipurpose Corridor, which provides mobility, as well as economic and environmental benefits. To satisfy this directive, the proposed corridor is being evaluated for potential inclusion of the highway (freeway/expressway), a toll way, a bike path, energy production and/or transmission facilities, and a high speed rail feeder service line. The proposed route would run primarily in an east-west direction and would roughly follow the alignment of the Avenue P-8 corridor near SR-14 in Los Angeles County and Air Expressway near I-15 in San Bernardino County. East of I-15, the proposed route would curve south until it terminates at SR-18.

The development of this corridor is considered necessary to provide for the existing and projected traffic demand attributed to large-scale growth and increasing population in the Antelope, Victor and Apple Valley areas of Los Angeles and San Bernardino Counties. This growth has resulted in inadequate capacity and accessibility along the existing east-west trending roadways as well as an increase in demand for goods movement corridors and access to regional airports. Alternatives under consideration are: (1)—No-Build; (2)—Transportation System Management/Transportation Demand Management (TSM/TDM). This includes several key elements under consideration: An eight-lane grade-separated freeway from SR-14 to 30th Street East; a transition to a four-lane at-grade expressway from 30th Street East to Longview Road; a four-lane at-grade highway connecting to SR-138 and extending east to US-395 along SR-18; a six-lane arterial highway along SR-18 (Palmdale Road) from US-395 to I-15; and minor roadway and signal improvements along SR-18 from I-15 to Bear Valley Road. These TSM/TDM roadway improvements would maintain at-grade intersections with local roads and driveway access; (3)—Freeway/Expressway (Avenue P-8, I-15 and SR-18). This would consist of a route with a controlled-access freeway in some areas and an expressway in others, depending on what is warranted by traffic demand. Interchange locations will be determined based upon traffic projections. This alternative generally follows Avenue P-8 in Los Angeles County and runs just south of El Mirage Road in San Bernardino County and then extends to Air Expressway Road near I-15 and curves south terminating at Bear Valley Road. The incorporation

of green energy technologies and a bike path along the alternative will also be considered. Four variations along the main alignment of this alternative will be considered. In Variation A, the freeway/expressway would run slightly south of the main alignment, approximately between 15th Street East and Little Rock Wash near Palmdale. In Variation B, the freeway/expressway would run slightly south of the main alignment between Oasis Road and Caughlin Road east of the county line. In Variation D, the freeway/expressway would swing south of the main alignment just south of Avenue R approximately between 180th Street East and 230th Street East near the community of Lake Los Angeles. In Variation E, the freeway/expressway would swing south of the federal prison near the cities of Adelanto and Victorville; (4)—Freeway/Toll Way (Avenue P-8, I-15 and SR-18). This would consist of engineering geometrics similar to Alternative 3 with alterations made in coordination with a Public Private Partnership (P3) analysis. Variations A, B, D and E would also be considered; (5)—Freeway/Expressway with High Speed Rail Feeder Service. This Alternative is the same as the Alternative 3 (including Variations A, D, B and E) and includes a High Speed Rail (HSR) Feeder Service between Palmdale and Victorville. The HSR Feeder Service would utilize proven steel wheel on steel track technology and have a maximum operating speed of 180 miles per hour. Additional details of this operating feature, including the type of train technology (electric vs. diesel-electric), its location in relation to the HDC and its connections to existing and proposed rail stations are being evaluated as part of the ongoing Public-Private Partnership analysis and Alternatives Analysis. The incorporation of green energy technologies and a bike path will also be considered; (6)—Freeway/Tollway with High Speed Rail Feeder Service. This would consist of engineering geometrics similar to Alternative 4 with the consideration of additional right-of-way for a High Speed Rail (HSR) facility. The HSR Feeder Service would utilize proven steel wheel on steel track technology and have a maximum operating speed of 180 miles per hour. Additional details of this operating feature, including the type of train technology (electric vs. diesel-electric), its location in relation to the HDC and its connections to existing and proposed rail stations are being evaluated as part of the ongoing P3 analysis and Alternatives Analysis. The

incorporation of green energy technologies and a bike path will also be considered; and (7)—Hybrid Corridor. This would consist of a combination of the previously identified alternatives, whose elements (TSM/TDM, Freeway, Expressway, Tollway, HSR Feeder Service, Green Energy Technologies, bike path) would be pieced together to best fit the needs of each section of the corridor. The determination of which elements to use, and at which locations, would be based on the results of the traffic study, environmental studies and public input. It is anticipated that the proposed project may require the following federal approvals and permits: A Biological Opinion from the United States Fish and Wildlife Service; approval of a PM₁₀ and PM_{2.5} Hot Spot Analysis determination by the Conformity Working Group for transportation conformity under the Clean Air Act; Section 401, 402 and 404 permits under the Clean Water Act; and a Farmland Conversion Impact Rating under the Farmland Protection Policy Act.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State and local agencies, Participating Agencies, Tribal governments, and to private organizations and citizens who have previously expressed or are known to have an interest in this proposal. To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the draft EIS should be directed to Caltrans at the address provided above.

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

Issued on: July 22, 2013.

Matt Schmitz,

Director State Programs, Federal Highway Administration, Sacramento, California.

[FR Doc. 2013-18515 Filed 7-31-13; 8:45 am.]

BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement; Calcasieu Parish, LA

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The Federal Highway Administration is issuing this notice to advise the public that an Environmental Impact Statement (EIS) will be prepared for a proposed transportation project in Calcasieu Parish, Louisiana.

FOR FURTHER INFORMATION CONTACT: FHWA Carl Highsmith, Project Delivery Team Leader, FHWA, 5304 Planders Drive, Suite A, Baton Rouge, Louisiana 70808. Project information can be found at the project Web site <http://www.i10lakecharles.com>.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the DOTD, will prepare an EIS on alternatives for additional capacity along I-10 in the Lake Charles region between the I-210 interchanges including the Calcasieu River Bridge. A feasibility and environmental study was previously conducted in accordance with the National Environmental Policy Act (NEPA) for this project. The feasibility study involved four phases: (1) Information and Data Gathering; (2) Preliminary Study; (3) Refined Alternatives; and (4) Preparation and Submission of a Final Report. Based on the preliminary studies which included input from the local community, four feasible alternatives have been recommended for further study. A no-build alternative will also be evaluated in accordance with NEPA. The preliminary studies were completed in spring 2004; however the proposed project was placed on hold to evaluate the bridge height and due to the discovery of hazardous materials contamination within the proposed right-of-way. Because of the potential for impacts and issues associated with various socioeconomic and environmental resources and the high-level of public interest, FHWA will prepare an EIS. The total project length is approximately 9 miles. In addition to bridge alternatives, improvements to be investigated within the study limits include: A redesign of Sampson Street from Sulphur Avenue to I-10 to provide grade separations with existing railroads; a redesign of the access to and from I-10 on the west side of the bridge between Sampson Street and PPG Drive; a redesign of the access to and from I-10 near the east end of the bridge; and consideration of the implementation of one-way frontage roads from PPG Drive to US 90 East. Consideration will be given to using the existing bridge for the frontage roads. Proposed changes to the existing bridge to be investigated include: (a) Designing the proposed bridge structure to accommodate three

travel lanes and one auxiliary lane, with inside and outside shoulders and two frontage roads in each direction, (b) a reduction in navigational clearance, (c) reducing the existing 420 foot truss span to two main spans, and (d) determining if the existing vertical clearance for marine traffic can be reduced. Letters describing the proposed project and soliciting comments will be sent to appropriate Federal, State, and local agencies, and to private organizations and the public who have previously expressed or are known to have interest in this project. Numerous public meetings will be held throughout the term of the project. The first of these meetings, a series of public scoping meetings, will be conducted to provide the public information about the project and an opportunity to assist in formulating and revising the scope of the study. The public scoping meetings will be scheduled in the future and will be posted to the project Web site <http://www.i10lakecharles.com>.

In addition, a public hearing will be held. Public notice will be given of the time and place of the meetings and hearing.

To ensure that the full range of issues related to this proposed project are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA at the address provided above.

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

Issued on: July 25, 2013.

Charles Bolinger,

Division Administrator, Baton Rouge, Louisiana.

[FR Doc. 2013-18531 Filed 7-31-13; 8:45 am.]

BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2013-0051]

Agency Information Collection Activities; New Information Collection Request; Commercial Motor Vehicle Marking Requirements

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

DEPARTMENT OF TRANSPORTATION

DISTRICT 7
100 S. MAIN STREET, SUITE 100
LOS ANGELES, CA 90012
PHONE (213) 897-0362
FAX (213) 897-0360
TTY 711
www.dot.ca.gov



*Serious drought.
Help save water!*

September 30, 2014

Agencies, Organizations and
Individuals Interested in the High
Desert Corridor Project (HDC)

Notice of Public Hearings and Availability of Environmental Impact Report/Statement

The California Department of Transportation (Caltrans), in cooperation with the Los Angeles County Metropolitan Transportation Authority (Metro), has completed the Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) and Section 4(f) (*De Minimis* Finding) for the High Desert Corridor Project (HDC). The project is proposed as a Strategic Multipurpose corridor that might include highway, tollway, High Speed Rail, bikeway and green energy production/transmission elements extending 63 miles between State Route 14 in Los Angeles County and State Route 18 in San Bernardino County.

Four public hearings will be held to provide you an opportunity to obtain first-hand project information and to express your comments and concerns about the proposed project. The public hearings are scheduled in November, 2014 at the following locations:

- November 5, 2014 (7 – 9:30 p.m.)
Lake Los Angeles Elementary School
16310 East Avenue Q
Palmdale, CA 93591
- November 6, 2014 (6 – 8:30 p.m.)*
Endeavour School of Exploration
12403 Ridgecrest Rd
Victorville, CA 92395
- November 12, 2014 (6 – 8:30 p.m.)*
Larry Chimbole Cultural Center,
Manzanita Ballroom
38350 Sierra Highway
Palmdale, CA 93550
- November 13, 2014 (6 – 8:30 p.m.)
Apple Valley Conference Center
14975 Dale Evans Parkway
Apple Valley, CA 92307

*These meetings will be broadcasted live. To attend, participants can go to stream.tv/channel/metro-high-desert-corridor.

These meetings will start with an open house for review of project exhibits where project team members will be available to answer individual questions. The open house will be followed by a brief presentation and then an opportunity will be provided for individuals to speak and provide formal comments.

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to enhance California's economy and livability"*

A hard copy of the entire document may also be viewed at the local public libraries and City Halls along the HDC alignment.

The Draft EIR/EIS may also be viewed on the following websites:
Caltrans >> http://www.dot.ca.gov/dist07/HDC/HDC_Draft_EIR-EIS/
Metro >> <http://www.metro.net/projects/high-desert-corridor/>

To assist you in finding the critical impact analysis sections of the Draft EIR/EIS, we have enclosed a summary of the environmental topics with the page numbers in the document where you can locate these discussions.

It may be helpful for you to view the project plans that will be on display at the public hearings to clarify any questions you may have about the alternatives. Written comments on the Draft EIR/EIS must be submitted by **December 2, 2014**.

Please send your comments to:

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

If you have any questions, please contact Karl Price, Caltrans at (213) 897-1839 or Robert Machuca, Metro at (213) 922-4517. Thank you for your interest in this important transportation study.

Sincerely,



RONALD KOSINSKI
Deputy District Director, Environmental Planning
Caltrans, District 7

Enclosures:
Impact Analysis Guide
Repository Locations List

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to enhance California's economy and livability"*



Draft EIR/EIS Reference for Environmental Consequences by Environmental Topic

HUMAN ENVIRONMENT		
Environmental Topic	EIR/EIS Page Reference	Generalized Discussion
Land Use	3-22	Conversion of existing land uses, community access and preservation of linkages
Parks and Recreation	3-49	Partial acquisition of Westwinds Golf Course, indirect impacts to Rockview Nature Park
Growth	3-52	Development clustering and densities, housing supply
Farmland/Grazing Land	3-62	Conversion of farm/grazing lands
Community Impacts	3-90	Temporary construction impacts; changes in access, circulation, growth, urbanization and quality of life
Relocation and Property Acquisition	3-101	Right-of-way acquisition; relocation and replacement property
Economic Considerations	3-108	Effects on local economic conditions
Environmental Justice	3-118	Effects on minority and low-income populations from tolling options
Utilities/Emergency Services	3-136	Utility abandonment, removal and/or relocation/replacement; emergency response times; green energy use and conductivity
Traffic and Transportation/Pedestrian and Bicycle Facilities	3-162	Impacts on existing traffic patterns, access and circulation issues
Visual/Aesthetics	3-192	Effects on viewsheds, visual character changes
Cultural Resources	3-251	Area of Potential Effects and Finding of Effect to listed/eligible properties on National Register of Historic Places (NRHP)
PHYSICAL ENVIRONMENT		
Environmental Topic	EIR/EIS Page Reference	Generalized Discussion
Hydrology and Floodplain	3-276	Runoff increases; potential drainage alterations
Water Quality and Stormwater Runoff	3-290	Potential increase in velocity and volume of downstream flow, pollutant sources
Geology/Soils/Seismic/Topography	3-302	Mineral resources, facilitation of sand and gravel quarry development
Paleontology	3-313	Ground disturbance and native minerals, paleontological resources
Hazardous Waste/Materials	3-319	Exposure to hazardous waste/materials
Air Quality	3-363	Effect on 24-hour particular matter levels; health risks
Noise	3-388	Effects to sensitive receptors
Energy	3-408	Changes in energy consumption; energy use types
BIOLOGICAL ENVIRONMENT		
Environmental Topic	EIR/EIS Page Reference	Generalized Discussion
Natural Communities	3-416	Effects to natural communities, wildlife movement
Wetlands and Other Waters	3-443	Effects to jurisdictional wetlands and other waters
Plant Species	3-479	Effects to special-status plant species
Animal Species	3-488	Effects to special-status wildlife species
Threatened and Endangered Species	3-520	Effects to threatened and endangered species
Invasive Species	3-533	Potential to spread invasive species
OTHER		
Environmental Topic	EIR/EIS Page Reference	Generalized Discussion
Construction Impacts	3-546	Temporary impacts during construction
Cumulative Impacts	3-575	Potential cumulative effects of proposed undertaking



are to respond, including through the use of appropriate automated electronic, mechanical, or other technological collection techniques or other forms of information technology, e.g., permitting electronic submission of responses. In particular, EPA is requesting comments from very small businesses (those that employ less than 25) on examples of specific additional efforts that EPA could make to reduce the paperwork burden for very small businesses affected by this collection.

II. What information collection activity or ICR does this action apply to?

Title: PCBs, Consolidated Reporting and Record Keeping Requirements.

ICR number: EPA ICR No. 1446.11.

OMB control number: OMB Control No. 2070-0112.

ICR status: This ICR is currently scheduled to expire on August 31, 2015. An Agency may not conduct or sponsor, and a person is not required to respond to, a collection of information, unless it displays a currently valid OMB control number. The OMB control numbers for EPA's regulations in title 40 of the Code of Federal Regulations (CFR), after appearing in the **Federal Register** when approved, are listed in 40 CFR part 9, are displayed either by publication in the **Federal Register** or by other appropriate means, such as on the related collection instrument or form, if applicable. The display of OMB control numbers for certain EPA regulations is consolidated in 40 CFR part 9.

Abstract: Section 6(e)(1) of the Toxic Substances Control Act (TSCA), 15 USC 2605(e), directs EPA to regulate the marking and disposal of polychlorinated biphenyls (PCBs). Section 6(e)(2) bans the manufacturing, processing, distribution in commerce, and use of PCBs in other than a totally enclosed manner. Section 6(e)(3) establishes a process for obtaining exemptions from the prohibitions on the manufacture, processing, and distribution in commerce of PCBs. Since 1978, EPA has promulgated numerous rules addressing all aspects of the life cycle of PCBs as required by the statute. The regulations are intended to prevent the improper handling and disposal of PCBs and to minimize the exposure of human beings or the environment to PCBs. These regulations have been codified in the various subparts of 40 CFR 761. There are approximately 100 specific reporting, third-party reporting, and recordkeeping requirements covered by 40 CFR 761.

To meet its statutory obligations to regulate PCBs, EPA must obtain sufficient information to conclude that specified activities do not result in an

unreasonable risk of injury to health or the environment. EPA uses the information collected under the 40 CFR 761 requirements to ensure that PCBs are managed in an environmentally safe manner and that activities are being conducted in compliance with the PCB regulations. The information collected by these requirements will update the Agency's knowledge of ongoing PCB activities, ensure that individuals using or disposing of PCBs are held accountable for their activities, and demonstrate compliance with the PCB regulations. Specific uses of the information collected include determining the efficacy of a disposal technology; evaluating exemption requests and exclusion notices; targeting compliance inspections; and ensuring adequate storage capacity for PCB waste. This collection addresses the several information reporting requirements found in the PCB regulations.

Responses to the collection of information are mandatory (see 40 CFR part 761). Respondents may claim all or part of a response confidential. EPA will disclose information that is covered by a claim of confidentiality only to the extent permitted by, and in accordance with, the procedures in TSCA section 14 and 40 CFR part 2.

Burden statement: The annual public reporting and recordkeeping burden for this collection of information is estimated to average 1.36 hours per response. Burden is defined in 5 CFR 1320.3(b).

The ICR, which is available in the docket along with other related materials, provides a detailed explanation of the collection activities and the burden estimate that is only briefly summarized here:

Respondents/Affected Entities:

Entities potentially affected by this ICR are persons who currently possess PCB items, PCB-contaminated equipment, or other PCB waste.

Estimated total number of potential respondents: 548,298.

Frequency of response: On occasion.

Estimated total average number of responses for each respondent: 1.0.

Estimated total annual burden hours: 745,926 hours.

Estimated total annual costs: \$29,778,544. This includes an estimated burden cost of \$29,778,544 and an estimated cost of \$0 for capital investment or maintenance and operational costs.

III. Are there changes in the estimates from the last approval?

There is an increase of 60,591 hours in the total estimated respondent burden compared with that identified in

the ICR currently approved by OMB. This increase reflects EPA's revisions to the estimated total number of respondents, resulting from new data gathered for this ICR effort as well as another recent PCB regulatory analysis, plus updated Agency data regarding total numbers of regulated entities. The ICR supporting statement provides a detailed analysis of the change in burden estimate. This change is an adjustment.

IV. What is the next step in the process for this ICR?

EPA will consider the comments received and amend the ICR as appropriate. The final ICR package will then be submitted to OMB for review and approval pursuant to 5 CFR 1320.12. EPA will issue another **Federal Register** document pursuant to 5 CFR 1320.5(a)(1)(iv) to announce the submission of the ICR to OMB and the opportunity to submit additional comments to OMB. If you have any questions about this ICR or the approval process, please contact the technical person listed under **FOR FURTHER INFORMATION CONTACT**.

Authority: 44 U.S.C. 3501 *et. seq.*

Dated: October 1, 2014.

James Jones,

Assistant Administrator, Office of Chemical Safety and Pollution Prevention.

[FR Doc. 2014-24149 Filed 10-9-14; 8:45 am]

BILLING CODE 6560-50-P

ENVIRONMENTAL PROTECTION AGENCY

[ER-FRL-9017-4]

Environmental Impact Statements; Notice of Availability

Responsible Agency: Office of Federal Activities, General Information (202) 564-7146 or <http://www.epa.gov/compliance/nepa/>.

Weekly receipt of Environmental Impact Statements

Filed 09/29/2014 Through 10/03/2014 Pursuant to 40 CFR 1506.9.

Notice

Section 309(a) of the Clean Air Act requires that EPA make public its comments on EISs issued by other Federal agencies. EPA's comment letters on EISs are available at: <http://www.epa.gov/compliance/nepa/eisdata.html>. *EIS No. 20140289, Draft EIS, USN, CA, Disposal and Reuse of the Former Naval Weapons Station Seal Beach, Detachment Concord, Comment Period Ends: 11/25/2014, Contact: Erica Spinelli, 619-532-0980.*

EIS No. 20140290, Draft EIS, BR, CA, Long-Term Water Transfers, Comment Period Ends: 12/01/2014, Contact: Brad Hubbard, 916-978-5204

EIS No. 20140291, Draft EIS, CALTRANS, CA, High Desert Corridor Project, Comment Period Ends: 12/02/2014, Contact: Ron Kosinski, 213-897-0703.

EIS No. 20140292, Final EIS, NOAA, 00, ADOPTION—Programmatic-Deepwater Horizon Oil Spill: Phase III Early Restoration Plan, Review Contact: David G. Westerholm, 301-713-2989. The U.S. Department of Commerce's National Oceanic and Atmospheric Administration (NOAA) has adopted the U.S. Department of the Interior's FEIS # 20140182, filed with the USEPA 06/20/2014. The NOAA was a cooperating agency for this project. Recirculation of the document is not necessary under Section 1306.3(c) of CEQ Regulations.

EIS No. 20140293, Draft EIS, NMFS, 00, Omnibus Essential Fish Habitat Amendment 2, Comment Period Ends: 12/09/2014, Contact: John K. Bullard, 978-281-9315.

EIS No. 20140294, Draft EIS, USACE, SC, Charleston Harbor Post 45, Comment Period Ends: 11/24/2014, Contact: Mark Messersmith, 843-329-8162.

EIS No. 20140295, Final EIS, NPS, VA, Dyke Marsh Wetland Restoration and Long-term Management Plan, Review Period Ends: 11/10/2014, Contact: Brent Steury, 703-289-2500.

EIS No. 20140296, Final EIS, FHWA, IL, 75th Street Corridor Improvement Project, Review Contact: Catherine A. Batey, 217-492-4600. Under MAP-21 section 1319, FTA has issued a single FEIS and ROD. Therefore, the 30-day wait/review period under NEPA does not apply to this action.

EIS No. 20140297, Draft EIS, USFS, OR, Kahler Dry, Forest Restoration Project, Comment Period Ends: 11/24/2014, Contact: John Evans, 541-278-3869.

EIS No. 20140298, Draft EIS, USACE, WA, Puget Sound Nearshore Ecosystem Restoration, Comment Period Ends: 11/24/2014, Contact: Nancy C. Gleason, 206-764-6577.

EIS No. 20140299, Final EIS, DOE, TX, ADOPTION—Freeport LNG Liquefaction Project and Phase II Modification Project, Contact: John Anderson, 202-586-0521. The U.S. Department of Energy has adopted the Federal Energy Regulatory Commission's FEIS #20140178 filed with the USEPA 6/17/2014. DOE was a cooperating agency for this project. Recirculation of the document is not necessary under Section 1306.3(c) of CEQ Regulations.

EIS No. 20140300, Draft EIS, BLM, NV, Las Vegas and Pahrump Field Offices Draft, Resource Management Plan, Comment Period Ends: 01/07/2015, Contact: Lee Kirk, 702-515-5026.

Dated: October 7, 2014.

Cliff Rader,

Director, NEPA Compliance Division, Office of Federal Activities.

[FR Doc. 2014-24255 Filed 10-9-14; 8:45 am]

BILLING CODE 6560-50-P

ENVIRONMENTAL PROTECTION AGENCY

[EPA-HQ-OPP-2014-0673; FRL-9916-61]

Cancellation of Pesticides for Non-Payment of Year 2014 Registration Maintenance Fees; Summary of Orders Issued

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice.

SUMMARY: Under the Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA), the payment of an annual maintenance fee is required to keep pesticide registrations in effect. The fee due last January 15, 2014, has gone unpaid for 199 registrations. If the fee is not paid, the EPA Administrator may cancel these registrations by order and without a hearing; orders to cancel these registrations have been issued.

FOR FURTHER INFORMATION CONTACT: Mick Yanchulis, Information Technology and Resources Management Division (7502P), Office of Pesticide Programs, Environmental Protection Agency, 1200 Pennsylvania Ave. NW., Washington, DC 20460-0001; telephone number: (703) 347-0237; email address: yanchulis.michael@epa.gov.

Product-specific status inquiries may be made by calling toll-free, 1-800-444-7255.

SUPPLEMENTARY INFORMATION:

I. General Information

A. Does this action apply to me?

This action is directed to the public in general. Although this action may be of particular interest to persons who produce or use pesticides, the Agency has not attempted to describe all the specific entities that may be affected by this action.

B. How can I get copies of this document and other related information?

The docket for this action, identified by docket identification (ID) number EPA-HQ-OPP-2014-0673, is available at <http://www.regulations.gov> or at the Office of Pesticide Programs Regulatory

Public Docket (OPP Docket) in the Environmental Protection Agency Docket Center (EPA/DC), West William Jefferson Clinton Bldg., Rm. 3334, 1301 Constitution Ave. NW., Washington, DC 20460-0001. The Public Reading Room is open from 8:30 a.m. to 4:30 p.m., Monday through Friday, excluding legal holidays. The telephone number for the Public Reading Room is (202) 566-1744, and the telephone number for the OPP Docket is (703) 305-5805. Please review the visitor instructions and additional information about the docket available at <http://www.epa.gov/dockets>.

Complete lists of registrations canceled for non-payment of the maintenance fee are also available for reference in the OPP Docket.

II. Background

Section 4(i)(5) of FIFRA (7 U.S.C. 136a-1(i)(5)) requires that all pesticide registrants pay an annual registration maintenance fee, due by January 15 of each year, to keep their registrations in effect. This requirement applies to all registrations granted under FIFRA section 3 as well as those granted under FIFRA section 24(c) to meet special local needs. Registrations for which the fee is not paid are subject to cancellation by order and without a hearing.

Under FIFRA, the EPA Administrator may reduce or waive maintenance fees for minor agricultural use pesticides when it is determined that the fee would be likely to cause significant impact on the availability of the pesticide for the use.

In fiscal year 2014, maintenance fees were collected in one billing cycle. In late November of 2013, all holders of either FIFRA section 3 registrations or FIFRA section 24(c) registrations were sent lists of their active registrations, along with forms and instructions for responding. They were asked to identify which of their registrations they wished to maintain in effect, and to calculate and remit the appropriate maintenance fees. Most responses were received by the statutory deadline of January 15. A notice of intent to cancel was sent in April of 2014 to companies who did not respond and to companies who responded, but paid for less than all of their registrations. Since mailing the notices of intent to cancel, EPA has maintained a toll-free inquiry number through which the questions of affected registrants have been answered.

In fiscal year 2014, the Agency has waived the fee for 266 minor agricultural use registrations at the request of the registrants. Maintenance fees have been paid for about 15,999 FIFRA section 3 registrations, or about

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 Special Services Available in Phoenix

DECLARATION

I am a resident of Los Angeles County, over the age of eighteen years and not a party to any or interested in the matter noticed.

The notice, of which the annexed is a printed copy appeared in the:

DAILY PRESS

On the following dates:

October 1, 2014

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Los Angeles, California, this
3rd day of October 2014



Signature

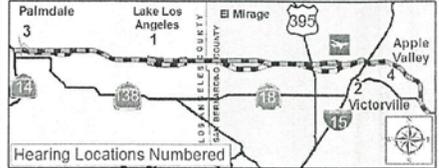
2672145

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Rev. 11 09 Daily Journal Corporation, 915 East First Street, Los Angeles, CA 90012



Public Notice
 Notice of Availability of Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) and Section 4(f) De Minimis Findings Available for the High Desert Corridor (HDC) Project. Announcement of Public Hearings



WHAT'S BEING PLANNED?
 The California Department of Transportation (Caltrans) is proposing a new multi-modal post-peak link that connects State Routes 15 in Palmdale (Los Angeles County) and SR-15 in the Town of Apple Valley (San Bernardino County). Freeway, tollway, expressway, high speed rail and green energy alternatives are proposed.

WHY THIS NOTICE?
 Caltrans has studied the potential effects this project may have on the environment. The study that explains these findings is called a Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) which has recently been approved for public circulation.

WHAT IS AVAILABLE?
 Copies of the Draft EIR/EIS are available for review from 9 am to 4 pm weekdays at the following locations:
 • Caltrans District 7 Office, 100 S. Main Street, Los Angeles, CA 90012
 • Caltrans District 9 Office, 484 W. 7th St., San Bernardino, CA 92401
 • Males Library, One Gateway Plaza, Los Angeles, CA
 In addition to these locations, the Draft EIR/EIS will also be available at local public libraries and City Halls along the HDC alignment.

You may also review the Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) online at http://www.dot.ca.gov/dt7/HDC/HDC_Draft_EIR-EIS/

WHERE YOU COME IN
 If you wish to make a comment on the study, you may submit your written comments until **December 7, 2014** to:
 Mr. Ron Kozlusk, Deputy District Director
 Caltrans Division of Environmental Planning (D7-LA-SR-HDC)
 100 S. Main Street, Manteca, CA
 Los Angeles, CA 90012

Or send an e-mail through the project website at http://www.dot.ca.gov/dt7/HDC/HDC_Draft_EIR-EIS/
 If you have any questions regarding this project, please contact Karl Price at 213-897-1530.

WHEN AND WHERE
 Four public hearings will be held to provide you to obtain first hand information and express your comments. They are scheduled as follows:

- November 5, 2014 (7 - 9:30 p.m.)
 Lisa Los Angeles Elementary School
 15110 East Avenue 4
 Palmdale, CA 93505
- November 5, 2014 (8 - 8:30 p.m.)
 Endeavour School of Exploration
 12403 Regency Rd
 Victorville, CA 92395
- November 12, 2014 (5 - 8:30 p.m.)
 Larry Chisholm Cultural Center, Manzanita Ballroom
 3530 Sierra Highway
 Palmdale, CA 93550
- November 13, 2014 (8 - 8:30 p.m.)
 Apple Valley Conference Center
 14975 Dale Evans Parkway
 Apple Valley, CA 92307

*These meetings will be broadcast live. To attend, participants can go to www.tvchannelmetrohighdesert.com/

CONTACT
 For additional information or if you have any questions regarding this project, please contact Karl Price at 213-897-1530 or Robert Machuca (Metro) at 213-922-4517. Individuals who require special accommodations (American Sign Language interpreter, accessible seating, documentation in alternate formats, etc.) are requested to contact the District 7 Environmental Planning Office, Attn: Garrett Dierbach at (213) 897-8018 at least 21 days prior to the scheduled hearing date. TDD users may contact the California Relay Service toll at 1-800-735-2929 or Voice Line at 1-800-735-2922.

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DECLARATION

I am a resident of Los Angeles County, over the age of eighteen years and not a party to any or interested in the matter noticed.

The notice, of which the annexed is a printed copy appeared in the:

APPLE VALLEY NEWS

On the following dates:

October 3, 2014

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Los Angeles, California, this

3rd day of October 2014



Signature

2672144

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DECLARATION

I am a resident of Los Angeles County, over the age of eighteen years and not a party to any or interested in the matter noticed.

The notice, of which the annexed is a printed copy appeared in the:

COUNTY LEGAL REPORTER

On the following dates:

October 3, 2014

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Los Angeles, California, this
3rd day of October 2014



Signature

2672138

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DECLARATION

I am a resident of Los Angeles County, over the age of eighteen years and not a party to any or interested in the matter noticed.

The notice, of which the annexed is a printed copy appeared in the:

ADELANTO BULLETIN

On the following dates:

October 2, 2014

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Los Angeles, California, this
3rd day of October 2014



Signature

2672133

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 Special Services Available in Phoenix

DECLARATION

I am a resident of Los Angeles County, over the age of eighteen years and not a party to or interested in the matter noticed.

The notice, of which the annexed is a printed copy appeared in the:

DAILY PRESS

On the following dates:
 10/28/2014

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

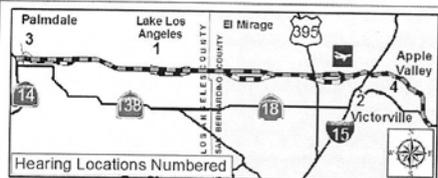
Dated at Los Angeles, California, this
22nd day of December 2014


 Signature

2681033
 "The only Public Notice which is justifiable from the standpoint of true economy and the public interest, is that which reaches those who are affected by it"



Public Notice
 Notice of Availability of Draft Environmental Impact Report/Environmental Impact Statement (ER/EIS) and Section 4(f) De Minimis Findings Available for the High Desert Corridor (HDC) Project.
 Announcement of Public Hearings.



WHAT'S BEING PLANNED?
 The California Department of Transportation (Caltrans) is proposing a new multi-modal east-west link that connects State Route 14 in Palmdale (Los Angeles County) and SR-18 in the Town of Apple Valley (San Bernardino County). Freeway, tollway, expressway, high speed rail and green energy alternatives are proposed.

WHY THIS NOTICE?
 Caltrans has studied the potential effects this project may have on the environment. The study that explains these findings is called a Draft Environmental Impact Report/Environmental Impact Statement (ER/EIS) which has recently been approved for public circulation.

WHAT IS AVAILABLE?
 Copies of the Draft ER/EIS are available for review from 9 am to 4 pm weekdays at the following locations:
 • Caltrans District 7 Office, 102 S. Main Street, Los Angeles, CA 90012
 • Caltrans District 8 Office, 484 W. 7th St., San Bernardino, CA 92401
 • Metro Library, One Gateway Plaza, Los Angeles, CA
 In addition to these locations, the Draft ER/EIS will also be available at local public libraries and City Halls along the HDC alignment.
 You may also review the Draft Environmental Impact Report/Environmental Impact Statement (ER/EIS) online at: http://www.dot.ca.gov/dot/07HDC/HDC_Draft_ER/EIS/

WHERE YOU COME IN
 If you wish to make a comment on the study, you may submit your written comments until **December 2, 2014** to:
 Mr. Ron Kozanski, Deputy District Director
 Caltrans Division of Environmental Planning (07-LA-SB-HDC)
 100 S. Main Street, Malibu, CA
 Los Angeles, CA 90012
 Or send an e-mail through the project website at: http://www.dot.ca.gov/dot/07HDC/HDC_Draft_ER/EIS/
 If you have any questions regarding this project, please contact Karl Price at 213-897-1830.

WHEN AND WHERE
 Four public hearings will be held to provide you to obtain first hand information and express your comments. They are scheduled as follows:

- November 5, 2014 (7 - 9:30 p.m.)
 Lake Los Angeles Elementary School
 15315 East Avenue D
 Palmdale, CA 93501
- November 6, 2014 (8 - 8:30 p.m.)
 Endeavour School of Exploration
 12403 Ridgecrest Rd
 Victorville, CA 92395
- November 12, 2014 (8 - 8:30 p.m.)
 Larry Chenebeck Cultural Center, Manzanita Ballroom
 38350 Sierra Highway
 Palmdale, CA 93550
- November 13, 2014 (8 - 8:30 p.m.)
 Apple Valley Conference Center
 14975 Dale Evans Parkway
 Apple Valley, CA 92307

*These meetings will be broadcasted live. To attend, participants can go to ustream.tv/channel/volwestro-high-desert-corridor

CONTACT
 For additional information or if you have any questions regarding this project, please contact Karl Price at 213-897-1830 or Robert Machuca (Metro) at 213-922-4817. Individuals who require special accommodations (American Sign Language interpreter, accessible seating, documentation in alternate formats, etc.) are requested to contact the District 7 Environmental Planning Office, Attn: Garrett Danrath at (213) 897-9016 at least 21 days prior to the scheduled hearing date. TDD users may contact the California Relay Service line at 1-800-735-2929 or Voice Line at 1-800-735-2922.

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San Francisco, Oakland, San Jose, Santa Rosa, Sacramento
Special Services Available in Phoenix

DECLARATION

I am a resident of Los Angeles County, over the age of eighteen years and not a party to any or interested in the matter noticed.

The notice, of which the annexed is a printed copy appeared in the:

LA OPINION

On the following dates:

Oct. 28 & 29, 2014

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Los Angeles, California, this
29th day of October 2014



Signature

2681035

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DECLARATION

I am a resident of Los Angeles County, over the age of eighteen years and not a party to any or interested in the matter noticed.

The notice, of which the annexed is a printed copy appeared in the:

APPLE VALLEY NEWS

On the following dates:

October 31, 2014

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Los Angeles, California, this
31st day of October 2014



Signature

2681032

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DECLARATION

I am a resident of Los Angeles County, over the age of eighteen years and not a party to any or interested in the matter noticed.

The notice, of which the annexed is a printed copy appeared in the:

COUNTY LEGAL REPORTER

On the following dates:

October 31, 2014

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Los Angeles, California, this

31st day of October 2014



Signature

2681031

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San Francisco, Oakland, San Jose, Santa Rosa, Sacramento
Special Services Available in Phoenix

DECLARATION

I am a resident of Los Angeles County, over the age of eighteen years and not a party to any or interested in the matter noticed.

The notice, of which the annexed is a printed copy appeared in the:

ADELANTO BULLETIN

On the following dates:

October 31, 2014

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Los Angeles, California, this
31st day of **October** **2014**



Signature

2681029

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Rev. 11/09 Daily Journal Corporation, 915 East First Street, Los Angeles, CA 90012



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San Francisco, Oakland, San Jose, Santa Rosa, Sacramento
Special Services Available in Phoenix

DECLARATION

I am a resident of Los Angeles County, over the age of eighteen years and not a party to any or interested in the matter noticed.

The notice, of which the annexed is a printed copy appeared in the:

ANTELOPE VALLEY PRESS

On the following dates:

Oct. 28 & 29, 2014

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Los Angeles, California, this
29th day of **October** 20**14**



Signature

2681012

"The only Public Notice which is justifiable from the standpoint of true economy and the public interest, is that which reaches those who are affected by it"

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Appendix I Affected Parcels Subject to Relocation

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Parcels affected by the HDC footprint, includes developed and undeveloped parcels. For a subset list of potential developed parcels subject to relocation refer to Section 3.1.4.2 Table 3.1.4-18 on Page 3-101.



Palmdale

-  HDC Common Areas
-  Los Angeles County Parcels

High Desert Corridor Parcels
 California Department of Transportation
 District 7, Los Angeles

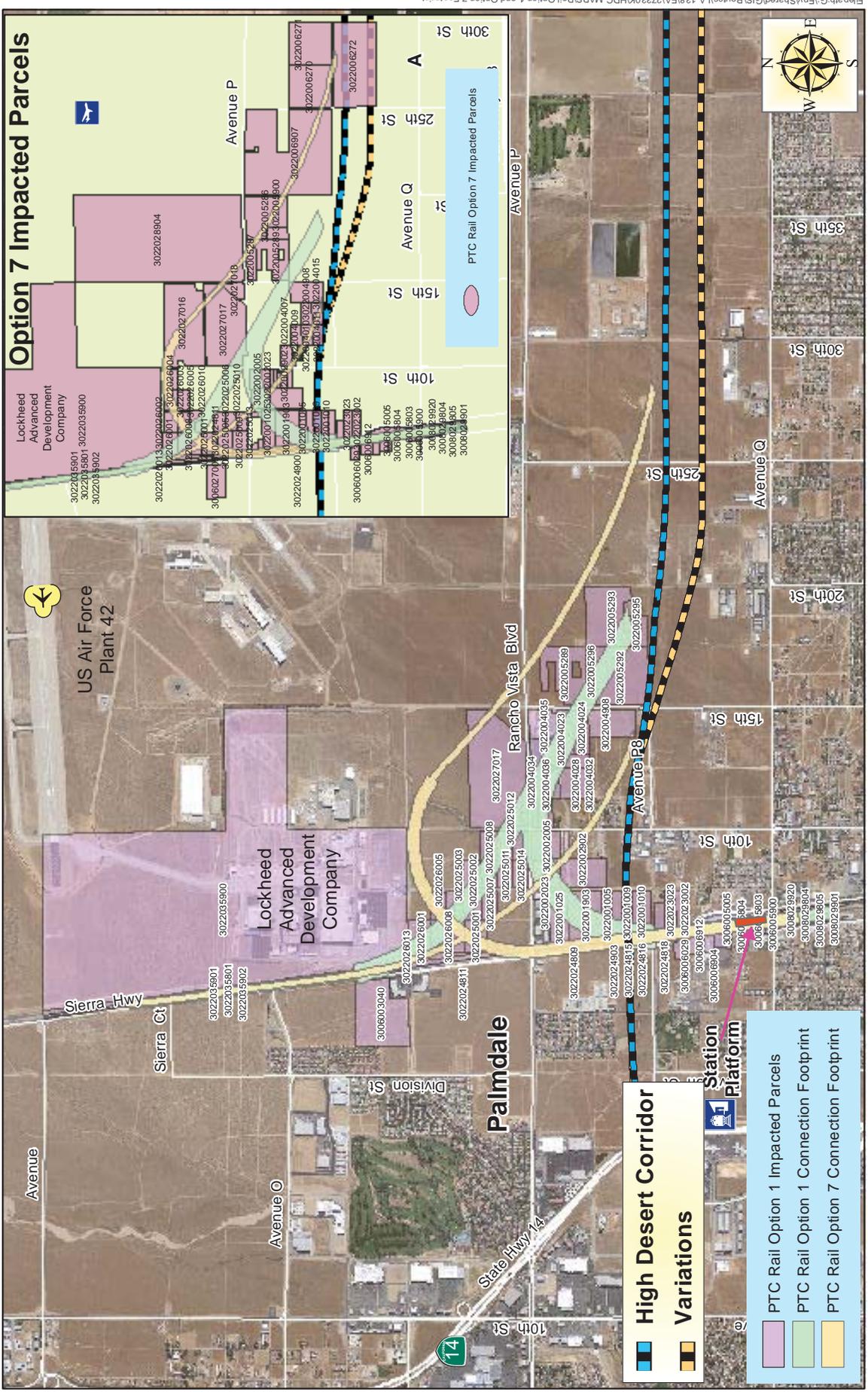


Map Created by Robert Wang 10/06/2015 Caltrans,
 Division of Environmental Planning



High Desert Corridor Palmdale Transit Center Connection (Option 1 and 7 Parcels Affected)

Appendix I - Affected Properties Subject to Relocation

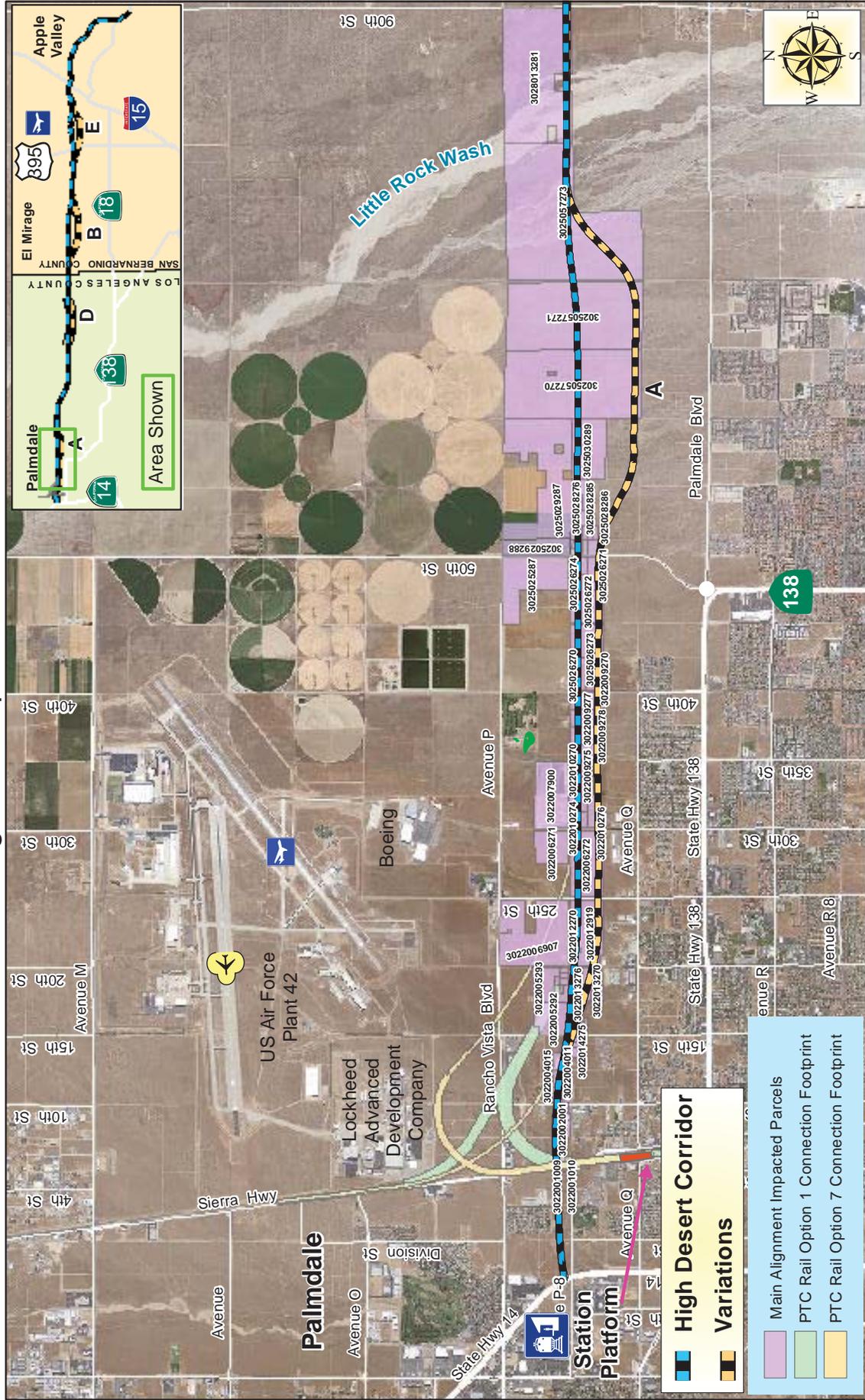


High Desert Corridor
California Department of Transportation
District 7, Los Angeles

Map Created by Robert Wang 08/04/2014 Division of Environmental Planning

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Main Alignment Impacted Parcels



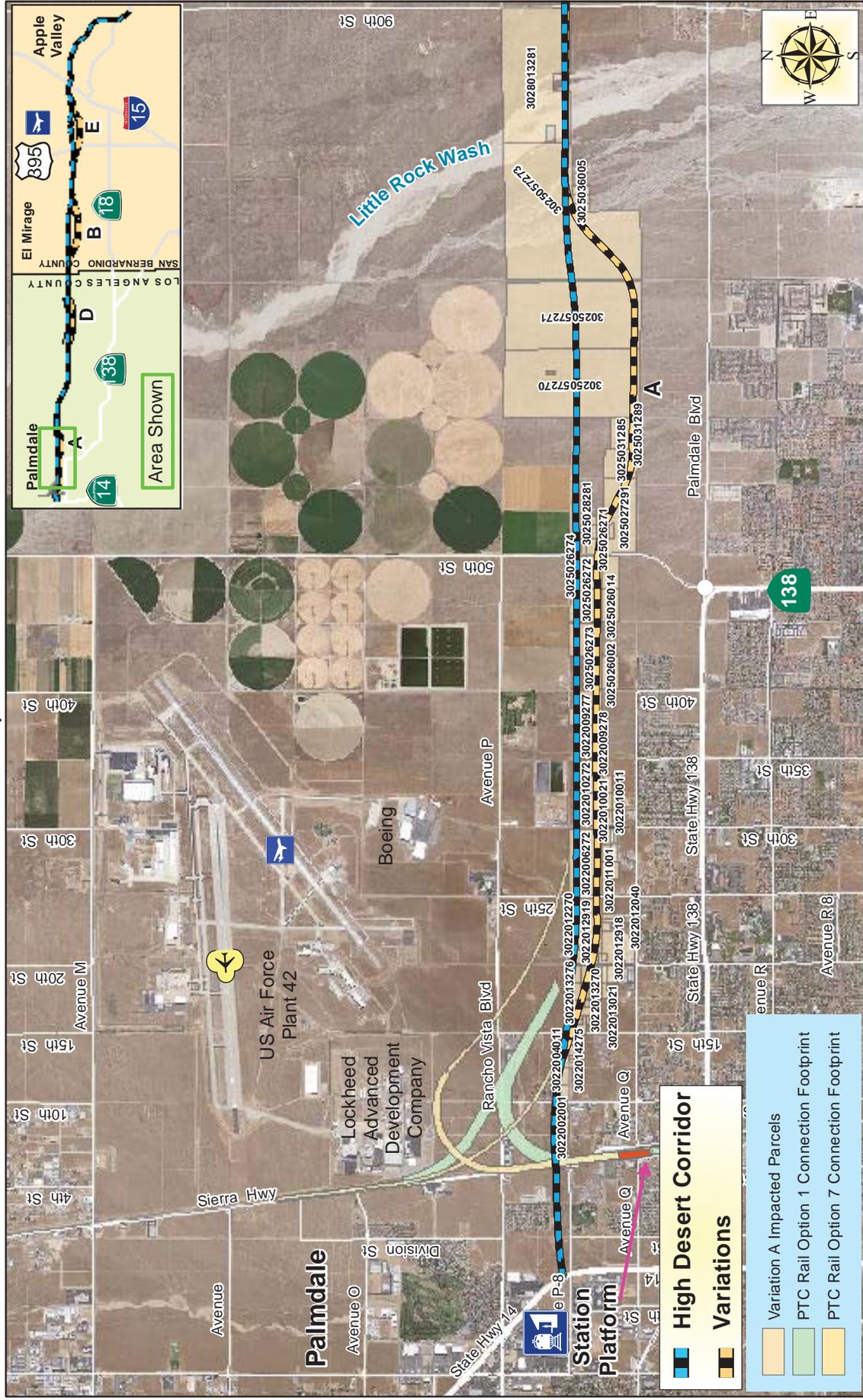
High Desert Corridor
California Department of Transportation
District 7, Los Angeles



Map Created by Robert Wang 08/08/2014 Division of Environmental Planning

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Variation A Impacted Parcels



High Desert Corridor
 California Department of Transportation
 District 7, Los Angeles



Map Created by Robert Wang 08/08/2014 Division of Environmental Planning

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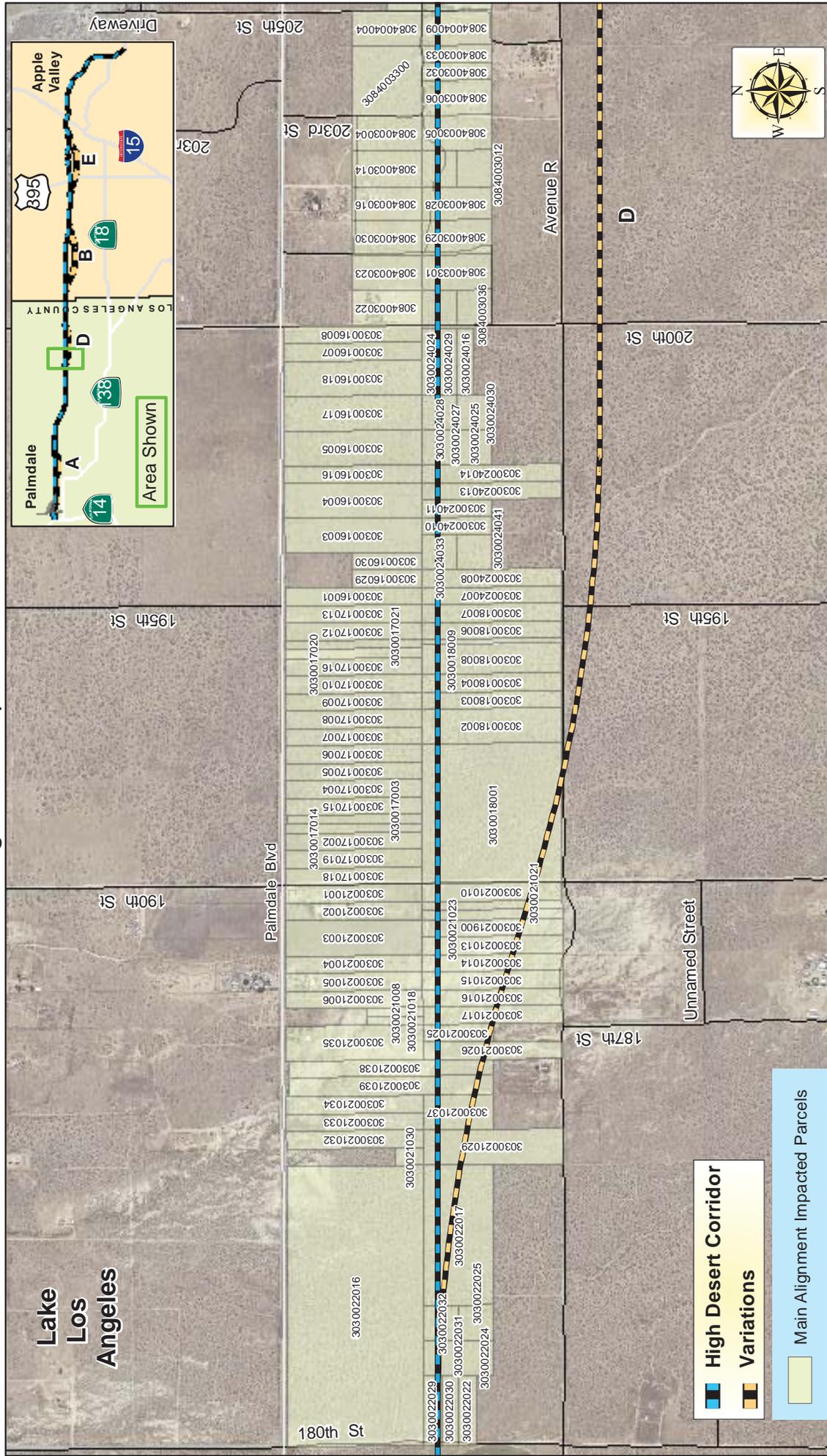
-  HDC Common Areas
-  Los Angeles County Parcels

High Desert Corridor Parcels
 California Department of Transportation
 District 7, Los Angeles



Map Created by Robert Wang 10/05/2015 Caltrans,
 Division of Environmental Planning

Main Alignment Impacted Parcels

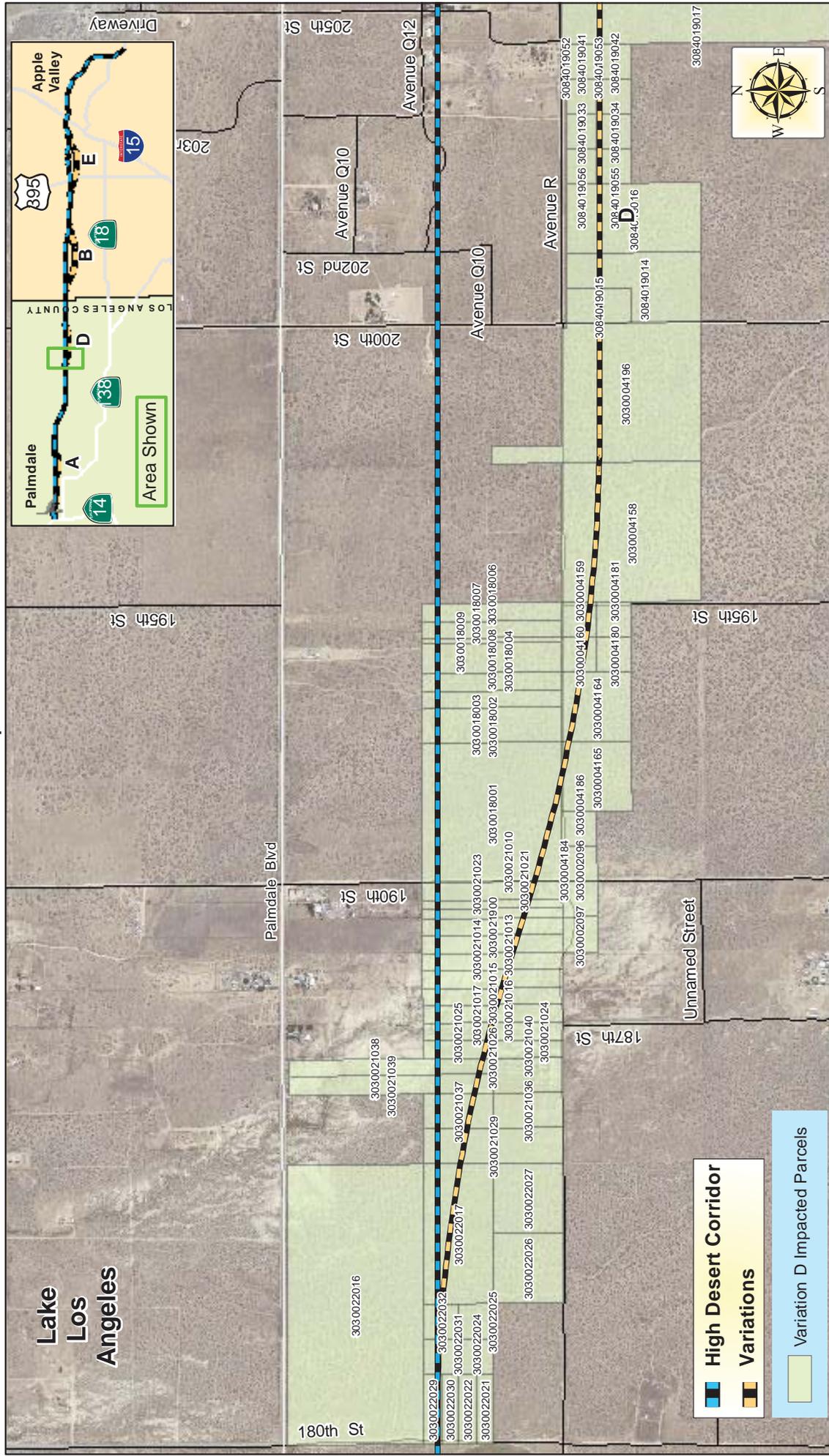


High Desert Corridor
 California Department of Transportation
 District 7, Los Angeles



Map Created by Robert Wang 08/07/2014 Division of Environmental Planning

Variation D Impacted Parcels

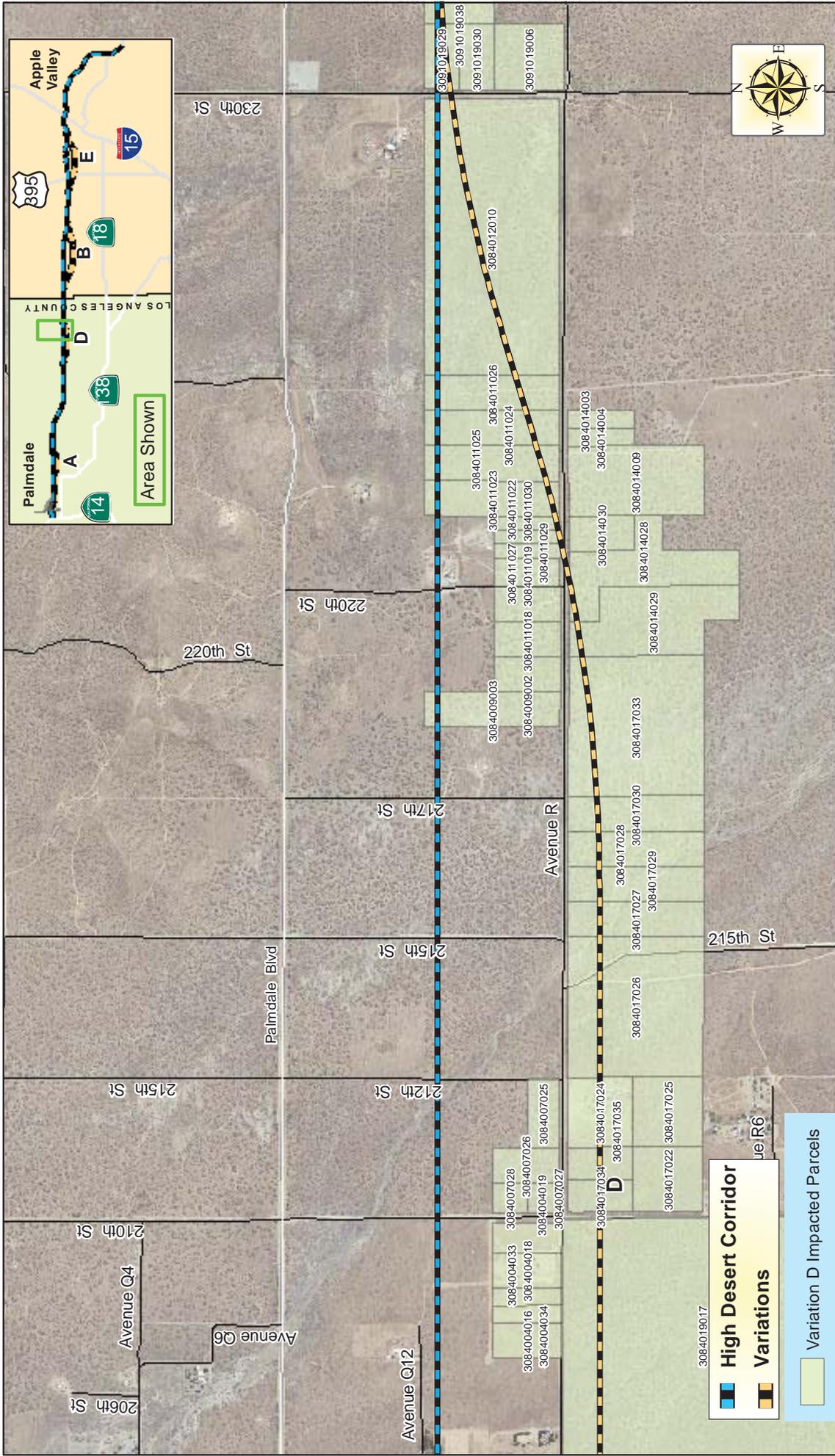


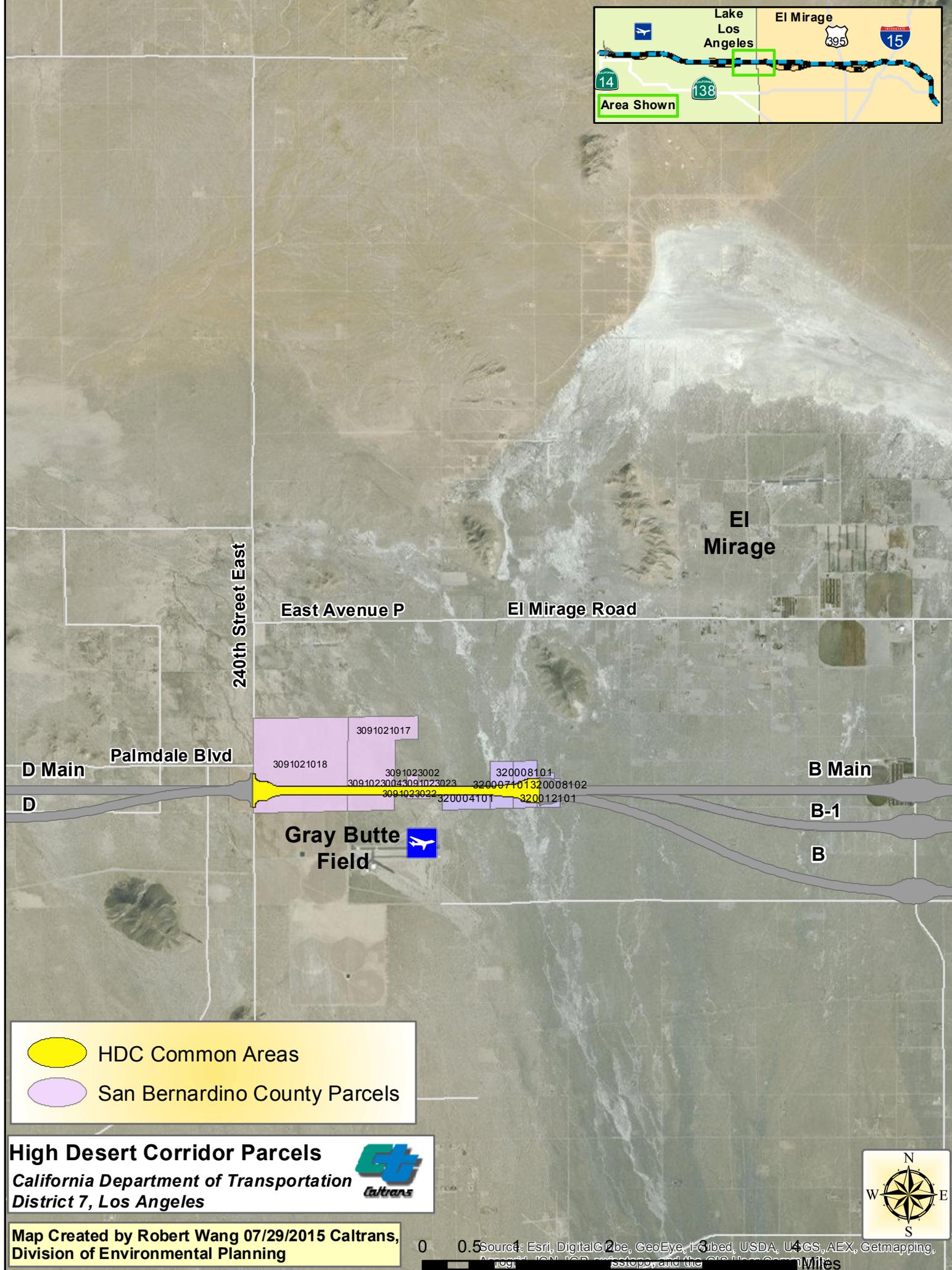
High Desert Corridor
California Department of Transportation
District 7, Los Angeles



Map Created by Robert Wang 08/07/2014 Division of Environmental Planning

Variation D Impacted Parcels





-  HDC Common Areas
-  San Bernardino County Parcels

High Desert Corridor Parcels
 California Department of Transportation
 District 7, Los Angeles



Map Created by Robert Wang 07/29/2015 Caltrans,
 Division of Environmental Planning



Appendix I Affected Properties Subject to Relocation
Variation B Impacted Parcels



Filepath:G:\env\Shared\GIS\Routes\LA-138\EA\2730\K\HDC MAPS\all Option 1 and Option 7 Footprint
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-  HDC Common Areas
-  San Bernardino County Parcels

High Desert Corridor Parcels
 California Department of Transportation
 District 7, Los Angeles



Map Created by Robert Wang 07/29/2015 Caltrans,
 Division of Environmental Planning



Main Alignment Impacted Parcels

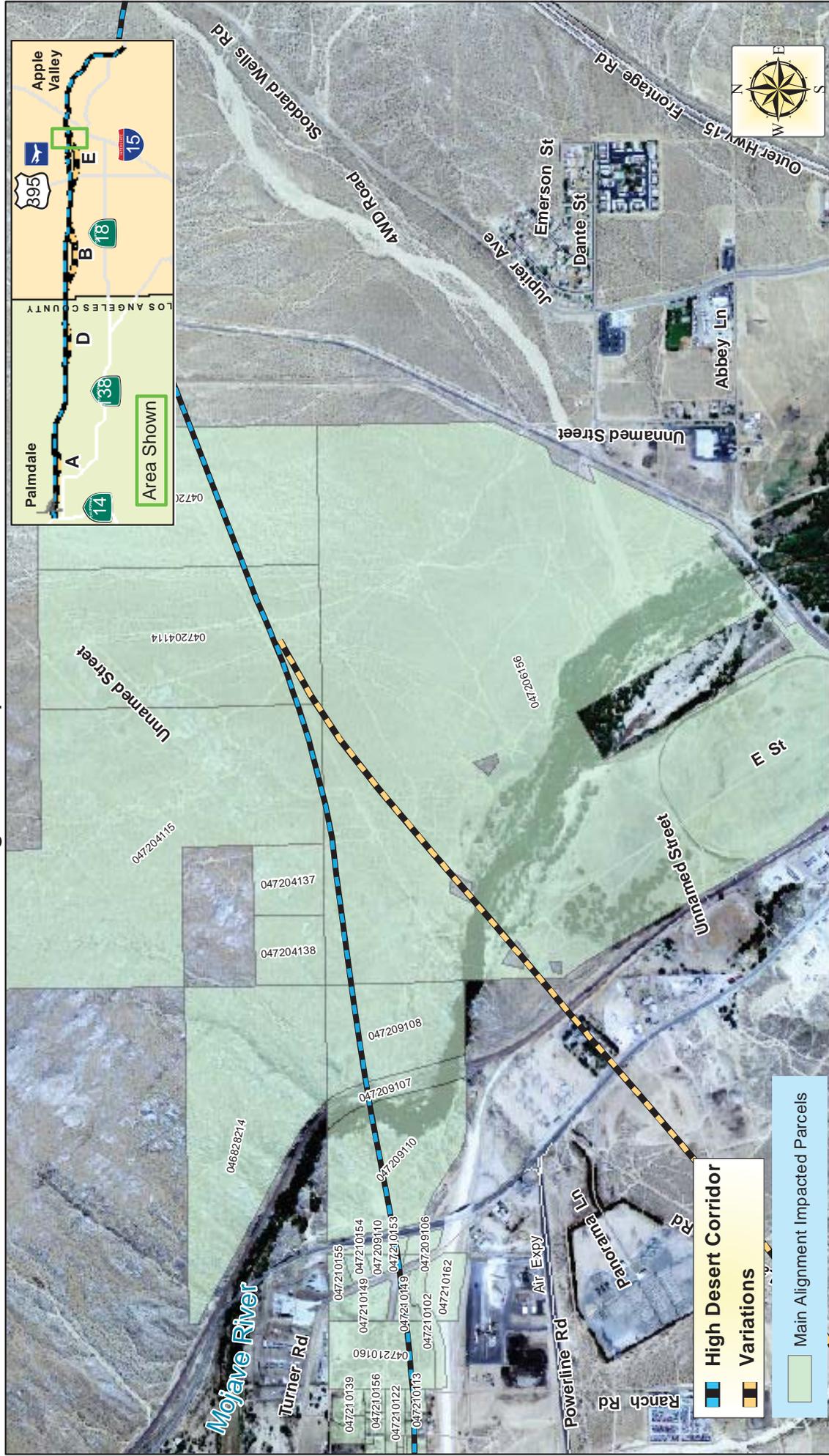


High Desert Corridor
California Department of Transportation
District 7, Los Angeles

0 0.125 0.25 0.5 0.75 1 Mile

Map Created by Robert Wang 08/07/2014 Division of Environmental Planning

Main Alignment Impacted Parcels



High Desert Corridor
California Department of Transportation
District 7, Los Angeles

Variation E Impacted Parcels

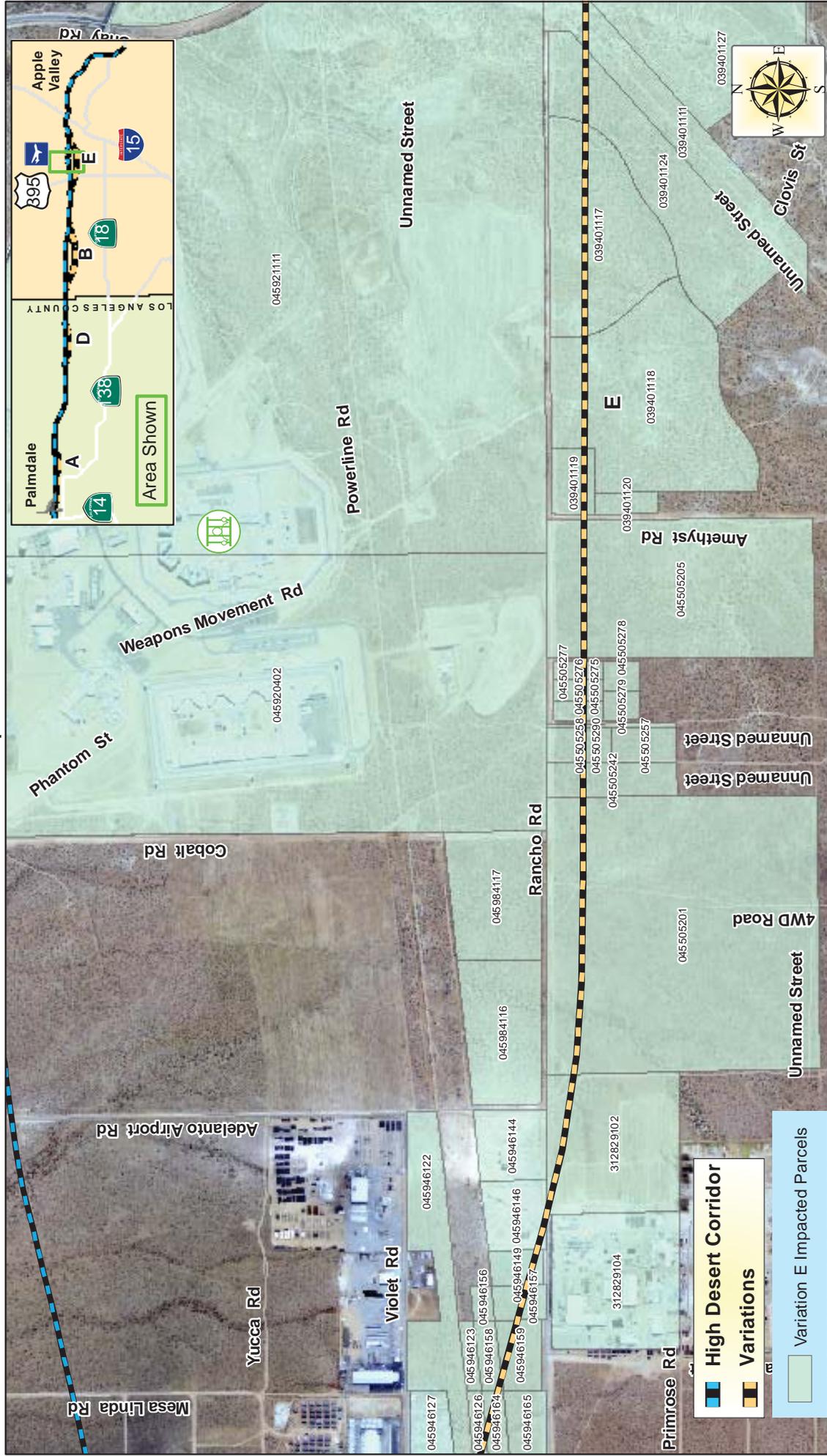


High Desert Corridor
 California Department of Transportation
 District 7, Los Angeles



Map Created by Robert Wang 08/07/2014 Division of Environmental Planning

Variation E Impacted Parcels

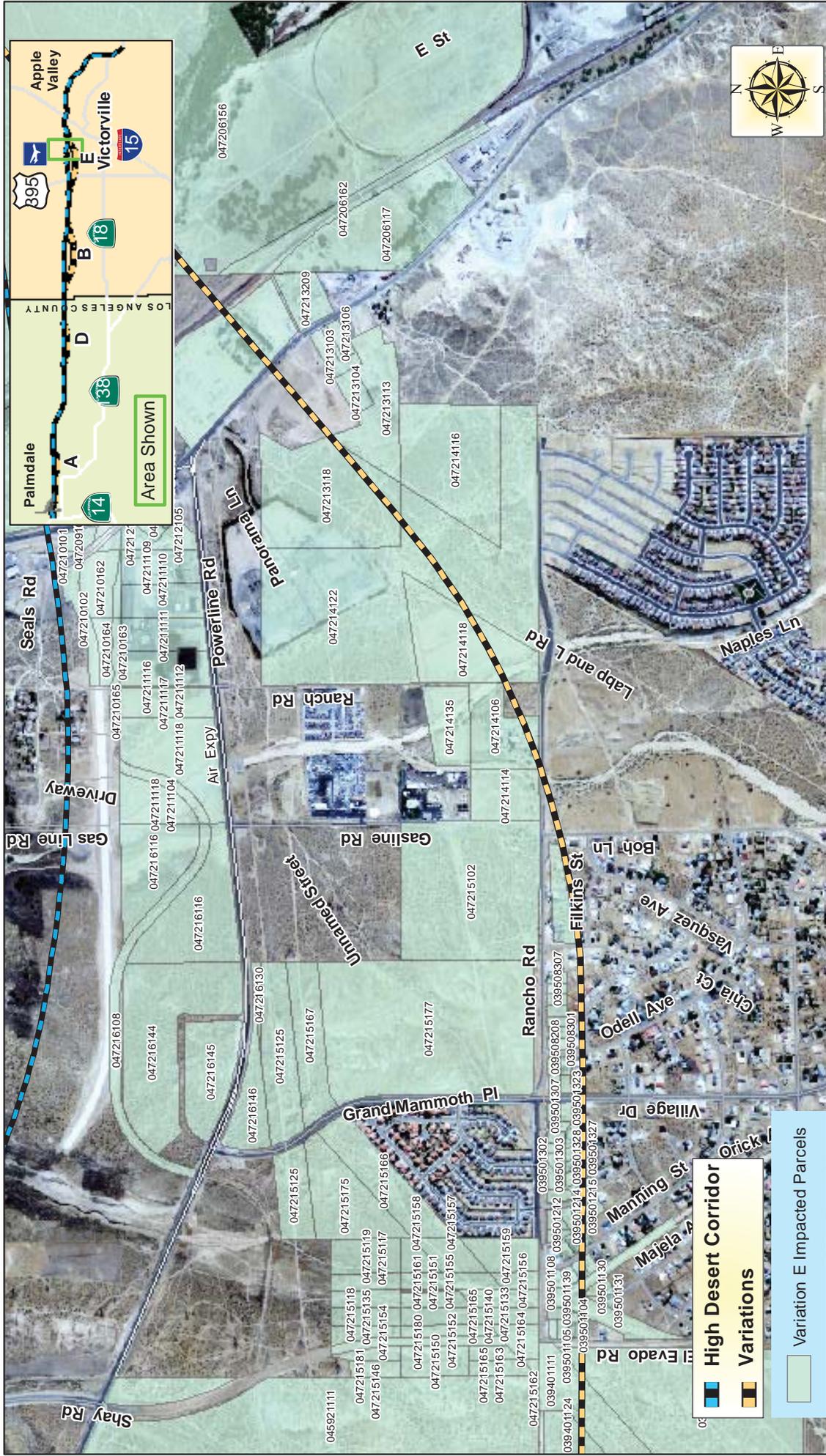


High Desert Corridor
California Department of Transportation
District 7, Los Angeles

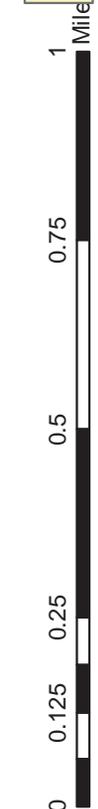


Map Created by Robert Wang 08/07/2014 Division of Environmental Planning

Variation E Impacted Parcels

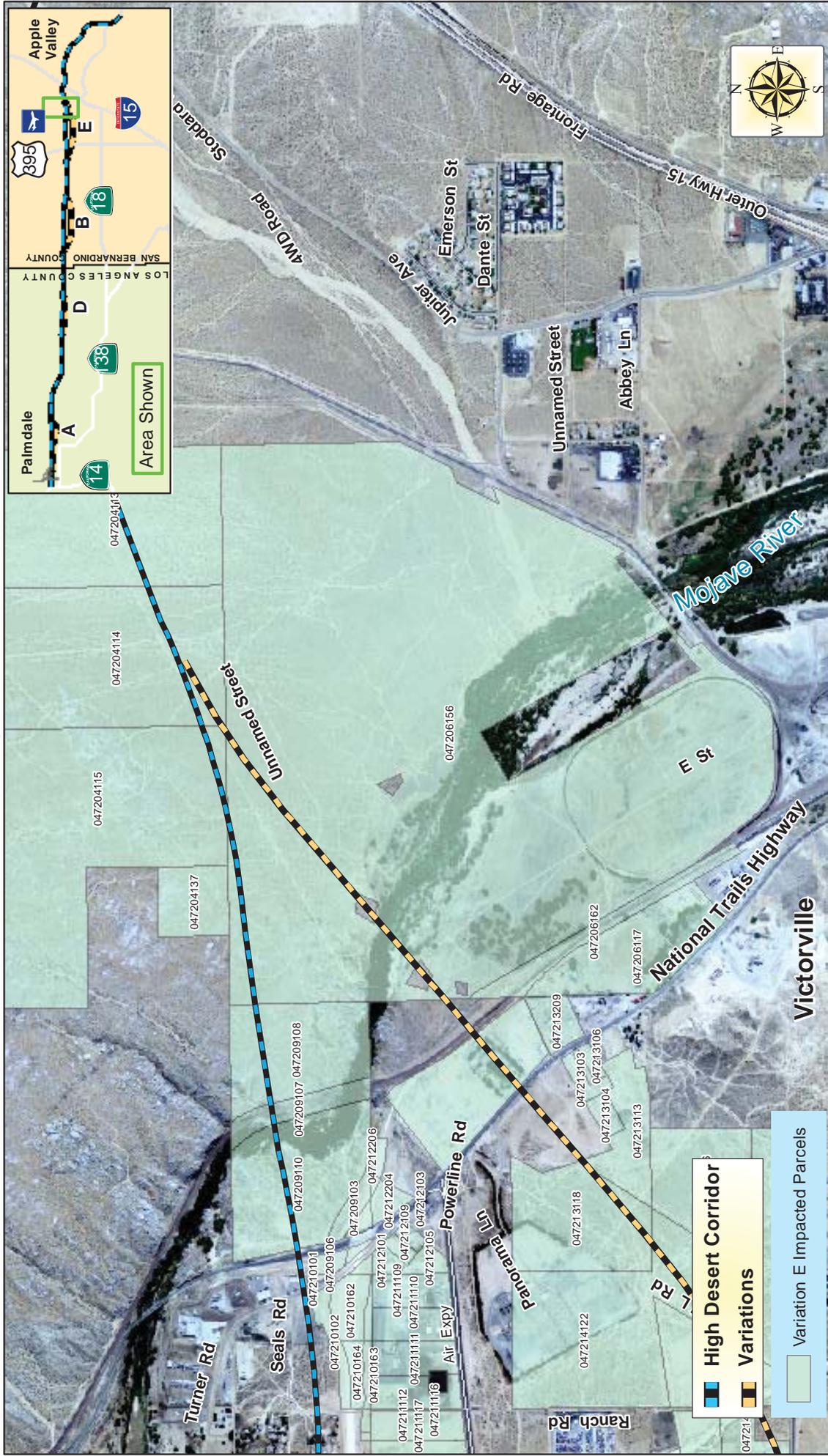


High Desert Corridor
 California Department of Transportation
 District 7, Los Angeles

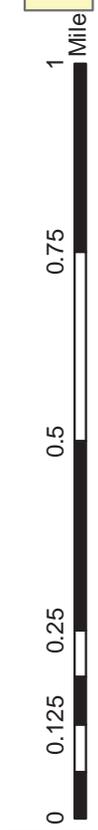


Map Created by Robert Wang 08/07/2014 Division of Environmental Planning

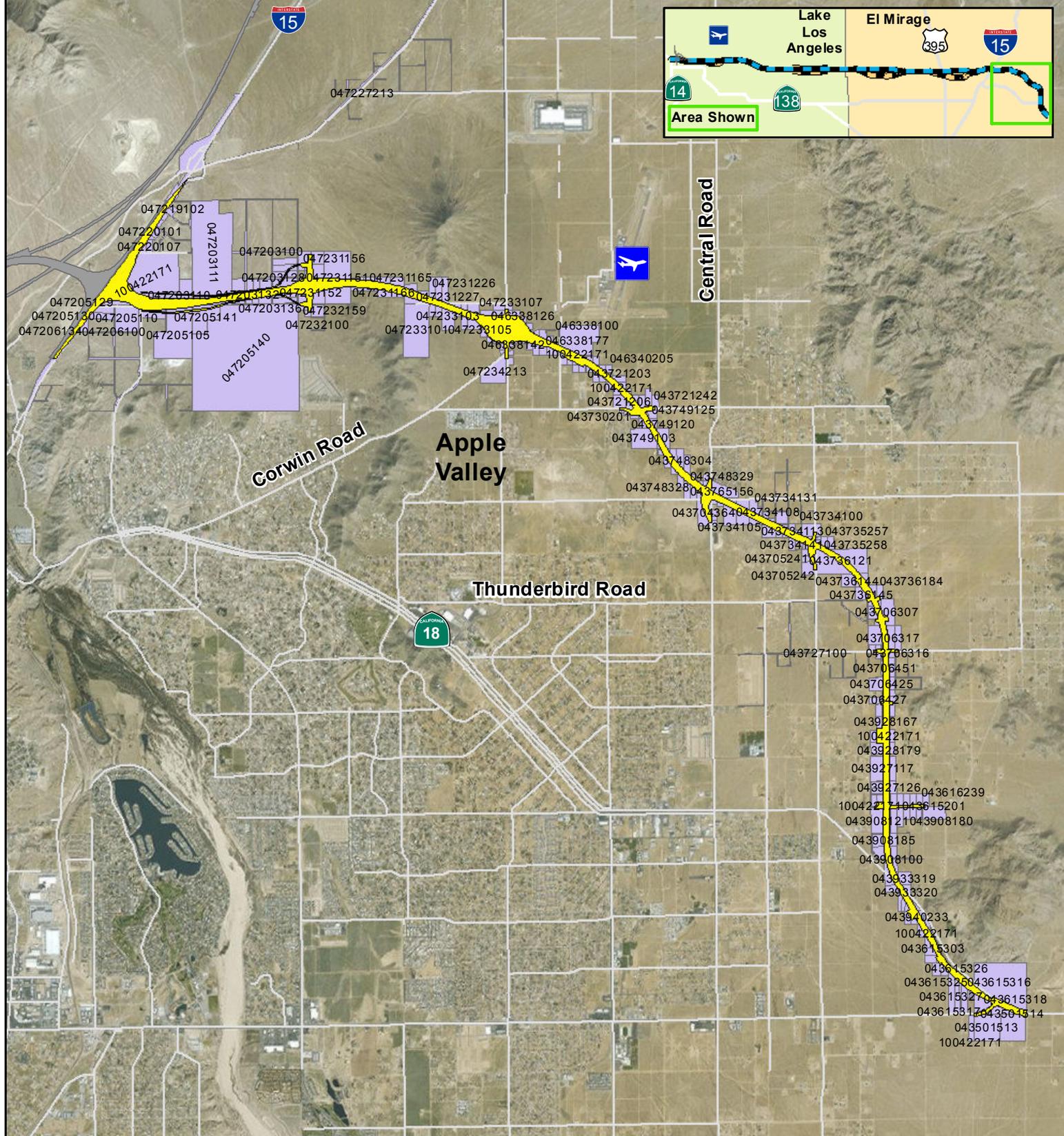
Variation E Impacted Parcels



High Desert Corridor
 California Department of Transportation
 District 7, Los Angeles



Map Created by Robert Wang 08/07/2014 Division of Environmental Planning



-  HDC Common Areas
-  San Bernardino County Parcels

High Desert Corridor Parcels
 California Department of Transportation
 District 7, Los Angeles



Map Created by Robert Wang 10/08/2015 Caltrans,
 Division of Environmental Planning



Appendix J Utility Conflict Matrix

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High Desert Corridor - TO 4																			
Utility Conflict Matrix - Final Preferred Alternative																			
Conflict #	Utility Sheet #	Owner	Utility Description	Number of Utility Poles	Conflict Station	Conflict Location	Length (ft) (within proposed right-of-way limits)	Investigation	Risk Level	Impact?	Action					Util. Reloc. A- Abandon RB-Reloc. Before RD- Reloc. During P-Protect NC-No Conflict PC-Potential Conflict	Resp. Party U - Utility Co. C - Contractor	Required Completion Date	Comments
								Overhead	High Low	Y/N	Remove	Relocate	Protect in Place	Potential Conflict	Other				
U-1R																			
22	1R	SC Edison	66 kv and 4 kv Overhead Transmission Line On Same Pole	-	3095+75	Between Avenue S and Palmdale Blvd	230	YES	HIGH	Y			X			P		PP located outside of project limits.	
53	2R	SC Edison	66 kv and 4 kv Overhead Transmission Line On Same Pole	7	3238+50	Rancho Vista Blvd	1095	YES	HIGH	Y				X		PC		Line running underneath SR-14	
58	2R	SC Edison	66 kv and 4 kv Overhead Transmission Line On Same Pole	6	3260+00	10th Street	1375	YES	HIGH	Y		X				RB			
102	3R	SC Edison	12kv and 66 kv Overhead Power Line	4	#REF!	Division St	270	YES	-	Y		X				RB			
162	5R	SC Edison	Comm. & 66 kv Overhead Power Line	4	#REF!	40th Street	530	YES	-	Y		X				RB			
194	8R	SC Edison	66 kv Overhead Power Line	3	#REF!	110th Street	555	YES	-	Y		X				RB			
198	8R	SC Edison	66 kv Overhead Power Line	5	867+00	E Palmdale Ave	1480	YES	-	Y		X				RB			
313	18R	DWP	Overhead Power Line (220 KV)	1 Tower	2268+50	Between Muskrat and Racoon Ave	1090	YES	HIGH	Y		X				RB		1 Tower located within project	
r	19R	SC Edison	Overhead Power Line (115 kv)	8	2380+20	HWY 395	1370	YES	-	Y		X				RB			
398	20R	SC Edison	Overhead Power Line (115 KV)	3	2663+40	Air Express Way	630	YES	-	Y		X				RB			
399	20R	DWP	Overhead Power Line (220 KV)	1	2574+50	East of Phantom East	740	YES	HIGH	Y		X				RB			
421	21R	SC Edison	Overhead Power Line (115 KV)	4	2739+50	Mining Railroad	710	YES	-	Y				X		PC		Measurement may be required to confirm vertical clearance	
671	25R	DWP	Overhead Power Line (220 KV)	1 Tower	30724+20	Approx. 2,500' west of I-15	435	NO	-	Y		X				RB			
672	25R	DWP	Overhead Power Line (220 KV)	1 Tower	30731+80	Approx. 2,500' west of I-15	450	NO	-	Y		X				RB			
673	25R	DWP	Overhead Power Line (220 KV)	1 Tower	30741+90	Approx. 2,500' west of I-15	555	NO	-	Y		X				RB			
674	25R	DWP	Overhead Power Line (220 KV)	1 Tower	30748+60	Approx. 2,500' west of I-15	580	NO	-	Y		X				RB			

P -Preferred Alternative
R -High Speed Rail (HSR)

Notes:
OH 66kv/4kv assigned to high risk
RD -For UG Utilities
RB -For OH Utilities

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Appendix J • Utility Conflict Matrix

Conflict #	Utility Sheet #	Pothole/Manhole No.	Owner	Utility Description	Number of Utility Poles	Conflict Station	Conflict Location	Length (ft)	Affected Alternative	Investigation			Depth to Top	Risk Level	Impact*	Action					Util. Reloc. A- Abandon RB-Reloc. Before RD-Reloc. During P-Protect NC-No Conflict PC-Potential Conflict	Resp. Party If Utility Co. C- Contractor	Required Completion Date	Comments		
										Pothole	Manhole	Overhead	(ft)	High Low	Y/N	Remove	Relocate	Protect in Place	Potential Conflict	Other						
244	10	N/A	SC Edison	Overhead Power Line	8	1306+70	E Avenue O-12	1820	P	N/A	N/A	YES	N/A	-	Y		X					RB			2 PP's need relocation	
245	10	N/A	SC Edison	Overhead Power Line	3	1311+30	East of 205th St	380	P	N/A	N/A	YES	N/A	-	Y		X					RB			1 PP needs relocation	
246	10	N/A	SC Edison	Overhead Power Line	0	1315+10	205th Street	140	P	N/A	N/A	YES	N/A	-	Y		X					RB				
U-11																										
251	11	N/A	SC Edison	Overhead Power Line	8	1336+60	West of Largo Vista Rd (210th St)	1070	D	N/A	N/A	YES	N/A	-	Y		X					RB				
252	11	N/A	SC Edison	Overhead Power Line	4	1340+30	Largo Vista Rd (210th St)	1040	D	N/A	N/A	YES	N/A	-	Y		X					RB				
253	11	N/A	SC Edison	Overhead Power Line	2	1353+10	215th Street	270	D	N/A	N/A	YES	N/A	-	Y		X					RB				
254	11	N/A	SC Edison	Overhead Power Line	3	1365+10	Between 215th and 217th Street	500	D	N/A	N/A	YES	N/A	-	Y		X					RB				
255	11	N/A	SC Edison	Overhead Power Line	7	1385+00	Between 217th and 230th Street	2770	D	N/A	N/A	YES	N/A	-	Y		X					RB				
256	11	N/A	SC Edison	Overhead Power Line	1	1400+40	220th Street	230	P, D	N/A	N/A	YES	N/A	-	Y		X					RB				
257	11	N/A	SC Edison	Overhead Power Line	1	1444+80	230th Street	650	P, D	N/A	N/A	YES	N/A	-	Y		X					RB				
U-12																										
261	12	N/A	SC Edison	Overhead Power Line	17	1502+00	240th Street	1540	P	N/A	N/A	YES	N/A	-	Y		X					RB				
262	12	N/A	SC Edison	Overhead Power Line	1	1502+00	240th Street	90	P	N/A	N/A	YES	N/A	-	Y		X					RB				
U-13																										
511	13	N/A	Verizon	Telecommunications Line	-	1769+00	Silver Lake Road	500	P	N/A	N/A	NO	N/A	-	Y					X		PC			Pothole required for vert. clearance	
U-14																										
271	14	N/A	SC GAS	30" HP Gas Line	-	1880+60	Rancho Rd	1070	B	N/A	N/A	NO	N/A	HIGH	N							NC			Pothole required to confirm (vert)	
272	14	N/A	SC GAS	3" Gas Line	-	1886+40	Sheet Creek Rd	1500	B	N/A	N/A	NO	N/A	LOW	Y					X		PC			Pothole required for vert. clearance	
512	14	N/A	Verizon	Overhead Line	-	1876+00	Sheet Creek Rd	8262	B	N/A	N/A	YES	N/A	LOW	Y		X					RB				
U-16																										
301	16	N/A	Mojave Water Agency	48" Water Line	-	2199+60	Richardson Road	500	P	N/A	N/A	NO	3	-	Y					X		PC			Pothole required to confirm (vert)	
U-17																										
311	17	N/A	SC Gas	30" HP Gas Line	-	2252+50	Koala Road	1300	P	N/A	N/A	NO	N/A	HIGH	Y				X			P			Pothole required for vert. clearance	
312	17	N/A	City of Adelanto	8" PVC Water Line	-	2265+90	Muskat Ave	70	P	N/A	N/A	NO	4	-	N							NC				
313	17	N/A	DWP	Overhead Power Line	1 Tower	2275+10	Between Muskrat and Flacoon Ave	980	P	N/A	N/A	YES	N/A	HIGH	Y		X					RB			1 Tower located within project	
314	17	N/A	City of Adelanto	18" Water Line	-	2279+40	Racoon Ave	500	P	N/A	N/A	NO	4	-	Y					X		PC			Pothole required for vert. clearance	
315	17	N/A	Southwest Gas	Distribution Gas Line	-	227955+10	Flacoon Ave	500	P	N/A	N/A	NO	N/A	LOW	Y					X		PC			Pothole required for vert. clearance	
316	17	N/A	City of Adelanto	12" PVC Sewer	-	2279+60	Racoon Ave	500	P	N/A	N/A	NO	10	-	N							NC			Pothole required to confirm (vert)	
317	17	N/A	SC Edison	Overhead Power Line	2	2279+80	Racoon Ave	400	P	N/A	N/A	YES	N/A	-	Y		X					RB				
318	17	N/A	Continental Tele Co.	Telecommunications Line	-	2305+80	Aster Road	630	P, E	N/A	N/A	NO	N/A	LOW	Y					X		PC			Pothole required to confirm (vert)	
319	17	N/A	City of Adelanto	12" PVC Sewer	-	2306+30	Aster Road	640	P, E	N/A	N/A	NO	9	-	N							NC			Pothole required to confirm (vert)	
U-18																										
331	18	N/A	Southwest Gas	Distribution Gas Line	-	815+30	Bellflower Street	500	P, E	N/A	N/A	NO	N/A	LOW	Y		X					RD				
332	18	N/A	SC Edison	Overhead Power Line	8	843+70	HWY 395	1300	P, E	N/A	N/A	YES	-	-	Y		X					RB				
333	18	N/A	SC Edison	Overhead Power Line	3	868+30	Adelanto Road	430	P, E	N/A	N/A	YES	-	-	Y		X					RB				
334	18	N/A	N/A (per City of Adelanto as-built)	2" Gas Line	-	868+40	Adelanto Road	430	P, E	N/A	N/A	NO	3'-1"	LOW	Y		X					RD				
335	18	N/A	Time Warner Telecom	Telecommunications Duct Bank	-	868+40	Adelanto Road	380	P	N/A	N/A	NO	N/A	LOW	Y		X					RD				
336	18	N/A	City of Adelanto	8" Water Line	-	868+40	Adelanto Road	410	P, E	N/A	N/A	NO	1'	-	Y		X					RD				
337	18	N/A	Level 3 Communications	Fiber Optic Cable Line	-	868+40	Adelanto Road	430	P, E	N/A	N/A	YES	-	-	Y		X					RB				
338	18	N/A	Kinder Morgan	14" High Pressure Petroleum Pipe	-	868+50	Adelanto Road	430	P, E	N/A	N/A	NO	5.3	HIGH	Y		X					RD				
339	18	N/A	Kinder Morgan	8" High Pressure Petroleum Pipe	-	868+60	Adelanto Road	430	P, E	N/A	N/A	NO	5.9	HIGH	Y		X					RD				
340	18	N/A	Southwest Gas	2" Distribution Gas Line	-	868+70	Adelanto Road	410	P, E	N/A	N/A	NO	3.0	LOW	Y		X					RD				
341	18	N/A	Southwest Gas	14" High Pressure Gas Line	-	868+80	Adelanto Road	410	P, E	N/A	N/A	NO	4.0	HIGH	Y		X					RD				
342	10	N/A	DWP	Overhead Power Line	1 Tower	2445+95	Between Adelanto Rd and Phantom West	820	E	N/A	N/A	YES	-	-	Y		X					RB			1 Tower located within RW	
343	18	N/A	DWP	Overhead Power Line	1 Tower	2450+30	Between Adelanto Rd and Phantom West	830	E	N/A	N/A	YES	-	-	Y		X					RB			1 Tower located within RW	
344	10	N/A	DWP	Overhead Power Line	1 Tower	2455+00	Between Adelanto Rd and Phantom West	820	E	N/A	N/A	YES	-	-	Y		X					RB			1 Tower located within RW	
345	18	N/A	Southern California Gas	30" Gas Line	-	2475+00	Between Adelanto Rd and Phantom West	1370	E	N/A	N/A	NO	N/A	HIGH	Y			X				P			Pothole required for vert. clearance	
346	18	N/A	Southern California Gas	Gas Line	-	2503+50	Phantom West	1280	E	N/A	N/A	NO	N/A	N/A	Y		X					RD				
347	18	N/A	N/A (per City of Adelanto as-built)	Overhead Telecommunications Line	-	928+00	Air Expressway	3250	P	N/A	N/A	YES	-	-	Y		X					RB				
348	18	N/A	Time Warner	4-1" Telecommunications Innerducts	-	928+10	Air Expressway	3240	P	N/A	N/A	NO	N/A	LOW	Y					X		PC			Pothole required for vert. clearance	
349	18	N/A	City of Adelanto	24" Water Line	-	928+20	Air Expressway	3230	P	N/A	N/A	NO	3.5' MIN	-	Y		X					RD				
350	18	N/A	Kinder Morgan	8-4" High Pressure Petroleum Pipe	-	928+80	Air Expressway	2800	P	N/A	N/A	NO	N/A	HIGH	Y		X					RD				

P - Proposed Alternative
A - Proposed Variation A
B - Proposed Variation B
D - Proposed Variation D
E - Proposed Variation E
Notes:
OH 66kv/4kv assigned to high risk
RD - UG Utilities
RB - OH Utilities

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Appendix J • Utility Conflict Matrix

Conflict #	Utility Sheet #	Pothole/Manhole No.	Owner	Utility Description	Number of Utility Poles	Conflict Station	Conflict Location	Length (ft)	Affected Alternative	Investigation			Depth to Top (ft)	Risk Level	Impact*	Action					Util. Reloc. A- Abandon RB-Reloc. Before RD-Reloc. During P-Protect NC-No Conflict PC Potential Conflict	Resp. Party B- Utility Co. C- Contractor	Required Completion Date	Comments			
										Pothole	Manhole	Overhead				Remove	Relocate	Protect in Place	Potential Conflict	Other							
459	24	N/A	SC Edison	Overhead Power Line	3	81+50	Joshua Rd	2700		N/A	N/A	YES	-	-	Y		X					RB					
460	24	N/A	SC Edison	Overhead Power Line	15	1662+50	Joshua Rd	980		N/A	N/A	YES	-	-	Y		X					RB					
462	24	N/A	SC Edison	Overhead Power Line	4	1604+00	Central Rd	850		N/A	N/A	YES	-	-	Y		X					RB					
U-25																											
471	25	N/A	SC Edison	Overhead Power Line	3	1698+50	Shirwaun Rd	880		N/A	N/A	YES	-	-	Y		X					RB					
472	25	N/A	SC Edison	Underground Power Line (12KV)	-	1702+80	Shirwaun Rd	140		N/A	N/A	NO	N/A	HIGH	N							NC			Within FWW; Outside of project limits		
473	25	N/A	SC Edison	Overhead Power Line	6	1730+50	Standing Rock Rd	2280		N/A	N/A	YES	-	-	Y		X					RB					
474	25	N/A	SC Edison	Overhead Power Line	1	1783+90	Between Standing Rock Ave and Yucca Loma Rd	300		N/A	N/A	YES	-	-	Y		X					RB					
475	25	N/A	SC Edison	Overhead Power Line	2	1809+30	Yucca Loma Rd	210		N/A	N/A	YES	-	-	Y		X					RB					
476	25	N/A	SC Edison	Overhead Power Line	1	1809+30	Yucca Loma Rd	190		N/A	N/A	YES	-	-	N							NC					
477	25	N/A	SC Edison	Overhead Power Line	18	1808+70	Yucca Loma Rd	2900		N/A	N/A	YES	-	-	Y		X					RB					
U-26																											
491	26	N/A	SC Edison	Overhead Power Line	1	1836+00	Ottawa Rd	310		N/A	N/A	YES	-	-	Y			X				P			Pothole required for vert. clearance		
492	26	N/A	SC Edison	Overhead Power Line	4	1851+50	Between Ottawa Rd and Nisqually Rd	1070		N/A	N/A	YES	-	-	Y		X					RB					
493	26	N/A	South West Gas	High Pressure Gas Pipe	-	1864+25	Nisqually Rd	980		N/A	N/A	NO	N/A	HIGH	N							NC					
494	26	N/A	SC Edison	Overhead Power Line	6	1898+00	Between Nisqually Rd and Bear Valley Rd	80		N/A	N/A	YES	-	-	Y		X					RB			Conflict along frontage road.		
495	26	N/A	SC Edison	Overhead Power Line	8	1936+30	Bear Valley Rd	1080		N/A	N/A	YES	-	-	Y		X					RB					

P - Proposed Alternative
A - Proposed Variation A
B - Proposed Variation B
D - Proposed Variation D
E - Proposed Variation E
Notes:
OH 66kv/4kv assigned to high risk
RD - UG Utilities
RB - OH Utilities

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Appendix J • Utility Conflict Matrix

High Desert Corridor - TO 4																									
Utility Conflict Matrix - Highway and Rail Option																									
Conflict #	Utility Sheet #	Pothole/Manhole No.	Owner	Utility Description	Number of Utility Poles	Conflict Station	Conflict Location	Length (ft) (within proposed right-of-way limits)	Affected Alternative	Investigation			Depth to Top	Risk Level	Impact?	Action					Util. Reloc. A-Abandon RB-Reloc. Before RD-Reloc. During P-Protect NC-No Conflict PC-Potential Conflict	Resp. Party U-Utility Co. C-Contractor	Required Completion Date	Comments	
										Pothole	Manhole	Overhead	(ft)	High Low	Y/N	Remove	Relocate	Protect in Place	Potential Conflict	Other					
U-1R																									
10	1R	N/A		Telephone Line (Abandoned)	-	3068+40	Avenue S	420	P	N/A	N/A	NO	3	LOW	Y							PC			
11	1R	N/A	AT&T	2 Telephone Lines	-	3068+90	Avenue S	970	P	N/A	N/A	NO	8	LOW	N							NC			
12	1R	N/A	SC Gas	2-30" HP Gas Line	-	3069+50	Avenue S	920	P	N/A	N/A	NO	N/A	HIGH	N							NC		Pothole required to confirm.	
13	1R	N/A	AT&T	Telephone Line	-	3120+50	Avenue R	320	P	N/A	N/A	NO	3	LOW	N							NC			
14	1R	N/A	AT&T	Telephone Line	-	3155+00	Palmdale Blvd	1500	P	N/A	N/A	NO	3.5	LOW	Y				X			P			
15	1R	N/A	AT&T	Telephone Line (Abandoned)	-	3155+00	Palmdale Blvd	955	P	N/A	N/A	NO	3	LOW	Y					X		A			
16	1R	N/A	Freedom Communications	Fiber Optic Line	-	3068+80	Avenue S	970	P	N/A	N/A	NO	N/A	LOW	Y				X			P			
17	1R	N/A	SC Edison	Overhead Power Line	3	3069+80	Avenue S	840	P	N/A	N/A	YES	N/A	-	Y				X			PC			
18	1R	N/A	Palmdale Water District	16" Water Line	-	3069+10	Avenue S	860	P	N/A	N/A	NO	5 ±	-	N							NC			
19	1R	N/A	Palmdale Water District	12" Water Line	-	3069+20	Avenue S	860	P	N/A	N/A	NO	N/A	-	N							NC			
20	1R	N/A	Palmdale Water District	12" Water Line	-	3119+90	Avenue R	340	P	N/A	N/A	NO	3.5 ±	-	N							NC			
21	1R	N/A	SC Edison	Underground Power Line	-	3069+65	Avenue S	385	P	N/A	N/A	NO	N/A	-	N							NC			
22	1R	N/A	SC Edison	66 kv and 4 kv Overhead Transmission Line On Same Pole	-	3095+75	Between Avenue S and Palmdale Blvd	230	P	N/A	N/A	YES	N/A	HIGH	Y				X			P		PP located outside of project limits.	
23	1R	N/A	SC Edison	Underground Power Line	-	3120+60	Avenue R	330	P	N/A	N/A	NO	N/A	-	N							NC			
24	1R	N/A	Palmdale Water District	8" Water Line w/ 24" Casing	-	3100+25	Between Avenue S and Avenue E	265	P	N/A	N/A	NO	20 ±	-	N							NC			
25	1R	N/A	AT&T	Telephone Line	-	3154+70	Palmdale Blvd	1500	P	N/A	N/A	NO	3	LOW	N							NC			
U-2R																									
31	2R	N/A	SC Gas	4" Gas Line	-	3239+00	Rancho Vista Blvd	1400	P	N/A	N/A	NO	N/A	LOW	N							NC			
32	2R	N/A	City of Palmdale	12" Sewer Line	-	3239+20	Rancho Vista Blvd	1400	P	N/A	N/A	NO	8 ±	-	N							NC			
33	2R	N/A	AT&T	Telephone Line	-	3239+70	Rancho Vista Blvd	1400	P	N/A	N/A	NO	N/A	LOW	N							NC			
34	2R	N/A	SC Gas	4" Gas Line	-	3255+80	10th and SR-14 (loop on ramp)	1020	P	N/A	N/A	NO	N/A	LOW	Y					X		PC			
35	2R	N/A	Time Warner Cable	Cable Line	-	3256+10	10th and SR-14 (loop on ramp)	710	P	N/A	N/A	NO	N/A	LOW	Y				X			RD			
36	2R	N/A	AT&T	Buried Telephone Line	-	3259+00	10th Street	1380	P	N/A	N/A	NO	4.5	LOW	Y						X	PC			
37	2R	N/A	SC Gas	6" HP Gas Line	-	3259+70	10th Street	1380	P	N/A	N/A	NO	N/A	HIGH	Y				X			P		Pothole required for vert. clearance Possible casing necessary	
38	2R	N/A	AT&T	Buried Telephone Line (Abandoned)	-	3260+10	10th Street	1400	P	N/A	N/A	NO	3	LOW	Y				X			A			
39	2R	N/A	SC Gas	8" HP Gas Line	-	3277+80	Avenue O-9	350	P	N/A	N/A	NO	N/A	HIGH	N							NC			
40	2R	N/A	AT&T	Buried Telephone Line	-	3292+00	Avenue O-4	280	P	N/A	N/A	NO	3	LOW	N							NC			
41	2R	N/A	AT&T	Telephone Line	-	3305+30	Avenue O	320	P	N/A	N/A	NO	3	LOW	N							NC			
42	2R	N/A	Level 3 Communications	6-2" HDPE Conduits	-	3305+30	Avenue O	280	P	N/A	N/A	NO	N/A	LOW	N							NC			
43	2R	N/A	AT&T	Telephone Line	-	3305+40	Avenue O	50	P	N/A	N/A	NO	3	LOW	N							NC			
44	2R	N/A	AT&T	Telephone Line	-	3318+80	Avenue N-12	280	P	N/A	N/A	NO	3	LOW	N							NC			
45	2R	N/A	AT&T	Telephone Line	-	3331+90	Avenue N-8	550	P	N/A	N/A	NO	3	LOW	N							NC			
46	2R	N/A	Time Warner Cable	Cable Line	-	3332+20	Avenue N-9	320	P	N/A	N/A	NO	N/A	LOW	N							NC			
47	2R	N/A	AT&T	Telephone Line	-	3358+30	Avenue N	190	P	N/A	N/A	NO	4	LOW	N							NC			
48	2R	N/A	Time Warner Cable	Cable Line	-	3358+90	Avenue N	190	P	N/A	N/A	NO	N/A	LOW	N							NC			
49	2R	N/A	West Side Park Mutual Water Company	8" Water Line	-	3305+50	Avenue O	280	P	N/A	N/A	NO	N/A	-	Y				X			P		Pothole required for vert. clearance Possible casing necessary	
50	2R	N/A	El Dorado Mutual Water Company	8" Water Line	-	3305+20	Avenue O	280	P	N/A	N/A	NO	N/A	-	Y				X			P		Pothole required for vert. clearance Possible casing necessary	
51	2R	N/A	El Dorado Mutual Water Company	6" Water Line	-	3355+80	Avenue N	190	P	N/A	N/A	NO	N/A	-	Y							PC		Pothole required to confirm (horiz).	
52	2R	N/A	Antelope Valley-East Kern Water Agency	30" Water Line	-	3355+80	Avenue N	190	P	N/A	N/A	NO	5 ±	-	Y					X		PC		Pothole required to confirm (horiz).	
53	2R	N/A	SC Edison	66 kv and 4 kv Overhead Transmission Line On Same Pole	7	3238+50	Rancho Vista Blvd	1095	P	N/A	N/A	YES	N/A	HIGH	Y					X		PC		Line running underneath SR-14	
54	2R	N/A	SC Edison	Underground Power Line	-	3235+85 to 3242+00	Along SR-14	615	P	N/A	N/A	NO	N/A	-	N							NC			
55	2R	N/A	SC Edison	Underground Power Line	-	3242+45	Rancho Vista Blvd	30	P	N/A	N/A	NO	N/A	-	Y				X			RD			
56	2R	N/A	SC Edison	Underground Power Line	-	79+00 to 83+00	10th Street	400	P	N/A	N/A	NO	N/A	-	Y					X		PC			
57	2R	N/A	SC Edison	Underground Power Line	-	3260+20	10th Street	1375	P	N/A	N/A	NO	N/A	-	Y				X			RD			
58	2R	N/A	SC Edison	66 kv and 4 kv Overhead Transmission Line On Same Pole	6	3260+00	10th Street	1375	P	N/A	N/A	YES	N/A	HIGH	Y				X			RB			
59	2R	N/A	SC Edison	Underground Power Line	-	3277+55	Avenue O-8	40	P	N/A	N/A	NO	N/A	-	N							NC			
60	2R	N/A	SC Edison	Overhead Power Line	0	3292+33	Avenue O-4	280	P	N/A	N/A	YES	N/A	-	Y						X	PC		PP located outside of RW	
61	2R	N/A	SC Edison	4 kv Overhead Power Line	6	3359+25	Avenue N	1175	P	N/A	N/A	YES	N/A	HIGH	Y				X			P			
62	2R	N/A	LA County Waterworks District	12" Water Line	-	3238+70	Rancho Vista Blvd	725	P	N/A	N/A	NO	N/A	-	N							NC		Pothole required to confirm (horiz).	

P - Proposed Alternative
A - Variation A
B - Variation B
D - Variation D
E - Variation E
R - High Speed Rail (HSR)
R1 - HSR Alt 1
R7 - HSR Alt 7
Notes:
OH 66kv/4kv assigned to high risk
RD - For UG Utilities
RB - For OH Utilities

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Appendix J • Utility Conflict Matrix

Conflict #	Utility Sheet #	Pothole/Manhole No.	Owner	Utility Description	Number of Utility Poles	Conflict Station	Conflict Location	Length (ft) (within proposed right-of-way limits)	Affected Alternative	Investigation			Depth to Top (ft)	Risk Level	Impact*	Action					Util. Reloc. A-Abandon RB-Reloc. Before RD-Reloc. During P-Protect NC-No Conflict PC-Potential Conflict	Resp. Party U-Utility Co. C-Contractor	Required Completion Date	Comments			
										Pothole	Manhole	Overhead				Remove	Relocate	Protect in Place	Potential Conflict	Other							
257	12R	N/A	SC Edison	Overhead Power Line	1	1440+90	230th Street	500	P, D, R	N/A	N/A	YES	N/A	-	Y		X					RB					
U-13R																											
261	13R	N/A	SC Edison	Overhead Power Line	17	1495+00	240th Street	1890	P, R	N/A	N/A	YES	N/A	-	Y		X					RB					
U-14R																											
511	14R	N/A	Verizon	Telecommunications Line	-	1761+50	Silver Lake Road	500	P, R	N/A	N/A	NO	N/A	-	Y					X		PC			Pothole required for vert. clearance		
U-15R																											
271	15R	N/A	SC GAS	30" HP Gas Line	-	1882+50	Rancho Rd	1430	B, R	N/A	N/A	NO	N/A	HIGH	Y					X		PC			Pothole required to confirm (vert)		
272	15R	N/A	SC GAS	3" Gas Line	-	1882+50	Sheep Creek Rd	1465	B, R	N/A	N/A	NO	N/A	LOW	Y					X		PC			Pothole required for vert. clearance		
512	15R	N/A	Verizon	Telecommunications Line	5	1868+40	Sheep Creek Rd	1490	B, R	N/A	N/A	YES	N/A	LOW	Y		X					RB					
U-17R																											
301	17R	N/A	Mojave Water Agency	48" Water Line	-	2192+30	Richardson Road	500	P, R	N/A	N/A	NO	3	-	Y					X		PC			Pothole required to confirm (vert)		
U-18R																											
311	18R	N/A	SC Gas	30" HP Gas Line	-	2245+00	Koala Road	630	P, R	N/A	N/A	NO	N/A	HIGH	Y		X					RD					
312	18R	N/A	City of Adelanto	8" PVC Water Line	-	2259+50	Muskirat Ave	215	P, R	N/A	N/A	NO	4	-	Y					X		PC			Pothole required to confirm (vert)		
313	18R	N/A	DWP	Overhead Power Line	1 Tower	2268+50	Between Muskrat and Raccoon Ave	1080	P, R	N/A	N/A	YES	N/A	HIGH	Y		X					RB			1 Tower located within project		
314	18R	N/A	City of Adelanto	18" Water Line	-	2289+50	Raccoon Ave	525	P, R	N/A	N/A	NO	4	-	Y					X		PC			Pothole required for vert. clearance		
315	18R	N/A	Southwest Gas	Distribution Gas Line	-	2289+80	Raccoon Ave	510	P, R	N/A	N/A	NO	N/A	LOW	Y					X		PC			Pothole required for vert. clearance		
316	18R	N/A	City of Adelanto	12" PVC Sewer	-	2289+70	Raccoon Ave	515	P, R	N/A	N/A	NO	10	-	N							NC			Pothole required to confirm (vert)		
317	18R	N/A	SC Edison	Overhead Power Line	2	2289+00	Raccoon Ave	400	P, R	N/A	N/A	YES	N/A	-	Y		X					RB					
318	18R	N/A	Continental Tele Co.	Telecommunications Line	-	2298+50	Aster Road	500	P, E, R	N/A	N/A	NO	N/A	LOW	N							NC			Pothole required to confirm (vert)		
319	18R	N/A	City of Adelanto	12" PVC Sewer	-	2299+00	Aster Road	500	P, E, R	N/A	N/A	NO	9	-	N							NC			Pothole required to confirm (vert)		
U-19R																											
331	19R	N/A	Southwest Gas	Distribution Gas Line	-	2350+20	Bollflower Street	500	P, E, R	N/A	N/A	NO	N/A	LOW	Y		X					RD					
332	19R	N/A	SC Edison	Overhead Power Line	8	2380+20	HWY 395	1370	P, E, R	N/A	N/A	YES	-	-	Y		X					RB					
333	19R	N/A	SC Edison	Overhead Power Line	3	2405+50	Adelanto Road	550	P, E, R	N/A	N/A	YES	-	-	Y		X					RB					
334	19R	N/A	N/A (per City of Adelanto as-built)	2" Gas Line	-	2405+50	Adelanto Road	550	P, E, R	N/A	N/A	NO	3'-1"	LOW	Y		X					RD					
335	19R	N/A	Time Warner Telecom	Telecommunications Duct Bank	-	2405+50	Adelanto Road	560	P, E, R	N/A	N/A	NO	N/A	LOW	Y		X					RD					
336	19R	N/A	City of Adelanto	8" Water Line	-	2405+50	Adelanto Road	560	P, E, R	N/A	N/A	NO	1'	-	Y		X					RD					
337	19R	N/A	Level 3 Communications	Fiber Optic Cable Line	-	2405+50	Adelanto Road	560	P, E, R	N/A	N/A	YES	-	-	Y		X					RB					
338	19R	N/A	Kinder Morgan	14" High Pressure Petroleum Pipe	-	2405+50	Adelanto Road	560	P, E, R	N/A	N/A	NO	5.3	HIGH	Y		X					RD					
339	19R	N/A	Kinder Morgan	8" High Pressure Petroleum Pipe	-	2405+50	Adelanto Road	560	P, E, R	N/A	N/A	NO	5.9	HIGH	Y		X					RD					
340	19R	N/A	Southwest Gas	2" Distribution Gas Line	-	2405+50	Adelanto Road	560	P, E, R	N/A	N/A	NO	3.0	LOW	Y		X					RD					
341	19R	N/A	Southwest Gas	14" High Pressure Gas Line	-	2405+50	Adelanto Road	560	P, E, R	N/A	N/A	NO	4.0	HIGH	Y		X					RD					
342	19R	N/A	DWP	Overhead Power Line	1 Tower	2442+50	Between Adelanto Rd and Phantom West	1370	E, R	N/A	N/A	YES	-	-	Y		X					RB			1 Tower located within R/W		
343	19R	N/A	DWP	Overhead Power Line	1 Tower	2446+00	Between Adelanto Rd and Phantom West	1370	E, R	N/A	N/A	YES	-	-	Y		X					RB			1 Tower located within R/W		
344	19R	N/A	DWP	Overhead Power Line	1 Tower	2451+50	Between Adelanto Rd and Phantom West	1390	E, R	N/A	N/A	YES	-	-	Y		X					RB			1 Tower located within R/W		
345	19R	N/A	Southern California Gas	30" Gas Line	-	2475+50	Between Adelanto Rd and Phantom West	4950	E, R	N/A	N/A	NO	N/A	HIGH	Y			X				P			Pothole required for vert. clearance		
346	19R	N/A	Southern California Gas	Gas Line	-	2499+00	Phantom West	1440	E, R	N/A	N/A	NO	N/A	N/A	Y				X			PC			Pothole required for vert. clearance		
347	19R	N/A	N/A (per City of Adelanto as-built)	Overhead Telecommunications Line	-	2463+50	Air Expressway	5000	P, R	N/A	N/A	YES	-	-	Y		X					RB					
348	19R	N/A	Time Warner	4-1" Telecommunications Innerducts	-	2465+50	Air Expressway	5000	P, R	N/A	N/A	NO	N/A	LOW	Y					X		PC			Pothole required for vert. clearance		
349	19R	N/A	City of Adelanto	24" Water Line	-	2465+75	Air Expressway	5000	P, R	N/A	N/A	NO	3.5 MIN	-	Y					X		PC			Pothole required for vert. clearance		
350	19R	N/A	Kinder Morgan	6-4" High Pressure Petroleum Pipe	-	2467+50	Air Expressway	4350	P, R	N/A	N/A	NO	N/A	HIGH	Y					X		PC			Pothole required for vert. clearance		
351	19R	N/A	City of Adelanto	12" Water Line	-	2477+30	Air Expressway	3620	P, R	N/A	N/A	NO	N/A	-	Y					X		PC			Pothole required for vert. clearance		
352	19R	N/A	Kinder Morgan	6" High Pressure Petroleum Pipe	-	2477+00	Air Expressway	2980	P, R	N/A	N/A	NO	N/A	HIGH	Y					X		PC			Pothole required for vert. clearance		
353	19R	N/A	N/A (per City of Adelanto as-built)	Telecommunications Duct Bank	-	2484+00	Air Expressway	3440	P, R	N/A	N/A	NO	N/A	LOW	Y		X					RD					
354	19R	N/A	City of Adelanto	18" Water Line	-	2478+00	Air Expressway	2710	P, R	N/A	N/A	NO	N/A	-	Y					X		PC			Pothole required for vert. clearance		
355	19R	N/A	N/A (per City of Adelanto as-built)	24" Gas Line	-	2478+80	Phantom West and Air Expressway	2025	P, R	N/A	N/A	NO	3	HIGH	Y					X		PC			Pothole required for vert. clearance		
356	19R	N/A	City of Adelanto	18" Water Line	-	2479+00	Phantom West and Air Expressway	2140	P, R	N/A	N/A	NO	N/A	-	Y					X		PC			Pothole required for vert. clearance		
357	19R	N/A	Calnev	6" Oil Line	-	2479+30	Phantom West	640	P, R	N/A	N/A	NO	4	HIGH	Y					X		PC			Pothole required for vert. clearance		
358	19R	N/A	Calnev	4" Oil Line	-	2479+80	Phantom West	650	P, R	N/A	N/A	NO	N/A	LOW	Y					X		PC			Pothole required for vert. clearance		

P - Proposed Alternative
A - Variation A
B - Variation B
D - Variation D
E - Variation E
R - High Speed Rail (HSR)
R1 - HSR Alt 1
R7 - HSR Alt 7
Notes:
OH 66kv/4kv assigned to high risk
RD - For UG Utilities
RB - For OH Utilities

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Appendix J • Utility Conflict Matrix

Conflict #	Utility Sheet #	Pothole/ Manhole No.	Owner	Utility Description	Number of Utility Poles	Conflict Station	Conflict Location	Length (ft) (within proposed right-of-way limits)	Affected Alternative	Investigation			Depth to Top (ft)	Risk Level	Impact*	Action					Util. Reloc. A-Abandon RB-Reloc. Before RD-Reloc. During P-Protect NC-No Conflict PC-Potential Conflict	Resp. Party U-Utility Co. C-Contractor	Required Completion Date	Comments						
										Pothole	Manhole	Overhead				Remove	Relocate	Protect in Place	Potential Conflict	Other										
U-27R																														
452	27R	N/A	SC Edison	Overhead Power Line	7	1544+25	Wauless Rd	960		N/A	N/A	YES	-	-	Y					X							PC		Pothole required to confirm (vert).	
453	27R	N/A	SouthWest Gas	High Pressure Gas Line	-	1546+10	Wauless Rd	1940		N/A	N/A	NO	N/A	HIGH	Y					X								PC		Pothole required to confirm (vert).
454	27R	N/A	SC Edison	Overhead Power Line	3	1570+25	Between Wauless Rd and Cahulla Rd	390		N/A	N/A	YES	-	-	Y					X								PC		Pothole required to confirm (vert).
455	27R	N/A	SouthWest Gas	High Pressure Gas Line	-	1603+25	Central Rd	2330		N/A	N/A	NO	N/A	HIGH	N													NC		Pothole required for vert. clearance
456	27R	N/A	Sunways	Fiber Optic Line (OH & UG)	-	1609+10	Cahulla Rd	1310		N/A	N/A	BOTH	2.5'	LOW	Y													RB		135' UG
457	27R	N/A	SC Edison	Overhead Power Line	5	1609+10	Cahulla Rd	1310		N/A	N/A	YES	-	-	Y													RB		
458	27R	N/A	SC Edison	Overhead Power Line	5	1666+60	Joshua Rd	1390		N/A	N/A	YES	-	-	Y													RB		
459	27R	N/A	SC Edison	Overhead Power Line	3	81+50	Joshua Rd	2700		N/A	N/A	YES	-	-	Y													RB		
460	27R	N/A	SC Edison	Overhead Power Line	15	1662+50	Joshua Rd	990		N/A	N/A	YES	-	-	Y													RB		
462	27R	N/A	SC Edison	Overhead Power Line	4	1604+00	Central Rd	850		N/A	N/A	YES	-	-	Y													RB		
U-28R																														
471	28R	N/A	SC Edison	Overhead Power Line	3	1698+50	Shirwaun Rd	890		N/A	N/A	YES	-	-	Y													RB		
472	28R	N/A	SC Edison	Underground Power Line (12KV)	-	1702+80	Shirwaun Rd	140		N/A	N/A	NO	N/A	HIGH	N													NC		Within RW; Outside of project limits
473	28R	N/A	SC Edison	Overhead Power Line	6	1730+50	Standing Rock Rd	2280		N/A	N/A	YES	-	-	Y													RB		
474	28R	N/A	SC Edison	Overhead Power Line	1	1783+90	Between Standing Rock Ave and Yuuca Loma Rd	300		N/A	N/A	YES	-	-	Y													RB		
475	28R	N/A	SC Edison	Overhead Power Line	2	1809+30	Yuuca Loma Rd	210		N/A	N/A	YES	-	-	Y													RB		
476	28R	N/A	SC Edison	Overhead Power Line	1	1809+30	Yuuca Loma Rd	190		N/A	N/A	YES	-	-	N													NC		
477	28R	N/A	SC Edison	Overhead Power Line	18	1809+70	Yuuca Loma Rd	2900		N/A	N/A	YES	-	-	Y													RB		
U-29R																														
491	29R	N/A	SC Edison	Overhead Power Line	1	1836+00	Ottawa Rd	310		N/A	N/A	YES	-	-	Y					X								P		Pothole required for vert. clearance
492	29R	N/A	SC Edison	Overhead Power Line	4	1851+50	Between Ottawa Rd and Nisqually Rd	1070		N/A	N/A	YES	-	-	Y													RB		
493	29R	N/A	South West Gas	High Pressure Gas Pipe	-	1864+25	Nisqually Rd	980		N/A	N/A	NO	N/A	HIGH	N													NC		
494	29R	N/A	SC Edison	Overhead Power Line	6	1898+00	Between Nisqually Rd and Bear Valley Rd	80		N/A	N/A	YES	-	-	Y													RB		Conflict along frontage road
495	29R	N/A	SC Edison	Overhead Power Line	8	1936+30	Bear Valley Rd	1090		N/A	N/A	YES	-	-	Y													RB		

P - Proposed Alternative
 A - Variation A
 B - Variation B
 D - Variation D
 E - Variation E

R - High Speed Rail (HSR)
 R1 - HSR Alt 1
 R7 - HSR Alt 7

Notes:
 OH 66kv/4kv assigned to high risk
 RD - For UG Utilities
 RB - For OH Utilities

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Appendix K Key Correspondence

**Correspondences Regarding Invitation to
Become Cooperating Agency and Participating
Agency for the High Desert Corridor EIR/EIS**

DEPARTMENT OF TRANSPORTATION

DISTRICT 7
100 SOUTH MAIN STREET, MAILSTOP 16A
LOS ANGELES, CA 90012-3606
PHONE (213) 897-1839
FAX (213) 897-9572
TTY 711



*Flex your power!
Be energy efficient!*

February 15, 2011

NAME TITLE
AGENCY
ADDRESS
CITY ZIP

Re: Invitation to become a Cooperating/Participating Agency and attend a coordination meeting for the High Desert Corridor/E-220 (New SR-138) project.

Effective July 1, 2007, the Federal Highway Administration (FHWA) assigned, and the California Department of Transportation (Caltrans) assumed, all the United States Department of Transportation (USDOT) Secretary's responsibilities under National Environmental Policy Act (NEPA) pursuant to Section 6005 of SAFETEA-LU codified at 23 U.S.C. 327(a)(2)(A).

Accordingly, Caltrans is initiating the preparation of an Environmental Impact Statement (EIS) for the proposed High Desert Corridor/E-220 (New SR-138) project in Los Angeles and San Bernardino Counties, California. In compliance with Section 6002 of SAFETEA-LU, Caltrans is requesting your agency to be a participating agency because we believe that your agency will have an interest in this transportation project. This designation does not imply that your agency supports the proposed project. In addition, Caltrans is inviting your agency to be a cooperating agency because we believe that it has jurisdiction by law or special expertise regarding the proposed project.

As a participating agency your role should encompass only those areas under your jurisdiction or expertise. We are inviting you as a participating agency to discuss and comment on the purpose and need statement, range of alternatives considered, proposed project schedule, anticipated impacts and mitigations and any issues regarding the project's environmental and socioeconomic impacts that could substantially delay or prevent the granting of a permit or other approval.

You have the right to expect that the EIS will enable you to discharge your jurisdictional responsibilities. Likewise, you have the obligation to tell us if, at any point in the process, your needs are not being met. We expect that at the end of the process the EIS will satisfy your NEPA requirements including those related to project alternatives, environmental consequences and mitigation. Further we intend to utilize the EIS and our subsequent record of decision as our decision-making documents and as the basis for the permit application. We anticipate that the permit application will proceed concurrently with the EIS approval process.

Under Section 6002 of SAFETEA-LU, federal agencies are automatically designated as participating agencies unless they decline the invitation in writing by stating:

- 1.) The agency has no jurisdiction or authority;

"Caltrans improves mobility across California"

Appendix K • Key Correspondence

- 2.) The agency has no expertise or information relevant to the project; and
- 3.) The agency does not intend to comment on the project.

If your agency intends to decline status as a participating agency, we request that you respond in writing to the address below by March 15, 2011.

If your agency accepts participating agency status, you are hereby invited to attend our first coordination meeting to discuss the range of alternatives and the purpose and need for the project. The meeting will be held from 10:00 A.M. to 12:00 P.M. on March 30, 2011 at the Caltrans District 7 Office building, located at the address shown below; the meeting will be held in room 13.013. A teleconference number will be available for those who cannot attend in person. If you plan on attending this meeting, we request that you notify Karl Price, Senior Environmental Planner, at 213-897-1839 or Karl.Price@dot.ca.gov no later than March 15, 2011. We also encourage you to review the SAFETEA-LU 6002 Coordination Plan and Draft Purpose and Need statement prior to the meeting. They will be available at <http://www.dot.ca.gov/dist07/travel/projects/138hdc/> by early March.

If you cannot attend the March 30, 2011 meeting, you may also submit any comments or concerns regarding the project to the following address by April 15, 2011 to:

Caltrans
Division of Environmental Planning
(HDC Project)
100 South Main Street, Mailstop 16A
Los Angeles, CA 90012

Sincerely,



RONALD KOSINSKI
Deputy District Director
Division of Environmental Planning
Caltrans, District 7

Enclosures: *Alternatives, Project Location Map.*

"Caltrans improves mobility across California"

DEPARTMENT OF TRANSPORTATION

DISTRICT 7
100 SOUTH MAIN STREET, MAILSTOP 16A
LOS ANGELES, CA 90012-3606
PHONE (213) 897-1839
FAX (213) 897-9572
TTY 711



*Flex your power!
Be energy efficient!*

February 15, 2011

NAME TITLE
AGENCY
ADDRESS
CITY ZIP

Re: Invitation to become a Participating Agency and attend a coordination meeting for the High Desert Corridor/E-220 (New SR-138) project.

Effective July 1, 2007, the Federal Highway Administration (FHWA) assigned, and the California Department of Transportation (Caltrans) assumed, all the United States Department of Transportation (USDOT) Secretary's responsibilities under National Environmental Policy Act (NEPA) pursuant to Section 6005 of SAFETEA-LU codified at 23 U.S.C. 327(a)(2)(A).

Accordingly, Caltrans is initiating the preparation of an Environmental Impact Statement (EIS) for the proposed High Desert Corridor/E-220 (New SR-138) project in Los Angeles and San Bernardino Counties, California. In compliance with Section 6002 of SAFETEA-LU, Caltrans is requesting your agency to be a participating agency because we believe that your agency will have an interest in this transportation project. This designation does not imply that your agency supports the proposed project.

As a participating agency your role should encompass only those areas under your jurisdiction or expertise. We are inviting you as a participating agency to discuss and comment on the purpose and need statement, range of alternatives considered, proposed project schedule, anticipated impacts and mitigations and any issues regarding the project's environmental and socioeconomic impacts that could substantially delay or prevent the granting of a permit or other approval.

You have the right to expect that the EIS will enable you to discharge your jurisdictional responsibilities. Likewise, you have the obligation to tell us if, at any point in the process, your needs are not being met. We expect that at the end of the process the EIS will satisfy your NEPA requirements including those related to project alternatives, environmental consequences and mitigation. Further we intend to utilize the EIS and our subsequent record of decision as our decision-making documents and as the basis for the permit application. We anticipate that the permit application will proceed concurrently with the EIS approval process.

Under Section 6002 of SAFETEA-LU, non-federal agencies must affirmatively accept in writing their status as a participating agency. Federal agencies are automatically designated as participating agencies unless they decline the invitation in writing by stating:

- 1.) The agency has no jurisdiction or authority;
- 2.) The agency has no expertise or information relevant to the project; and

"Caltrans improves mobility across California"

Appendix K • Key Correspondence

3.) The agency does not intend to comment on the project.

If your agency intends to decline (federal) or accept (non-federal) status as a participating agency, we request that you respond in writing to the address below by March 15, 2011.

If your agency accepts participating agency status, you are hereby invited to attend our first coordination meeting to discuss the range of alternatives and the purpose and need for the project. The meeting will be held from 10:00 A.M. to 12:00 P.M. on March 30, 2011 at the Caltrans District 7 Office building, located at the address shown below; the meeting will be held in room 13.013. A teleconference number will be available for those who cannot attend in person. If you plan on attending this meeting, we request that you notify Karl Price, Senior Environmental Planner, at 213-897-1839 or Karl.Price@dot.ca.gov no later than March 15, 2011. We also encourage you to review the SAFETEA-LU 6002 Coordination Plan and Draft Purpose and Need statement prior to the meeting. They will be available at <http://www.dot.ca.gov/dist07/travel/projects/138hdc/> by early March.

If you cannot attend the March 30, 2011 meeting, you may also submit any comments or concerns regarding the project to the following address by April 15, 2011 to:

Caltrans
Division of Environmental Planning
(HDC Project)
100 South Main Street, Mailstop 16A
Los Angeles, CA 90012

Sincerely,



RONALD KOSINSKI
Deputy District Director
Division of Environmental Planning
Caltrans, District 7

Enclosures: *Alternatives, Project Location Map,*

"Caltrans improves mobility across California"



Los Angeles, California
 90017-3435
 t (213) 236-1800
 f (213) 236-1825
 www.scag.ca.gov

Officers
 President
 Larry McCallon, Highland
 First Vice President
 Pam O'Connor, Santa Monica
 Second Vice President
 Glen Becerra, Simi Valley

**Executive/Administration
 Committee Chair**
 Larry McCallon, Highland

Policy Committee Chairs
 Community, Economic and
 Human Development
 Bill Jahn, Big Bear Lake
 Energy & Environment
 Margaret Clark, Rosemead
 Transportation
 Greg Pettis, Cathedral City

February 28, 2011

Ronald Kosinski
 Deputy District Director
 Division of Environmental Planning
 Department of Transportation
 District 7
 100 South Main Street, Mailstop 16A
 Los Angeles, CA 90012-3606

RE: Acceptance of invitation to become a Participating Agency and attend a coordination meeting for the High Desert Corridor/E-220 (New SR-138) project

Dear Mr. Kosinski,

Thank you for your letter dated February 15, 2011 inviting the Southern California Association of Governments (SCAG) to be a participating agency and attend a coordination meeting on March 30, 2011 for the High Desert Corridor/E-220 (New SR-138) project.

We would like to accept your invitation to be a participating agency and attend the coordination meeting.

Philip Law will serve as SCAG's representative in this effort, and Ryan Kuo as his alternate. Please direct future correspondences regarding this effort to them:

Philip Law
 Corridors Program Manager
 213-236-1841
 law@scag.ca.gov

Ryan Kuo
 Senior Regional Planner
 213-236-1813
 kuo@scag.ca.gov

We looking forward to working with you on this endeavor as it relates to our regional planning efforts, including the Regional Transportation Plan.

Sincerely,

Rich Macias,
 Director, Transportation Planning

The Regional Council is comprised of 84 elected officials representing 190 cities, six counties, six County Transportation Commissions and a Tribal Government representative within Southern California.



Town of Apple Valley

14955 Dale Evans Parkway, Apple Valley,
California 92307

March 1, 2011

Caltrans
Division of Environmental Planning
HDC Project
100 South Main Street, Mailstop 16A
Los Angeles, CA. 90012

Re: Invitation to become a Participating Agency

Please accept this letter as notification that the Town of Apple Valley accepts the status as a Participating Agency as it pertains to the High Desert Corridor/E-220 project, pursuant to Section 6002 of SAFETEA-LU and intends to attend meetings and offer discussion points and comments.

Sincerely,

A handwritten signature in cursive script that reads 'Lori Lamson'.

Lori Lamson
Assistant Director of Community Development



Facilities Department
39139 10th St. East
Palmdale, CA 93550
Phone: 661.266.7225
Fax: 661.272.0625

www.palmdalesd.org

March 1, 2011

Ronald Kosinski, Deputy District Director *RK*
Division of Environmental Planning
(HDC Project)
Caltrans, District 7
100 South Main Street, Mailstop 16A
Los Angeles, CA 90012

Re: Invitation to become a Participating Agency and
attend a coordination meeting for the High Desert
Corridor/E-220 (New SR-138) project

Dear Mr. Kosinski,

Pursuant to your letter of February 15, 2011, **the Palmdale School District accepts (non-federal) status as a participating agency for the above referenced project.**

Al Tsai, Maintenance and Operations Administrator will attend the March 30, 2011 meeting from 10:00 a.m. to 12:00 p.m. (Karl Price will be notified via e-mail of Mr. Tsai's attendance).

Please contact either Al Tsai or Felicia Sexton at the above referenced address and phone number if you have any questions.

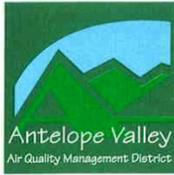
Sincerely,

Cathy A. Shepard
Chief Business Officer

CAS/fs

cc: Al Tsai, Maintenance and Operations Administrator

To provide each of our children with a rigorous academic education, a safe learning environment, and the knowledge, skills and attitudes necessary for success.



Antelope Valley Air Quality Management District
43301 Division St., Suite 206
Lancaster, CA 93535-4649

661.723.8070
Fax 661.723.3450

Eldon Heaston, Executive Director
In reply, please refer to AV0311/017

March 2, 2011

Caltrans ^{ve}
Division of Environmental Planning
(HDC Project)
100 South Main Street
Mailstop 16
Los Angeles, CA 90012

Subject: High Desert Corridor/E220 (New SR-138) Project

The Antelope Valley Air Quality Management District (AVAQMD) has received the invitation to become a participating agency for the High Desert Corridor/E220 (new SR-138) project.

The AVAQMD agrees to be a participating agency on this project.

Thank you for the opportunity to review the planning document. If you have any questions regarding this letter, please contact me at (661) 723-8070 extension 2 or Julie McKeehan extension 8.

Sincerely,

A handwritten signature in black ink, appearing to read "Bret S. Banks".

Bret S. Banks
Operations Manager

BSB/bsb

Printed on recycled paper



Appendix K • Key Correspondence



Karl
Price/D07/Caltrans/CAGov
03/02/2011 01:08 PM

To Robert Wang/D07/Caltrans/CAGov@DOT
cc
bcc
Subject Fw: High Desert Corridor/E-220 Project

Karl Price
Senior Environmental Planner
Division of Environmental Planning
Caltrans - District 7
213-897-1839

----- Forwarded by Karl Price/D07/Caltrans/CAGov on 03/02/2011 01:08 PM -----



Eric Phipps
<EPhipps@chp.ca.gov>
03/01/2011 12:22 PM

To <Karl.Price@dot.ca.gov>
cc Todd Sturges <TSturges@chp.ca.gov>
Subject High Desert Corridor/E-220 Project

Karl,
Thanks for returning my call yesterday. I am sending you this email, per our phone conversation, as a confirmation of the Victorville CHP's acceptance as a participating agency as we believe we will have an interest in this transportation project. Unfortunately, I will not be able to attend your first coordination meeting. Please send the conference call information to my attention, and I will participate via teleconference. If you need any further information, feel free to contact me at (760) 241-1186.
Thanks, Eric

~



Linda S. Adams
Secretary for
Environmental Protection

Air Resources Board

Mary D. Nichols, Chairman
1001 I Street • P.O. Box 2815
Sacramento, California 95812 • www.arb.ca.gov



Arnold Schwarzenegger
Governor

March 7, 2011

Mr. Ronald J. Kosinski *RJK*
Deputy District Director
Division of Environmental Planning
California Department of Transportation
District 7
100 South Main Street, Mailstop 16A
Los Angeles, California 90012-3606

Dear Mr. Kosinski:

I am responding to your letter of February 15, 2011 inviting the Air Resources Board to participate in the development of an environmental impact statement (EIS) for the proposed High Desert Corridor/E-220 Project in Los Angeles and San Bernardino Counties. Thank you for the invitation. We will not be serving as a participating agency.

Projects of this level are often of most interest to county and regional air quality management districts. For this reason, we suggest that you contact the Mojave Desert Air Quality Management District (MDAQMD), the local air district with jurisdiction in San Bernardino County, and the Antelope Valley Air Quality Management District (AVAQMD), the local air district with jurisdiction in northeastern Los Angeles County, concerning their interests in participating in the development of this EIS.

Mr. Alan De Salvio, Supervising Air Quality Engineer, coordinates National Environmental Policy Act activities for both the MDAQMD and the AVAQMD. Mr. De Salvio can be reached at (760) 245-1661.

If you have any questions about this response, please feel free to call me at, (916) 322-8279, or Ms. Monica Lewis of my staff at (916) 324-2716.

Sincerely,

Sylvia Oey
Sylvia Oey, Manager
Southern California SIP Section

The energy challenge facing California is real. Every Californian needs to take immediate action to reduce energy consumption. For a list of simple ways you can reduce demand and cut your energy costs, see our website: <http://www.arb.ca.gov>.

California Environmental Protection Agency

Printed on Recycled Paper

Mr. Ronald J. Kosinski, Deputy District Director
March 7, 2011
Page 2

cc: Mr. Alan De Salvio
Supervising Air Quality Engineer
Stationary Sources
Mojave Desert Air Quality Management District
14306 Park Avenue
Victorville, California 92392

Ms. Monica Lewis
Air Pollution Specialist
Air Quality and Transportation Planning Branch

Appendix K • Key Correspondence



Preserving America's Heritage

March 8, 2011

Mr. Ronald Kosinski *RK*
Deputy District Director
Caltrans
Division of Environmental Planning
100 South Main Street, Mailstop 16A
Los Angeles, CA 90012

Ref: *Invitation to become a Participating Agency for the High Desert Corridor/E-220 Project
Preparation of an Environmental Impact Statement
Los Angeles and San Bernardino Counties, California*

Dear Mr. Kosinski:

On February 23, 2011, the Advisory Council on Historic Preservation (ACHP) received your invitation to participate in the environmental review process for the referenced undertaking pursuant to Section 6002 of the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users* (SAFETEA-LU). The ACHP accepts your invitation to become a participating agency. We do not at this time anticipate attending meetings or providing formal comments at environmental review milestones. However, we would appreciate your keeping us informed of progress, and we may decide to become more actively involved in the future, as warranted. We are also happy to provide FHWA with technical assistance at any time on matters related to historic preservation and Section 106 of the National Historic Preservation Act.

In addition, the ACHP encourages your agency to coordinate the Section 106 process with National Environmental Policy Act (NEPA) compliance by notifying, at your earliest convenience, the appropriate State Historic Preservation Officer (SHPO) and/or Tribal Historic Preservation Officer (THPO), Indian tribes, and other consulting parties pursuant to our regulations, "Protection of Historic Properties" (36 CFR Part 800). Through early consultation, your agency will be able to determine the appropriate strategy to ensure Section 106 compliance is completed in a timely manner for this undertaking.

The agency should continue consultation with the appropriate SHPO/THPO, Indian tribes, and other consulting parties to identify and evaluate historic properties and to assess any potential adverse effects on those historic properties. If your agency determines through consultation with the consulting parties that the undertaking will adversely affect historic properties, or that the development of a programmatic agreement is necessary, the agency must notify the ACHP and provide the documentation detailed at 36 CFR §800.11(e).

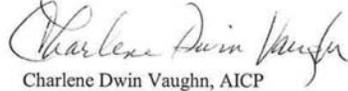
ADVISORY COUNCIL ON HISTORIC PRESERVATION

1100 Pennsylvania Avenue NW, Suite 803 • Washington, DC 20004
Phone: 202-606-8503 • Fax: 202-606-8647 • achp@achp.gov • www.achp.gov

-2-

Thank you for inviting our participation in the development of this project. Should you have any questions as to how your agency should comply with the requirements of Section 106, please contact Najah Duvall-Gabriel by telephone at (202) 606-8585 or by e-mail at ngabriel@achp.gov.

Sincerely,



Charlene Dwin Vaughn, AICP
Assistant Director
Office of Federal Agency Programs
Federal Permitting, Licensing, and Assistance Section



State of California – The Natural Resources Agency

Edmund G. Brown, Jr., Governor

DEPARTMENT OF FISH AND GAME
South Coast Region
4949 Viewridge Avenue
San Diego, CA 92123
(858) 467-4201
www.dfg.ca.gov

John McCamman, Director



March 9, 2011

California Department of Transportation
Division of Environmental Planning
HDC Project
ATTN: Mr. Karl Price
100 South Main Street
Los Angeles, California 90012

Subject: High Desert Corridor Request for Participating Agency Status

Dear Mr. Karl Price:

The Department of Fish and Game (Department) has determined that our agency will likely have jurisdictional authority relevant to streams (Fish and Game Code Section 1600 *et seq.*) and California Endangered Species Act (CESA-Fish and Game Code Section 2080 *et seq.*) for the High Desert Corridor (HDC) project. The HDC project likely will require a Lake or Streambed Alteration Agreement (Agreement) and/or take permit under CESA because it could substantially adversely affect an existing fish or wildlife resource.

The Department is looking forward to reviewing and commenting on the environmental document and is accepting your request to be considered a participating agency for purposes of evaluating the HDC project and any potential impacts to existing fish and wildlife resources as a result of implementation of the proposed project.

The Department has staff with the expertise to assist you in the environmental review and permitting process for the HDC project. Please contact us if you have any questions regarding this matter. For impacts associated with the HDC in Los Angeles County please contact Ms. Jamie Jackson at 626-513-6308 or jjackson@dfg.ca.gov; for impacts associated with the HDC in San Bernardino County please contact Mr. Eric Weiss at 909-980-8607 or eweiss@dfg.ca.gov.

Sincerely,

Edmund J. Pert
Regional Manager
South Coast Region (Region 5)

Kimberly Nicol
Regional Manager
Inland Deserts Region (Region 6)

Conserving California's Wildlife Since 1870

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



FEMA

March 11, 2011

Mr. Ronald Kosinski *RK*
Deputy District Director
Division of Environmental Planning
Caltrans, District 7
100 South Main Street, MS 16A
Los Angeles, CA 90012-3606

Re: Invitation to Participate in the Environmental Review Process
High Desert Corridor/E-220 (New SR-138) Project

Dear Mr. Kosinski:

This letter is in response to your letter dated February 15, 2011, addressed to Mr. Gregor Blackburn, CFM Branch Chief, Department of Homeland Security (DHS), Federal Emergency Management Agency (FEMA), requesting our agency become a participating agency per Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) in the environmental review process for the proposed High Desert Corridor/E-220 (New SR-138) project in Los Angeles and San Bernardino counties.

FEMA is declining your invitation to be a participating agency, as we do not have jurisdiction or authority with respect to the proposed improvements. The project, however, must undergo federal consultation with agencies responsible for implementation of federal environmental statutes and authorities, as it is considered equivalent to a federal action, being proposed by the Federal Highway Administration (FHWA) in cooperation with the California Department of Transportation (Caltrans).

The proposed improvements are located in Los Angeles and San Bernardino Counties and may involve local jurisdictions that participate in the National Flood Insurance Program (NFIP). Any development within the Counties must comply with any requirements of the County's Flood Damage Prevention Ordinance (Ordinance). To complete the Federal

www.fema.gov

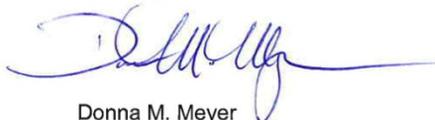
Appendix K • Key Correspondence

Mr. Ronald Kosinski
March 11, 2011
Page #2

environmental review process for the proposal, Caltrans is required to submit the draft of any environmental compliance documents to our agency for review and comment.

Should you have any questions or if I may be of further assistance, you may contact me at (510) 627-7728, or by email at fema-rix-ehp-documents@dhs.gov.

Sincerely,



Donna M. Meyer
Deputy Regional Environmental Officer



March 11, 2011

Mr. Ronald Kosinski *KK*
Deputy District Director
Division of Environmental Planning
Caltrans District 7
100 South Main Street; Mail Stop 16A
Los Angeles, CA 90012

LAX
LA/Ontario
Van Nuys
City of Los Angeles
Antonio R. Villanigosa
Mayor
Board of Airport
Commissioners
Michael A. Lavason
President
Valeria C. Velasco
Vice President
Joseph A. Avetisyan
Robert D. Beyer
Boyd Hight
Fernando M. Torres Gil
Walter Zifon
Gina Marie Lindsey
Executive Director

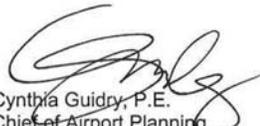
Re: Participating Agency Request for High Desert Corridor/E-220

Dear Mr. Kosinski:

This is in response to your letter of February 15, 2011 requesting that Los Angeles World Airports (LAWA) become a participating agency for Caltrans' High Desert Corridor/E-220 (New Sr-138) project.

LAWA agrees to be a participating agency on this project. We will have a representative attend the March 30, 2011 coordination meeting at your offices.

Sincerely,


Cynthia Guidry, P.E.
Chief of Airport Planning
Facilities Planning Division

CG:pt

cc: Pat Tomcheck



METROLINK.

Southern California Regional Rail Authority

March 14, 2011

Division of Environmental Planning
Caltrans HDC Project
100 South Main Street, Mailstop 16A
Los Angeles, CA 90012

RE: Invitation to become a Participating Agency and attend a coordination meeting for the High Desert Corridor/E-220 (New SR-138) Project

Dear Division of Environmental Planning,

The Southern California Regional Rail Authority (SCRRA) has received the Invitation to become a participating agency for the High Desert Corridor E-220. Thank you for the opportunity to comment on key issues relative to SCRRA and operations of the railroad adjacent to the project site. As background information, SCRRA is a five-county Joint Powers Authority (JPA) that operates the regional commuter rail system known as Metrolink. Additionally, SCRRA provides rail engineering, construction, operations and maintenance services to its five JPA member agencies. The JPA consists of the Los Angeles County Metropolitan Transportation Authority (METRO), San Bernardino Associated Governments (SANBAG), Orange County Transportation Authority (OCTA), Riverside County Transportation Commission (RCTC) and Ventura County Transportation Commission (VCTC).

SCRRA accepts the invitation to become a participating agency. Furthermore, Caltrans Division of Environmental Planning shall provide timely notice, in accordance with Public Resources Code Section 21092.5 and State CEQA Guideline Section 15088, of the written proposed responses to our comments on this environmental document and the time and place of any scheduled public meetings or public hearings by the agency decision makers at least 10 days prior to such a meeting.

700 S. Flower Street, Suite 2600 Los Angeles, CA 90017 T (213) 452.0200



metrolinktrains.com

METROLINK.



Southern California Regional Rail Authority

Thank you again for cooperating with SCRRA to help ensure the development of a successful project. If you have any questions please contact Patricia Watkins at 213 452-0415 or watkinsp@scrra.net.

Sincerely,

A handwritten signature in black ink, appearing to read 'Patricia Watkins', written in a cursive style.

Patricia Watkins
Assistant Director, Public Projects

Cc: Kim Chan

700 S. Flower Street, Suite 2600 Los Angeles, CA 90017 T (213) 452.0200



metrolinktrains.com



San Bernardino Associated Governments

1170 W. 3rd Street, 2nd Floor San Bernardino, CA 92410-1715
Phone: (909) 884-8276 Fax: (909) 885-4407 Web: www.sanbag.ca.gov



- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
- San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

March 15, 2011

Mr. Ronald Kosinski *RK*
Deputy District Director
Division of Environmental Planning
Caltrans, District 7
100 South Main Street, Mailstop 16A
Los Angeles, CA 90012-3606

Dear Mr. Kosinski:

This letter is to inform you that San Bernardino Associated Governments (SANBAG) accepts its status as a participating agency under Section 6002 of SAFETEA-LU in regards to the High Desert Corridor/E-220 project.

Please direct any future correspondence regarding this project to:

Duane Baker
Director of Management Services
San Bernardino Associated Governments
1170 W. Third Street, 2nd Floor
San Bernardino, CA 92410

If you have any questions, please feel free to contact me at (909) 884-8276 or at dbaker@sanbag.ca.gov.

Sincerely,

Duane A. Baker,
Director of Management Services

RK110315-DAB

Cities of: Adelanto, Barstow, Big Bear Lake, Chino, Chino Hills, Colton, Fontana, Grand Terrace, Hesperia, Highland, Loma Linda, Montclair, Needles, Ontario, Rancho Cucamonga, Redlands, Rialto, San Bernardino, Twentynine Palms, Upland, Victorville, Yucaipa
Towns of: Apple Valley, Yucca Valley County of San Bernardino



U.S. Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Region
Los Angeles Airports District Office

P.O. Box 92007
Los Angeles, CA 90009-2007

April 25, 2011

Mr. Ronald Kosinski
Deputy District Director
Caltrans

Division of Environmental Planning
(HDC Project)
100 South Main Street, Mailstop 16A
Los Angeles, CA 90012

Dear Mr. Kosinski:

This letter is in response to your letter dated March 22, 2011. You invited the Federal Aviation Administration (FAA) to be a Cooperating/Participating Agency in the preparation of an Environmental Impact Statement for the proposed High Desert Corridor/E-220 (New SR-138) project in the State of California. The FAA has determined to accept your invitation.

We note that the preliminary alternatives, and/or alignment options presented in the proposed project are planned to use property at LA/Palmdale Airport in Palmdale (PMD) or enter into the vicinity of Southern California Logistics Airport (VCV) in Victorville; and, Apple Valley Airport (APV) in Apple Valley.

- There are federal contractual obligations in place regarding use of airport land for non-aeronautical purposes. The release of land requires Fair Market Value compensation in exchange for the conveyance of airport land.
- There are also regulations governing the construction of objects, on or in the vicinity of airports that may affect navigable airspace. The consistency of the alternatives with these "land use policies and controls" should be analyzed and any conflicts addressed in the alternative analysis.
- There are FAA environmental requirements associated with land transfers/releases which require FAA approval.
- The identified Project Alternatives are projected to operate through PMD and just south of VCV and APV have the potential to interfere with future instrument approach navigational aids (NavAids). When installed an Instrument Landing System (ILS) provides pilots with electronic guidance for aircraft alignment, descent gradient, and position until visual contact confirms the runway alignment and location. The ILS uses a line-of-sight signal from the localizer antenna and marker beacons. ILS antenna systems are susceptible to signal interference

Appendix K • Key Correspondence

sources such as power lines, fences, metal buildings, etc. Since ILS uses the ground in front of the glide slope antenna to develop the signal, this area should be clear of any surface irregularities.

- The FAA will entertain initiating discussions with the airport sponsors to purchase avigation easements on surrounding property that may be impacted by the corridor in order to protect the aircraft approach paths.
- There is a potential for physical interference to radio and NavAid facilities located above grade and at grade. It is imperative that Caltrans coordinate its selected alternative with the FAA's Air Traffic Organization (ATO) prior to design implementation to determine potential impacts. Your ATO contact will be Jerry Simmer, at 425-203-4641 or e-mail jerry.simmer@faa.gov.
- It is necessary under Title 14, Code of Federal Regulations (CFR) Part 77 to notify the FAA of any proposal, which would exceed certain elevations with respect to the ground and neighboring airports. 14 CFR Part 77.13 states that any person/organization who intends to sponsor any of the following construction or alterations must notify the FAA Administrator. To fulfill this requirement, it will be necessary to complete the FAA Form 7460-1, *Notice of Proposed Construction or Alteration*. This form must be completed on the web at <https://oaaaa.faa.gov/oaaaa/external/portal.jsp>.
- Since the project is approximately 63-miles in length, California Department of Transportation (Caltrans) will need to file the FAA Form 7460-1 for multiple points throughout the project area. Karen McDonald, Specialist, with the FAA's Los Angeles Obstruction Evaluation Office can assist Metro in determining these points. Ms. McDonald may be contacted at 310-725-6557 or e-mail karen.mcdonald@faa.gov.

Please forward any future correspondence, questions, or information requests, to Mr. Victor Globa, Environmental Protection Specialist, Los Angeles Airports District Office, at (310) 725-3637.

Sincerely,



Debbie Roth
Manager, Los Angeles Airports District Office

CC: AWP-600

Appendix K • Key Correspondence

PROGRAM CHANGE REQUEST

PROJECT ID . 070000080.
 DISTRICT/EA 07/11672,26000 PPNO 0393F,3912 PGM Doc. STIP PGM Del FY Prior PROG CODE 20,XX,075,400/600,
20,30,010,810/680,

Cty - Rte - PM - Description
 PROJECT (SCOPE) DESCRIPTION: LA 138 43.4/48.7 In Palmdale, at Avenue P-8 from Route 14 to 50th Street.
 Construct freeway and conventional highway. (right of way only)

DOES THIS PROJECT INVOLVE PROPOSITION 1B FUND(S)? NO YES , TYPE(S) (CMIA, Route 99, STIP, SHOPP, Etc.) _____

SCOPE, COST & SCHEDULE CHANGES

TYPE OF REQUEST: PGM COST PGM YEAR SCOPE SPLIT / COMBINE OTHER: _____

COMPONENT	EXISTING (PROGRAMMED)		PROPOSED		CHANGE		
	Value	Fiscal Year	Value	Fiscal Year	Value	Value %	Yrs
Change (\$'s in 1,000's)							
PA&ED Support	\$ _____	_____	\$ _____	_____	\$ _____%		_____
PS&E Support	\$ _____	_____	\$ _____	_____	\$ _____%		_____
R/W Support	\$ _____	_____	\$ _____	_____	\$ _____%		_____
Con Support	\$ _____	_____	\$ _____	_____	\$ _____%		_____
R/W Capital	\$ _____	_____	\$0	_____	\$ _____%		_____
Con Capital	\$ _____	_____	\$ _____	_____	\$ _____%		_____
Total	\$ _____		\$ _____		\$ _____%		

Cty - Rte - PM - Description
 New Project Description: LA 138 42.4/74.9 In Los Angeles County from Rte 14/138 IC to end of county line and in SBD County from SBD county line to Rte 18 PM84.4 and Rte 15 PM43.0/49.0 IC. Construct freeway/expressway (High Desert Corridor).

(Only If Revised)

PAED 15 % Complete PS&E 0 % Complete "010" Safety Project ? Yes No

1.) WHAT IS THE PROPOSED CHANGE?

- A. To combine a STIP project EA 07-116720 with EA 07-26000 into EA 07-2600U.
- B. Update the project description to the Realignment of State Route 138 on new freeway alignment (High Desert Corridor) to the Los Angeles County Line and from the San Bernardino County Line to SR 18 PM 8.4 and Route 15 PM 43.0/49.0.
- C. Reconcile and close all Grandfathered RIP expenditures under 07-11672 and combine with the High Desert Corridor funded by Metropolitan Transportation Agency (\$30 million) and funding from City of Victorville (\$9.6 million) in San Bernardino County in District 8.

2. COMPLETE THE FOLLOWING REGARDING THE LATEST TWO COST ESTIMATES. (\$'s in 1,000's).

- a. ESTIMATE DATE: 01/11, Con Capital \$2.5 Billion, RW Capital \$ See Note Below*.
- b. ESTIMATE DATE: _____, Con Capital \$ _____, RW Capital \$ _____.

Appendix K • Key Correspondence

* R/W estimate will be finalized at the end of the PA/ED phase.

- 3.) **WHAT WAS THE REASON FOR THE CHANGE?** The County of San Bernardino, County of Los Angeles, and the Cities of Adelanto, Victorville, Apple Valley, Lancaster, and Palmdale have formed a Joint Power Authority (JPA) to develop a new freeway/expressway from SR-14 to I-15. The City of Victorville has received federal funds to develop a portion of this corridor from US-395 to I-15 and on through to SR-18 and preliminary engineering and environmental studies are underway. The City will transfer \$9.6 million in Federal Demo funds to Caltrans to complete the PA/ED phase. The JPA will combine the many separate efforts currently underway into one combined project. LA Metro is also providing \$30.0 million in Measure R funding to complete the PA/ED phase for this project. Since the original EA 07-116720 was funded with GF RIP, this funding will no longer be used to fund the expanded scope and funding will come from LA Metro Measure R and Federal Demo funds. EA 07-116720 project limits constitute 5 miles of the overall corridor project EA2600U0 and accordingly, the District requests that the 2 projects to be combined into one project.
- 4.) **WHEN WAS THE CHANGE DISCOVERED?** July 2009
- 5.) **WHAT HAS BEEN DONE TO MINIMIZE ANY CHANGE?** This change is actually a positive one that proposes to expand the project scope to create a more realistic project that will serve as a major East West corridor. It is also expected to consider innovative financing methods such the Public Private Partner (PPP).
- 6.) **WHAT CAN BE CONSTRUCTED FOR THE PROGRAMMED FUNDS?** Funding is only committed to complete PAED Phase.
- 7.) **IF THE SCOPE IS REDUCED OR SPLIT, WOULD THE REMOVED WORK NEED TO BE REPROGRAMMED OR ADDED TO ANOTHER PROJECT?** N/A
- 8.) **IS A SUPPLEMENTAL SCOPING DOCUMENT NEEDED? IF YES, STATUS?** Supplemental PSR/PDS was approved on 1/18/2011.
- 9.) **WAS A VALUE ANALYSIS STUDY CONDUCTED? EXPLAIN THE RESULTS OF THE STUDY OR WHY A STUDY WAS NOT CONDUCTED?** Value Analysis study was prepared for EA116720. A new study is being scheduled for the combined scope.
- 10.) **COST - WHERE WILL THE REQUIRED FUNDS COME FROM?** LACMTA will fund \$30 million from Measure R and City of Victorville will transfer \$9.6 million in Federal Demo to complete the Study.
- 11.) **PRIOR PCR'S - LIST OTHER PCR'S PREVIOUSLY APPROVED.** None.

PROJECT CONCURRENCE

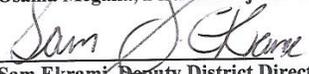
- 12.) (A) (STIP-RIP) **WHEN DID THE DISTRICT DISCUSS THIS WITH HEADQUARTERS STIP PROGRAM MANAGER AND THE RTPA OR COUNTY TRANSPORTATION COMMISSIONS STAFF? EXPLAIN THEIR REACTION.** March 2011. The D-7 PM discussed the project with the HQ STIP Program Manager Kurt Scherzinger. He indicated his agreement as long as the newly expanded scope is covered by other sources of funds.
- (B) (STIP-IIP) **WHEN DID THE DISTRICT DISCUSS THIS WITH HEADQUARTERS STIP PROGRAM MANAGER? EXPLAIN THEIR REACTION.** N/A
- (C) (SHOPP) **WHEN DID THE DISTRICT DISCUSS THIS WITH THE HEADQUARTERS PROGRAM MANAGER? EXPLAIN THEIR REACTION.** N/A

13.) **LESSONS LEARNED, NEW STRATEGIES** (What new information pertaining to this project could be beneficial to others?)

The District was able to secure new work that is funded by our partners and provide a valuable opportunity to implement innovative financing methods such the PPP that is being studied via separate Task order through Metro.

14.) **District Project Manager Signature**


 Osama Megaffa, District Project Manager 4/22/11 (213) 897- 0520
 Date Phone Number (Public)


 Sam Ekrami, Deputy District Director
 Program/Project Management 4/26/11
 Date

APPROVAL - COMMENTS - CONCERNS

- DPM Concurrence*
- DPM Objections (detail concerns):*

15.) **Comments - Concerns:**

Digitally signed by Paul Gennaro
 DN: CN = Paul Gennaro, C = US, OU = Project Management
 Date: 2011.04.22 11:13:17 -0700
Paul Gennaro _____ **Karl Dreher** _____
 Date Date
 HQs Project Management Coordinator HQs Design Coordinator

APPROVAL

		<u>Approve</u>	<u>Deny</u>	<u>No HQ Action</u>
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>


 _____ 4/26/11
 DISTRICT DIRECTOR Date

_____ _____ _____ _____
 HQs DIVISION CHIEF Date HQs DIVISION CHIEF Date
 PROJECT MANAGEMENT TRANSPORTATION PROGRAMMING

REQUIRED ATTACHMENTS

- (a) Attach 1 page copy (PMCS: PYRS screenprint) of project workplan/status schedule.
 - (b) Attach current CTIPS project information.
 - (c) PCR Data Worksheet for all splits & combines
- Note: Except for a summary cost estimate, if/when needed, DO NOT attach anything else. (No 6 page reports; amendments; etc.)

DISTRICT/EA 07/2600U

Appendix K • Key Correspondence

State Transportation Improvement Program
Los Angeles County
Document Year 2010, Version Number 7
PPNO: 0393F
(Dollars in Thousands)

DIST: PPNO: EA: CTIPS ID: TCRP No:	07 0393F 116720 109-0000-0357	TITLE (DESCRIPTION): Palmdale- Fwy&Conventional Hwy (RW only) (In Palmdale, at Avenue P-8 from Route 14 to 50th Street. Construct freeway and conventional highway. (right of way only))	ELEMENT: Capital Outlay MPO ID: 9
CT PROJECT ID:	07-0000-0080		SPONSOR: Caltrans
COUNTY: ROUTE: PM:	Los Angeles County 138 43.4 / 48.7		MPC: Southern California Association of Governments
			CORRIDOR:
			PRJ MGR: Osama Megalla
			PHONE: (213) 897-0520 LAW: 98
			EMAIL:

ASSEMBLY: 36	IMPLEMENTING	PAED Caltrans	RW Caltrans
SENATE: 17	AGENCIES:	PSE Caltrans	CON
CONGRESS: 25			

PROJECT VERSION HISTORY (Printed Version is Shaded) (Last 9 versions displayed)				Programmed Dollars in Thousands - Total For Project								
Version Status	Date	Updated By	Change Reason	Amend No.	Vote	Cum Award	Prog Con	Prog RW	PA & ED	PS & E	RW Sup	Con Sup
7 Official	05/20/10	LCAGLE	Adoption - Carry Over	G-10-13			900,000	28,330	71	1,745	4,763	
6 Official	05/29/08	LCAGLE	Adoption - Carry Over	G-08-08			900,000	28,330	71	1,745	4,763	
5 Official	04/27/06	RBAVIRIS	Adoption - Carry Over	G-06-03				28,330	71	1,745	4,763	
4 Official	08/05/04	RBAVIRIS	Adoption - Carry Over	G-04-07				28,330	71	1,745	4,763	
3 Official	04/04/02	KBALAJI	Adoption - Carry Over	G-02-04				28,330	71	1,745	4,763	
2 Official	12/06/00	KBALAJI	Adoption - Carry Over	G-00-32				28,330	71	1,745	4,763	
1 Official	06/02/98	PTHORPE	Adoption	G-98-08				28,330	71	1,745	4,763	

Fund Source 1 of 5 GF RIP				PRIOR	10/11	11/12	12/13	13/14	14/15	15/16	FUTURE	TOTAL
20.XX.075.400 - Grandfathered Regional Improvement Program				PA&ED	71							71
Fund Type:	Extension	VOTE DATE	AMOUNT	PS&E	1,745							1,745
State Cash				RW SUP	4,763							4,763
				CON SUP								
				RW								
				CON								
Funding Agency:				Total:	6,579							6,579
Los Angeles County Metropolitan Transportation Authority												

Fund Source 2 of 5 RIP				PRIOR	10/11	11/12	12/13	13/14	14/15	15/16	FUTURE	TOTAL
20.XX.075.600 - Regional Improvement Program				PA&ED								
Fund Type:	Extension	VOTE DATE	AMOUNT	PS&E								
State Cash				RW SUP								
				CON SUP								
				RW	13,935							13,935
				CON								
Funding Agency:				Total:	13,935							13,935
Los Angeles County Metropolitan Transportation Authority												

Fund Source 3 of 5 RSTP				PRIOR	10/11	11/12	12/13	13/14	14/15	15/16	FUTURE	TOTAL
20.30.010.810 - Surface Transportation Program (STP)				PA&ED								
Fund Type:				PS&E								
STP Local				RW SUP								
				CON SUP								
				RW	4,000							4,000
				CON								
Funding Agency:				Total:	4,000							4,000

Fund Source 4 of 5 Demo				PRIOR	10/11	11/12	12/13	13/14	14/15	15/16	FUTURE	TOTAL
20.30.010.680 - High Priority Project / Demonstration Projects				PA&ED								
Fund Type:				PS&E								
Demonstration - TEA21				RW SUP								
				CON SUP								
				RW	10,395							10,395
				CON								
Funding Agency:				Total:	10,395							10,395

Appendix K • Key Correspondence

State Transportation Improvement Program

Los Angeles County

Document Year 2010, Version Number 7

PPNO: 0393F

(Dollars in Thousands)

Fund Source 5 of 5 Future Need
FUTURE - Unfunded Need

Fund Type:
Future Funds

VOTE	DATE	AMOUNT

	PRIOR	10/11	11/12	12/13	13/14	14/15	15/16	FUTURE	TOTAL
PA&ED									
PS&E									
R/W SUP									
CON SUP									
R/W									
CON							900,000		900,000
Total:							900,000		900,000

Project Total:

VOTE	TOTAL AMOUNT
PA&ED	71
PAED	1,745
PSE	4,763
R/W	28,330
CON	900,000
Total:	934,909

	PRIOR	10/11	11/12	12/13	13/14	14/15	15/16	FUTURE	TOTAL
PA&ED	71								71
PS&E	1,745								1,745
R/W SUP	4,763								4,763
CON SUP									
R/W	28,330								28,330
CON							900,000		900,000
Total:	34,909						900,000		934,909

HO Comments:

***** Version 7 - 06/15/10 *****

Adoption carry over. No changes. -lh

***** Version 6 - 06/13/08 *****

08/31/09 Added future const need. -lc

06/13/08 Copied from 2006 STIP. Moved GF RIP capital to RIP - rw

***** Version 5 - 06/13/06 *****

5/15/06 Adoption carryover with no changes. -rb

***** Version 4 - 08/05/04 *****

07/29/04 Carryover Project. RW and Support only. -rb

***** Version 3 - 05/03/02 *****

05/03/02 Information per 2002 STIP adopted by the CTC under resolution G-02-04 dated April 04, 2002

***** Prior Versions *****

This project is for a 'future' freeway. At present, the work effort is for Right-of-Way acquisition/reservation for the SR14/Ave P-8 IC area and corridor from SR 14 to 50th St. PR/Des/Con are in the future.

NOTE:RSTP includes \$460 TSM match

Contributor 1 - RSTP

Other - special BEALE funds 7 ISTE A Demo funds

08/11/99 CTIPS found to match RF (made active to add proj title) - kmb

11/01/00 Added PM info -kmb

***** Legacy Analyst Comments Below *****

7/23/98 update info for 98 STIP

7/23/98 update info/PA-JMH

9/8/98 "right of way only" added to description and changed conyear to 2015-P

Appendix K • Key Correspondence

PYRS 07 116720 M LA 138 43.4 4 D P=F11 N=F12 * A C S P *
 S U P P O R T B Y F I S C A L Y E A R WINDOW YR LAST PYPSCAN 07/11/96 (X)
 MONTHS 10-11 11-12 12-13 13-14 14-15 15-16 16-17 17-18 18-19 AFTER
 PJD 58
 RWO
 STD 26
 STC 31
 CON 31

TOTAL
 M I L E S T O N E S (* COMPUTED BY PYPSCAN) REG RW LEAD 26 WDYS 450 FLAG S X
 ID NEED APPR PSR BEG ENVR BEG PR CIRC DPR CIRC ED HEARING PAR RPT
 03/16/96 08/01/00 03/28/03
 * 03/96 04/96 12/96 03/97 05/97 07/97 09/97
 PA&ED CL GEO BASE BR SITE BEG BR RW MAPS REG RW SKEL LAY ENV REVL
 01/ /11 NA/ / 09/30/03 10/10/05 NA/ /
 * 11/97 05/98 05/98 05/98 12/92 08/98 09/98 06/00
 BR PS&E DT PS&E RW CERT RDY LIST HQ ADV APR CNTR JOB COMP
 NA/ / 07/ /15 11/ /15 12/ /14 04/ /16 07/ /19
 * 07/00 08/00 10/00 11/00 01/01 06/01 06/03

FREEZE THAW
 FFF

PYPSCAN PROJECT COMPLETE

03/22/11 08:51:44

Appendix K • Key Correspondence

```

PYRS 07 260000          M LA 138 42.4          D   P=F11 N=F12 * A C S P *
S U P P O R T B Y F I S C A L Y E A R WINDOW YR  LAST PYPSCAN 03/16/10 (X)
  MONTHS 10-11 11-12 12-13 13-14 14-15 15-16 16-17 17-18 18-19 AFTER
PJD  128  22.98 22.98 10.82  4.74  8.77  1.87
RWO
STD   61   7.80 12.77 10.64  2.84
STC   54
CON   54
                                     9.10 24.56 24.56 24.56  8.20
                                     4.99 12.01 12.01 12.01  8.50

TOTAL      30.78 35.75 21.46  7.58  8.77 15.96 36.57 36.57 36.57 16.70
M I L E S T O N E S (* COMPUTED BY PYPSCAN) REG RW LEAD 00 WDYS 9360 FLAG S
  ID NEED APPR PSR BEG ENVR BEG PR  CIRC DPR CIRC ED HEARING PAR RPT
    03/11/10
    02/05 _ 03/05 _ 11/05 _ 02/06 _ 04/06 _ 10/06 _ 04/07 _
  PA&ED CL GEO BASE BR SITE BEG BR RW MAPS REG RW SKEL LAY ENV REVL
 12/ /12          11/ /15          08/ /14
* 09/07 _ 03/08 _ 04/08 _ 02/10 NA/ NA/ 07/08 _ 11/12 _
  BR PS&E DT PS&E RW CERT RDY LIST HQ ADV APR CNTR JOB COMP
    03/ /18 08/ /18 09/ /14          04/ /19 02/ /19
* 03/15 _ 05/15 _ 07/15 _ 08/15 _ 10/15 _ 03/16 _ 02/20 _

EXEC PYPSCAN _
                                     FREEZE THAW
                                     UUU
CONSIDER PYPSCAN CALCULATION
                                     03/22/11 08:49:57

```

ROUTE SLIP

07/2600U

<u> </u> PGM COST	<u> </u> SCOPE	<u> x </u> PGM YEAR
<u> </u> SPLIT	<u> x </u> COMBINE	<u> </u> OTHER
Into: <u> </u>	from: <u> 11672 </u>	
	<u> 26000 </u>	

Reason(s) for PCR

The County of San Bernardino, County of Los Angeles, and the Cities of Adelanto, Victorville, Apple Valley, Lancaster, and Palmdale have formed a Joint Power Authority (JPA) to develop a new freeway/expressway from SR-14 to I-15. The City of Victorville has received federal funds to develop a portion of this corridor from US-395 to I-15 and on through to SR-18 and preliminary engineering and environmental studies are underway. The City will transfer \$9.6 million in Federal Demo funds to Caltrans to complete the PA/ED phase. The JPA will combine the many separate efforts currently underway into one combined project. LA Metro is also providing \$30.0 million in Measure R funding to complete the PA/ED phase for this project. Since the original EA 07-116720 was funded with GF RIP, this funding will no longer be used to fund the expanded scope and funding will come from LA Metro Measure R and Federal Demo funds. EA 07-116720 project limits constitute 5 miles of the overall corridor project EA2600U0 and accordingly, the District requests that the 2 projects to be combined into one project.

	<u>ACTION REQUESTED</u>	<u>INITIALS</u>	<u>DATE</u>
*PRE-ROUTING			
a) COSDM Input Control Unit (<i>SM</i>)	<u>GABRIELA VENEGAS</u> PREVIEW/DISCUSS	<u>GV</u>	<u>4/21/11</u>
b) HQ PROJECT MGMT COORDINATOR	<u>PAUL GENNARO</u> REVIEW & CONCUR	<u> </u>	<u> </u>
c.) HQ PROJ DEVT COORDINATOR	<u>KARL DREHER</u> REVIEW & CONCUR (Scope Only)	<u> </u>	<u> </u>
c) AREA MANAGER	<u>STEVE NOVOTNY</u> PREVIEW/DISCUSS	<u>SN</u>	<u>4/25/11</u>
d) SFP	<u>SAM EKRAMI</u> PREVIEW/DISCUSS	<u>SE</u>	<u>4/26/11</u>

***ROUTING**

1. PROJECT MANAGER	<u>OSAMA MEGALLA</u> SIGNATURE	<u>OM</u>	<u>4/21/11</u>
2. DESIGN MANAGER	<u>CHUNG-FU LUAN</u> REVIEW & CONCUR	<u>N/A</u>	<u> </u>
3. PROJECT PROGRAM ADVISOR	<u> </u> REVIEW & CONCUR	<u> </u>	<u> </u>
5. PROGRAM MANAGER	<u>ALBERTO ANGELINI</u> REVIEW & CONCUR	<u>ST for PA</u>	<u> </u>
7. DIST RW MANAGER	<u>ANDREW NIERENBERG</u> REVIEW & CONCUR	<u> </u>	<u> </u>
8. DEPUTY DISTRICT DIRECTOR, CONSTRUCTION	<u>ROY FISHER</u> REVIEW & CONCUR	<u>N/A</u>	<u> </u>
9. DEPUTY DISTRICT DIRECTOR, DESIGN	<u>WILLIAM H REAGAN</u> REVIEW & CONCUR	<u>WR</u>	<u>4/26/11</u>
10. DEPUTY DISTRICT DIRECTOR, PPM	<u>SAM EKRAMI</u> SIGNATURE	<u>SE</u>	<u>4/26/11</u>
11. CHIEF DEPUTY DISTRICT DIRECTOR	<u>LINDY LEE-LOVELL</u> REVIEW & CONCUR	<u> </u>	<u> </u>
12. DISTRICT DIRECTOR	<u>MICHAEL MILES</u> SIGNATURE	<u>MM</u>	<u>4/26/11</u>

13. PLEASE CALL O. MEGALLA @ 7-0520 JL YU @ 7-4390 TO PICK-UP

CITY OF
VICTORVILLE



760-955-5000
FAX 760-245-7243
email: vville@ci.victorville.ca.us
14343 Civic Drive
P.O. Box 5001
Victorville, California 92393-5001

May 16, 2011

Mr. Ronald J. Kosinski, Deputy District Director *PK*
Division of Environmental Planning
Caltrans, District 7
100 South Main Street
Los Angeles, CA 90012

Reference: **High Desert Corridor – Invitation to become a Participating Agency**

Dear Mr. Kosinski:

This is a response to an invitation letter (dated March 21, 2011, attached) addressed to the Victorville Park and Facilities to become a Participating Agency in the preparation of an EIS for the High Desert Corridor Project. Victorville Parks and Facilities are owned by the City of Victorville and managed and operated by the City's Community Services Department; the Parks and Facilities are not a separate district or entity. That being the case, the City will continue to be a Participating Agency on this project and in that role will participate and comment regarding any issues regarding parks and City facilities.

Thank you for the opportunity to comment. I can be contacted at 760-955-5156 if you need to discuss anything or need more information.

Sincerely,

A handwritten signature in blue ink that reads "Brian Gengler".

Brian Gengler
Assistant City Engineer

BG:sg

cc: John A. McGlade, City Engineer
Jon Gargan, Community Services Director

DEPARTMENT OF TRANSPORTATION
DIVISION OF ENVIRONMENTAL PLANNING, MS 16A
100 S. MAIN STREET
LOS ANGELES, CA 90012
PHONE (213) 897-3656
FAX (213) 897-0685
TTY 711



*Flex your power!
Be energy efficient!*

February 13, 2013

David Valenstein
Department of Transportation
FRA-RPD-13
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Mr. Valenstein:

Re: Invitation to Become a Cooperating Agency on the High Desert Corridor Project

Caltrans, in cooperation with the Los Angeles County Metropolitan Transportation Authority (Metro), is preparing an Environmental Impact Statement for the proposed High Desert Corridor Project in Los Angeles and San Bernardino Counties, California. Caltrans is acting as the NEPA lead agency under its assumption of responsibility pursuant to 23 U.S.C. 327. The original Notice of Intent (NOI) was published on September 24, 2010 (Vol. 75, No. 185). A recent change in scope to include a high speed rail component in two of the project alternatives and the addition of FRA as a Cooperating Agency (if you accept this invitation) will result in a revised NOI being published in the near future.

The proposed project is a 63-mile-long east-west "strategic multi-purpose corridor" that would provide route continuity between State Route 14 (SR-14) in Los Angeles County and Interstate 15 (I-15) and SR-18 in San Bernardino County. There are six Build alternatives in addition to the No Build alternative being analyzed for this project. The six Build alternatives are:

- Transportation System/Demand Management (TSM/TDM) Alternative;
- Freeway/Expressway Alternative (Avenue P-8, I-15 and SR-18);
- Freeway/Tollway Alternative (Avenue P-8, I-15 and SR-18);
- Freeway/Expressway Alternative with High Speed Rail Feeder Service;
- Freeway/Tollway Alternative with High Speed Rail Feeder Service; and,
- Hybrid Corridor Alternative.

A statement of Purpose and Need and a description of the project alternatives are enclosed to provide additional information about the project. A project vicinity map and project location map are also enclosed.

In accordance with 40 CFR 1501.6 of the Council on Environmental Quality's (CEQ) Regulations for Implementing the Procedural Provision of the National Environmental Policy Act, we are requesting your agency to be a cooperating agency because it has jurisdiction by law or special expertise. Should you accept this request, it does not imply that your agency supports the proposed project.

"Caltrans improves mobility across California"

As a cooperating agency, you have the right to expect that the EIS will enable you to discharge your jurisdictional responsibilities. Likewise, you have the obligation to tell us if, at any point in the process, your needs are not being met. We expect that at the end of the process the EIS will satisfy your NEPA requirements including those related to project alternatives, analysis methodologies, environmental consequences and mitigation. Further we intend to utilize the EIS and our subsequent record of decision as our decision-making documents and as the basis for any permit application with your agency.

We look forward to your response to our request for your agency to be a cooperating agency and to working with you on this transportation project. The favor of a reply is requested by March 15, 2013. If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact Karl Price at 213-897-1839.

Sincerely,


RONALD KOSINSKI, Deputy District Director
Division of Environmental Planning
Caltrans, District 7

Enclosure

- Statement of Purpose and Need
- Project Alternatives
- Project vicinity map
- Project location map

cc:

- Karl Price, Caltrans District 7
- Osama Megalla, Caltrans District 7
- Robert Machuca, Metro

"Caltrans improves mobility across California"



High Desert Corridor

Statement of Purpose and Need

(February 2013)

Project Purpose:

The purpose of the proposed project is to improve east-west mobility within the High Desert region of Southern California by addressing present and future travel demand and mobility needs within the Antelope and Victor valleys. The proposed action is intended to achieve the following objectives:

- Increase capacity of east-west transportation facilities to accommodate existing and future transportation demand
- Improve travel safety and reliability within the High Desert region
- Improve the regional goods movement network
- Provide improved access and connectivity to regional transportation facilities, including airports and the California High Speed Rail, Metrolink and XpressWest rail systems
- Contribute to state greenhouse gas reduction goals through the use of green energy features

Project Need:

The specific needs to be addressed by the proposed action include:

- Recent and future population growth within the High Desert Region
- Limited and unreliable east-west connectivity within the High Desert Region
- Regional demands for goods movement to support the growth of the regional economy
- Future demands for the use of green energy, including sustainability and green energy provisions in state law and policy

February 2013



High Desert Corridor

Project Alternatives

(November 2012)

No-Build Alternative

The No-Build (No Action) Alternative consists of those transportation projects that are already planned and committed to be constructed by or before 2040. Consequently, the No-Build alternative represents future travel conditions in the HDC study area without the HDC project and is the baseline against which the other HDC alternatives will be assessed.

Transportation System/Demand Management (TSM/TDM) Alternative

The TSM/TDM alternative is a collection of lower cost roadway improvements through the project corridor that can be evaluated against the proposed project alternatives. The TSM/TDM alternative focuses on improvements that connect SR-14 with SR-138 and then extend east to connect with US-395, I-15 and SR-18. The key elements that are under consideration for this alternative include:

- An eight-lane grade-separated freeway from SR-14 to 30th Street East.
- A transition to a four-lane at-grade expressway from 30th Street East to Longview Road.
- A four-lane at-grade highway connecting to SR-138 and extending east to US-395 along SR-18.
- A six-lane arterial highway along SR-18 (Palmdale Road) from US-395 to I-15.
- Minor roadway and signal improvements along SR-18 from I-15 to Bear Valley Road.

Except for the freeway portion between SR-14 and 30th Street East, these TSM/TDM roadway improvements would maintain at-grade intersections with local roads and driveway access.

Freeway/Expressway Alternative (Avenue P-8, I-15 and SR-18)

This Alternative consists of a combination of a controlled-access freeway and an expressway. It generally follows Avenue P-8 in Los Angeles County and just south of El Mirage Road in San Bernardino County. This alternative then extends to Air Expressway Road near I-15 and curves south terminating at Bear Valley Road. The incorporation of green energy technologies and a bike path along the alternative will also be considered.

There are four physical alignment variations that are being considered:

- Variation A
 - Near the City of Palmdale, the freeway/expressway would dip slightly south of the main alignment, approximately between 15th St. East and Little Rock Wash.

- Variation B (south)
 - East of the county line, the freeway/expressway would flare out slightly south of the main alignment between Oasis Rd. and Coughlin Rd.
- Variation D
 - Near the community of Lake Los Angeles, the freeway/expressway would dip slightly south of the main alignment, just south of Avenue R approximately between 180th St. East and 230th St. East.
- Variation E
 - Near the cities of Adelanto and Victorville, the freeway/expressway would dip south of the federal prison.

Freeway/Tollway Alternative (Avenue P-8, I-15 and SR-18)

This Alternative follows the same physical alignment as the Freeway/Expressway Alternative (including Variations A, D, B and E) but would have sections operate as a tollway. Details of this operating feature are being evaluated as part of the ongoing Public Private Partnership analysis. The incorporation of green energy technologies and a bike path will also be considered.

Freeway/Expressway Alternative with High Speed Rail Feeder Service

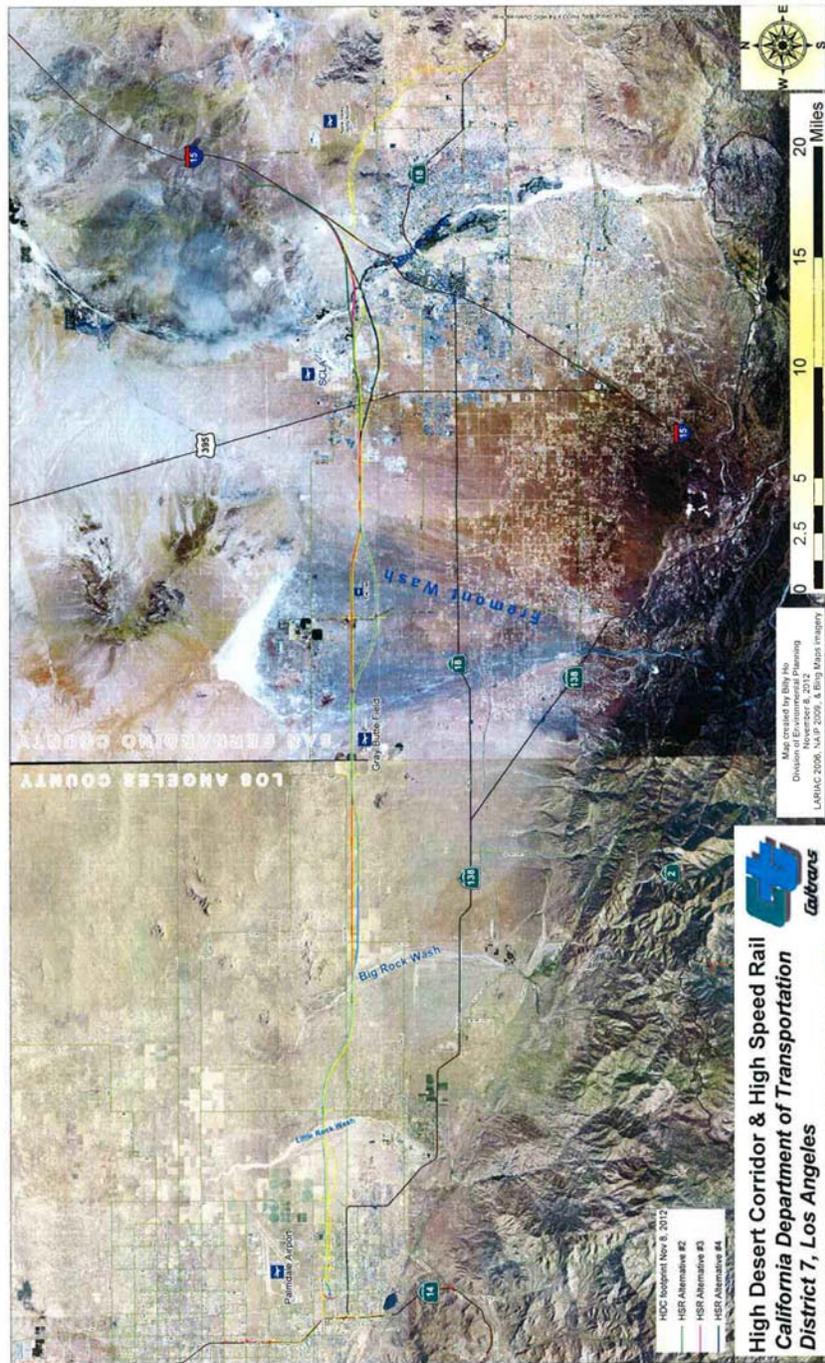
This Alternative is the same as the Freeway/Expressway Alternative (including Variations A, D, B and E) and includes a High Speed Rail (HSR) Feeder Service between Palmdale and Victorville. The HSR Feeder Service would utilize proven steel wheel on steel track technology and have a maximum operating speed of 150 miles per hour. Additional details of this operating feature, including the type of train technology (electric vs. diesel-electric), its location in relation to the HDC and its connections to existing and proposed rail stations are being evaluated as part of the ongoing Public-Private Partnership analysis and Alternatives Analysis. The incorporation of green energy technologies and a bike path will also be considered.

Freeway/Tollway Alternative with High Speed Rail Feeder Service

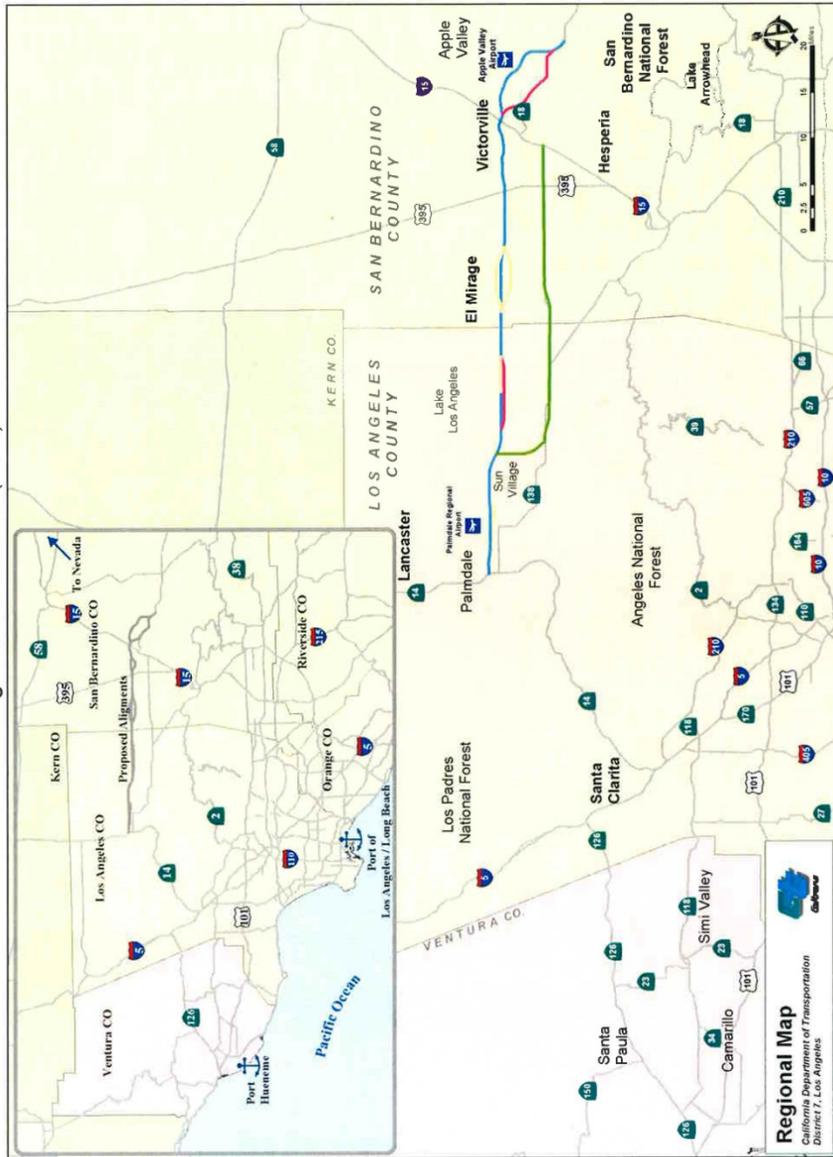
This Alternative is the same as the Freeway/Tollway Alternative (including Variations A, D, B and E) and includes a High Speed Rail (HSR) Feeder Service between Palmdale and Victorville. The HSR Feeder Service would utilize proven steel wheel on steel track technology and have a maximum operating speed of 150 miles per hour. Additional details of this operating feature, including the type of train technology (electric vs. diesel-electric), its location in relation to the HDC and its connections to existing and proposed rail stations are being evaluated as part of the ongoing Public-Private Partnership analysis and Alternatives Analysis. The incorporation of green energy technologies and a bike path will also be considered.

Hybrid Corridor Alternative

This Alternative would consist of a combination of the previously identified alternatives, whose elements (TSM/TDM, Freeway, Expressway, Tollway, HSR Feeder Service, Green Energy Technologies, bike path) would be pieced together to best fit the needs of each section of the corridor. The determination of which elements to use, and at which locations, would be based on the results of the traffic study, environmental studies and public input.



High Desert Corridor (HDC)





U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

MAR - 7 2013

Mr. Ronald Kosinski *RM*
Deputy District Director
Division of Environmental Planning
(HDC Project)
Caltrans, District 7
100 South Main Street, Mailstop 16A
Los Angeles, CA 90012

Re: Invitation to become a Cooperating Agency on the High Desert Corridor Project

Dear Mr. Kosinski:

This letter is a response to your request for the Federal Railroad Administration (FRA) to become a Cooperating Agency pursuant to the Council on Environmental Quality (CEQ) regulations 40 CFR Parts 1501.6 in the development of the Environmental Impact Statement (EIS) for the proposed High Desert Corridor project in Los Angeles and San Bernardino Counties, California.

FRA understands that the Federal Highway Administration (FHWA) assigned, and the California Department of Transportation (Caltrans) assumed, all the United States Department of Transportation (USDOT) Secretary's responsibilities under the National Environmental Policy Act (NEPA) pursuant to 23 U.S.C. 327.

FRA agrees to accept Caltrans' offer to serve as a Cooperating Agency for preparation of the EIS for this proposed project. We understand that Caltrans will seek FRA input in the development of the EIS related to those areas under our jurisdiction or expertise. For your reference, the following is a link to FRA's Procedures for Considering Environmental Impacts (64 FR 28545 [May 26, 1999]): <http://www.fra.dot.gov/eLib/details/L02561>.

Staff resource constraints will limit FRA participation in this project. When possible, FRA will participate in project coordination meetings primarily by teleconference, and when the meeting topic involves/requires FRA jurisdiction or expertise. We anticipate that we will be able to provide meaningful input on the development of alternatives and review of methodologies and pertinent sections of the draft environmental documents, as the currently identified range of alternatives considers a high-speed rail feeder facility. We will coordinate with Caltrans on technical studies required for the project that are specific to our area of expertise or jurisdiction.

We appreciate Caltrans' efforts as the lead agency for this project and we look forward to future coordination with your team. If you have questions about FRA's role in this process or require additional information, please feel free to contact Stephanie Perez of my staff at (202) 493-0388 (stephanic.perez@dot.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "David Valenstein". The signature is fluid and cursive, with a prominent initial "D".

David Valenstein
Chief, Environment & Systems Planning Division

Appendix K • Key Correspondence

State Transportation Improvement Program
Los Angeles County
 Document Year 2014, Version Number 10
 PPNO: 0393F
 (Dollars in Thousands)

DIST: PPNO: EA: CTIPS ID: TCRP No:	TITLE (DESCRIPTION):	ELEMENT: Capital Outlay	MPO ID: 9
07 0393F 116720 109-0000-0357	Palmdale-Fwy&Conventional Hwy (RW only) (in Palmdale, at Avenue P-8 from Route 14 to 50th Street. Construct freeway and conventional highway. (right of way only))	SPONSOR: Caltrans	
CT PROJECT ID: 07-0000-0080		MPO: Southern California Association of Governments	
COUNTY: ROUTE: PM:		CORRIDOR:	
Los Angeles County 138 43.4 / 48.7		PRJ MGR: Osama Megalla	
		PHONE: (213) 897-0520	LAW: 98
		EMAIL:	
ASSEMBLY: 36	IMPLEMENTING PAED Caltrans	RW Caltrans	
SENATE: 17	AGENCIES: PSE Caltrans	CON	
CONGRESS: 25			

PROJECT VERSION HISTORY (Printed Version is Shaded) (Last 9 versions displayed)												
Version	Status	Date	Updated By/Change Reason	Amend No.	Vote	Cum Award	Programmed Dollars in Thousands - Total For Project					
							Prog Con	Prog RW	PA & ED	PS & E	RW Sup	Con Sup
10	Official	03/20/14	LSHEPARD Adoption - Carry Over	G-14-06			900,000	28,330	15,500	507	1,000	
9	Official	03/29/12	LSHEPARD Adoption - Carry Over	G-12-05			900,000	28,330	15,500	507	1,000	
8	Official		LCAGLE Budget Update				900,000	28,330	15,500	507	1,000	
7	Official	05/20/10	LCAGLE Adoption - Carry Over	G-10-13			900,000	28,330	71	1,745	4,763	
6	Official	05/29/08	LCAGLE Adoption - Carry Over	G-08-08			900,000	28,330	71	1,745	4,763	
5	Official	04/27/06	RBAVIRIS Adoption - Carry Over	G-06-03				28,330	71	1,745	4,763	
4	Official	08/05/04	RBAVIRIS Adoption - Carry Over	G-04-07				28,330	71	1,745	4,763	
3	Official	04/04/02	KBALAJI Adoption - Carry Over	G-02-04				28,330	71	1,745	4,763	
2	Official	12/06/00	KBALAJI Adoption - Carry Over	G-00-32				28,330	71	1,745	4,763	

Fund Source 1 of 5	GF RIP	PRIOR	14/15	15/16	16/17	17/18	18/19	19/20	FUTURE	TOTAL
20.XX.075.400 - Grandfathered Regional Improvement Program		PA&ED	15,500							15,500
Fund Type:	Extension	PS&E	507							507
State Cash		RW SUP	1,000							1,000
		CON SUP								
		RW								
		CON								
Funding Agency:		Total:	17,007							17,007
Los Angeles County Metropolitan Transportation Authority										

Fund Source 2 of 5	RIP	PRIOR	14/15	15/16	16/17	17/18	18/19	19/20	FUTURE	TOTAL
20.XX.075.600 - Regional Improvement Program		PA&ED								
Fund Type:	Extension	PS&E								
State Cash		RW SUP								
		CON SUP								
		RW	13,935							13,935
Funding Agency:		CON								
Los Angeles County Metropolitan Transportation Authority		Total:	13,935							13,935

Fund Source 3 of 5	RSTP	PRIOR	14/15	15/16	16/17	17/18	18/19	19/20	FUTURE	TOTAL
20.30.010.810 - Surface Transportation Program (STP)		PA&ED								
Fund Type:		PS&E								
STP Local		RW SUP								
		CON SUP								
		RW	4,000							4,000
		CON								
		Total:	4,000							4,000

Fund Source 4 of 5	Demo	PRIOR	14/15	15/16	16/17	17/18	18/19	19/20	FUTURE	TOTAL
20.30.010.680 - High Priority Project / Demonstration Projects		PA&ED								
Fund Type:		PS&E								
Demonstration - TEA21		RW SUP								
		CON SUP								
		RW	10,395							10,395
		CON								
		Total:	10,395							10,395

Appendix K • Key Correspondence

State Transportation Improvement Program

Los Angeles County

Document Year 2014, Version Number 10

PPNO: 0393F

(Dollars in Thousands)

Fund Source 5 of 5	Future Need		PRIOR	14/15	15/16	16/17	17/18	18/19	19/20	FUTURE	TOTAL
FUTURE	- Unfunded Need										
Fund Type:	Future Funds	VOTE DATE	AMOUNT	PA&ED	PS&E	RW SUP	CON SUP	RW	CON		
									900,000		900,000
									900,000		900,000
Project Total:		VOTE	TOTAL AMOUNT	PA&ED	PS&E	RW SUP	CON SUP	RW	CON		
				15,500	507	1,000		28,330			15,500
											507
											1,000
											28,330
									900,000		900,000
									900,000		945,337

HQ Comments:

***** Version 10 - 03/24/14 *****
 Adoption, carry over. No STIP programming revisions. Moved future need \$'s to outer year. - ls
 ***** Version 9 - 04/12/12 *****
 ***** RTIP Version 1 - 04/05/2012 *****
 Moved future need \$'s to outer year. - ls
 ***** Version 8 - 06/27/2011 *****
 Adjusted GF RIP to be consistent with GF EAC programming directive dated 4/29/11, District PPR & HQ Financial report dated 6/2/11. -lc
 ***** Version 7 - 06/15/10 *****
 Adoption carry over. No changes.-lh
 ***** Version 6 - 06/13/08 *****
 08/31/09 Added future const need. -lc
 06/13/08 Copied from 2006 STIP. Moved GF RIP capital to RIP - rw
 ***** Version 5 - 06/13/06 *****
 5/15/06 Adoption carryover with no changes. -rb
 ***** Version 4 - 08/05/04 *****
 07/29/04 Carryover Project. RW and Support only.-rb
 ***** Version 3 - 05/03/02 *****
 05/03/02 Information per 2002 STIP adopted by the CTC under resolution G-02-04 dated April 04, 2002
 ***** Prior Versions *****
 This project is for a 'future' freeway. At present, the work effort is for Right-of-Way acquisition/reservation for the SR14/Ave P-8 IC area and corridor from SR 14 to 50th St. PR/Des/Con are in the future.
 NOTE:RSTP includes \$460 TSM match
 Contributor 1 - RSTP
 Other - special BEALE funds 7 ISTEADemo funds
 08/11/99 CTIPS found to match RF (made active to add proj title) - kmb
 11/01/00 Added PM info -kmb
 ***** Legacy Analyst Comments Below *****
 7/23/98 update info for 98 STIP
 7/29/98 update info/PA-JMH
 9/8/98 "right of way only" added to description and changed conyear to 2015-P

Copy of NRCS Form CPA-106 and Letter

United States Department of Agriculture



Natural Resources Conservation Service
44811 N Date Avenue Ste. G
Lancaster, CA 93534
(661) 945-2604 X 108
(661) 942-5503

May 7th, 2013

Mr. Samer Momani
Caltrans District 7 - Division of Environmental Planning
100 S. Main Street, #100, MS-16A
Los Angeles, CA 90012

Dear Mr. Momani:

Attached you will find the completed Form NRCS-CPA-106 (Farmland Conversion Impact Rating) for the project named "High Desert Corridor".

Thank you for your cooperation in protecting the farmland resources. If you have any questions, please contact me at (661) 945-2604 x 108.

Sincerely,

A handwritten signature in black ink that reads "Paul Nguyen" with a long horizontal flourish extending to the right.

Paul Nguyen
Soil Conservationist

Attach.

Helping People Help the Land
An Equal Opportunity Provider and Employer

Appendix K • Key Correspondence

U.S. DEPARTMENT OF AGRICULTURE
Natural Resources Conservation Service

NRCS-CPA-106
(Rev. 1-91)

**FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTS**

PART I (To be completed by Federal Agency)		3. Date of Land Evaluation Request 4/4/13	4. Sheet 1 of 1		
1. Name of Project High Desert Corridor Project		5. Federal Agency Involved Caltrans Acting for FHWA(23 USC 327)			
2. Type of Project Transportation: Freeway/Expressway/Rail		6. County and State Los Angeles and San Bernardino, CA			
PART II (To be completed by NRCS)		1. Date Request Received by NRCS 4/5/13	2. Person Completing Form Paul Nguyen		
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form).		YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		4. Acres Irrigated 29,710	Average Farm Size 63
5. Major Crop(s) Carrot, Onion, Alfalfa	6. Farmable Land In Government Jurisdiction Acres: 49,158 % 1.9		7. Amount of Farmland As Defined in FPPA Acres: 43,631 %		
8. Name Of Land Evaluation System Used CA Revised Storie Index	9. Name of Local Site Assessment System None		10. Date Land Evaluation Returned by NRCS 5/7/13		
PART III (To be completed by Federal Agency)		Alternative Corridor For Segment			
		Corridor A	Corridor B	Corridor C	Corridor D
A. Total Acres To Be Converted Directly		337	0	0	291
B. Total Acres To Be Converted Indirectly, Or To Receive Services		0	0	0	0
C. Total Acres In Corridor		337	0	0	291
PART IV (To be completed by NRCS) Land Evaluation Information					
A. Total Acres Prime And Unique Farmland		209.8			
B. Total Acres Statewide And Local Important Farmland		12			
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted		0.48			
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value		Data Not	Available		
PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)		83			
PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))		Maximum Points			
1. Area in Nonurban Use	15	14	N/A	N/A	14
2. Perimeter in Nonurban Use	10	9	N/A	N/A	9
3. Percent Of Corridor Being Farmed	20	18	N/A	N/A	18
4. Protection Provided By State And Local Government	20	0	N/A	N/A	0
5. Size of Present Farm Unit Compared To Average	10	8	N/A	N/A	8
6. Creation Of Nonfarmable Farmland	25	10			10
7. Availability Of Farm Support Services	5	5	N/A	N/A	5
8. On-Farm Investments	20	18	N/A	N/A	18
9. Effects Of Conversion On Farm Support Services	25	10	N/A	N/A	10
10. Compatibility With Existing Agricultural Use	10	5	N/A	N/A	5
TOTAL CORRIDOR ASSESSMENT POINTS	160	97	0	0	97
PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)		100	83	0	0
Total Corridor Assessment (From Part VI above or a local site assessment)		160	97	0	97
TOTAL POINTS (Total of above 2 lines)		260	180	0	97
1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection:	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		
5. Reason For Selection:					

Signature of Person Completing this Part:

DATE

NOTE: Complete a form for each segment with more than one Alternate Corridor

June 2014

TCWG Review of Quantitative Analyses

Quantitative PM Hot Spot Analysis Review

June, 2014	Determination
IC0404, LA962212, LA0G665, SB20061702 June 2014 Revised 6-14	It is deemed acceptable for NEPA circulation (TCWG concurrence via email before the meeting)
IC0404, LA962212, LA0G665, SB20061702 June 2014 EPA Comment and Caltrans District 7 Reponse	

DEPARTMENT OF TRANSPORTATION

DISTRICT 7,
100 SOUTH MAIN STREET, MAIL STOP 16A
LOS ANGELES, CA 90012-3606
PHONE (213) 897-0703
FAX (213) 897-0685
TTY 711



*Flex your power!
Be energy efficient!*

August 12, 2014

Mark Cohen
Los Angeles District, U.S. Army Corps of Engineers
Regulatory Division
915 Wilshire Blvd., Suite 930
Los Angeles, CA 90017

Dear Mr. Cohen:

Subject: Invitation to Become Cooperating Agency on the High Desert Corridor Project

Effective October 1, 2012, the Federal Highway Administration (FHWA) assigned, and the California Department of Transportation (Caltrans) assumed, all the United States Department of Transportation (USDOT) Secretary's responsibilities under the National Environmental Policy Act (NEPA) pursuant to 23 USC 327(a)(2)(A). Caltrans assumed all of FHWA's responsibilities under NEPA for projects on California's State Highway System (SHS) and for federal-aid local streets and roads projects under FHWA's Surface Transportation Project Delivery Program. Caltrans also assumed all of FHWA's responsibilities for environmental coordination and consultation under other federal environmental laws pertaining to the review or approval of projects under NEPA Assignment. For the purposes of carrying out the responsibilities assumed under NEPA Assignment, Caltrans is deemed to be acting as FHWA with respect to the environmental review, consultation, and other actions required under those responsibilities.

Caltrans is preparing an environmental impact statement (EIS) for proposed High Desert Corridor Project in the Los Angeles and San Bernardino counties, California. The project proposes to construct the High Desert Corridor (HDC) as a new transportation facility in the High Desert region of Los Angeles and San Bernardino counties, from State Route (SR) 14 in Los Angeles County to Interstate 15 (I-15) and SR 18 in San Bernardino County, a distance of approximately 63 miles.

The alternatives evaluated in the Draft Environmental Impact Statement are four build alternatives and a No Build Alternative as described below.

- The Freeway/Expressway Alternative with four physical variations would combine a controlled-access freeway and an expressway. The alignment will generally follow Avenue P-8 in Los Angeles County and just south of El Mirage Road in San Bernardino County, then extend east to Air Expressway Road, near I-15, and finally curve south, ending at Bear Valley Road. The variations to the general HDC alignment are proposed to minimize environmental impacts. Additional elements would include bikeways and green energy facilities.
- The Freeway/Tollway Alternative would follow the same alignment as the Freeway/Expressway Alternative, including variations, but the section between 100th Street East and US 395 would be operated as a tollway. The toll segment would likely be an all-Electronic Toll Collection (ETC) System. The operation would be completely electronic with no toll booths or traffic gates. Collection of tolls

Appendix K • Key Correspondence

would occur at the speed of flowing traffic, which means that motorists never have to slow down; therefore, the traffic would remain free flowing. Additional elements would include bikeways and green energy facilities, similar to under the Freeway/Expressway Alternative.

- The Freeway/Expressway Alternative with HSR Feeder/Connector Service would be the same as the Freeway/Expressway Alternative, but with an HSR Feeder/Connector Service between the cities of Palmdale and Victorville. The HSR Feeder/Connector Service would utilize proven steel wheel-on-steel track technology with design and operating speeds of 180 miles per hour (mph) and 160 mph, respectively. Additional elements would include bikeways and green energy facilities, similar to under the Freeway/Expressway Alternative.
- The Freeway/Tollway Alternative with HSR Feeder/Connector Service would be the same as the Freeway/Tollway Alternative, but it would include an HSR Feeder/Connector Service (as described above) between the cities of Palmdale and Victorville. Refer to the Freeway/Tollway Alternative for a description of tollway operation. Additional elements would include bikeways and green energy facilities as described under the Freeway/Expressway Alternative.
- The No Build Alternative would not provide new transportation infrastructure within the High Desert area to connect Los Angeles and San Bernardino counties.

Anticipated federal approvals include Clean Water Act Section 404 permit, Air Quality Conformity Determination, Section 7 Consultation for Threatened and Endangered Species (Biological Opinion), MOA under Section 106 of the National Historic Preservation Act, Paleontological Resource Use Permit (for use of resources on Bureau of Land Management during project construction), Conditional Letter on Map Revision and Letter of Map Revision in regards to Floodplain, and Section 4(f) *de minimis* Findings.

In accordance with 40 CFR 1501.6 of the Council on Environmental Quality's (CEQ) Regulations for Implementing the Procedural Provision of the National Environmental Policy Act, we are requesting your agency to be a cooperating agency because your agency has jurisdiction by law or special expertise.

You have the right to expect that the EIS will enable you to discharge your jurisdictional responsibilities. Likewise, you have the obligation to tell us if, at any point in the process, your needs are not being met. We expect that at the end of the process the EIS will satisfy your NEPA requirements including those related to project alternatives, environmental consequences, and mitigation. Further we intend to utilize the EIS and our subsequent record of decision as our decision-making documents and as the basis for the permit application. We expect the permit application to proceed concurrently with the EIS approval process.

We look forward to your response to our request and your role as a cooperating agency on this transportation project. This designation does not imply that your agency supports the proposed project. If you have any questions or would like to discuss in more detail the project or our agencies' respective role and responsibilities during the preparation of this EIS, please contact Karl Price, Senior Environmental Planner, at (213) 897-1839 or Karl.price@dot.ca.gov.

Sincerely,



RONALD KOSINSKI
Deputy District Director
Division of Environmental Planning
Caltrans, District 7



DEPARTMENT OF THE ARMY
LOS ANGELES DISTRICT, U.S. ARMY CORPS OF ENGINEERS
2151 ALESSANDRO DRIVE, SUITE 110
VENTURA, CALIFORNIA 93001

August 27, 2014

Ronald Kosinski
Deputy District Director, Environmental Planning
California Department of Transportation, District 7
100 South Main Street, Suite 100
Los Angeles, California 90012

Subject: Invitation to become a Cooperating and/or Participating Agency for the High Desert Corridor Project.

Dear Mr. Kosinski:

I am responding to the California Department of Transportation (Caltrans), District 7 August 12, 2014 written request for the U.S. Army Corps of Engineers ("Corps") to participate as a cooperating and/or participating agency in the High Desert Corridor Project in Los Angeles and San Bernardino counties, California.

The Corps understands that the Federal Highways Administration (FHWA) has delegated its responsibilities for environmental consultation and coordination under the National Environmental Policy Act (NEPA) and all or part of FHWA's responsibilities for environmental review, consultation, or other actions required under other Federal environmental laws to Caltrans for the proposed project pursuant to 23 U.S.C. 327, as amended by section 1313 of the Moving Ahead for Progress in the 21st Century Act (MAP-21). Accordingly, as the federal lead agency, Caltrans will prepare an Environmental Impact Statement (EIS) for the proposed project and alternatives, following the Council on Environmental Quality (CEQ) "Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act" of November 29, 1978. In addition, under your NEPA lead agency responsibilities, Caltrans requests that our agency be a cooperating agency and/or a participating agency, as defined in 23 U.S.C. 139, in the development of the EIS.

The Corps accepts Caltrans' offer to become a cooperating agency. The Corps also understands that our views, as well as those of other cooperating and/or participating agencies, are intended to preclude any subsequent and duplicative reviews by cooperating and/or participating agencies. This coordination is also designed to aid in identifying all reasonable project alternatives, environmental impacts, and measures to mitigate adverse impacts for the project. The Corps expects our participation will ensure the environmental review progresses in a mutually acceptable way to streamline the eventual application processes for required state and Federal permits. Further because of our section 404 of the Clean Water Act (CWA)

administrative responsibilities, we have a particular concern in seeing the project comply with the Section 404 (b)(1) Guidelines (40 CFR Part 230), which is fundamental to supporting our eventual determination of the least environmentally damaging practicable alternative (LEDPA).

The Corps has reviewed the FHWA “Guidance on Cooperating Agencies,” which outlines the responsibilities of the Federal lead agency and those of the cooperating agencies. However, staff resource constraints will limit Corps participation to the following:

- Assist in identifying interest groups.
- Attend coordination meetings and joint field reviews.
- Provide meaningful and early input on issues of concern.
- Review pre-draft and pre-final environmental documents.
- Provide input on the evaluation of practicable alternatives, which will ultimately support the Corps’ determination of the LEDPA.
- Assist the lead agency in determining appropriate and practicable mitigation, including “all practicable measures to minimize harm.” These measures should reflect avoidance, minimization, and compensation.
- Cooperate in the application of principles for integration of NEPA and the section 404 permits contained in Chapter 11 of Applying the Section 404 Permit Process to Federal Aid Highway Projects.
- Adopt the final environmental document, if after an independent review, the Corps concludes that the document satisfies NEPA and other requirements for our approval and for our permit decision regarding the proposed action.

The Corps looks forward to continued dialogue and coordination with Caltrans on this project. If you have any questions, please contact Crystal L.M. Huerta of my staff at 805-585-2143 or via e-mail at Crystal.Huerta@usace.army.mil. Please refer to this letter and Corps File Number SPL-2013-00847-CLH in your reply.

Sincerely,



Mark Cohen
Deputy Chief, Regulatory Division
Los Angeles District

Appendix K • Key Correspondence



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

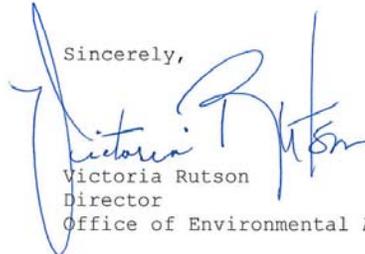
June 26, 2015

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

Dear Mr. Kosinski:

In response to your June 11, 2015 letter, the Surface Transportation Board will participate as a cooperating agency in the preparation of the Environmental Impact Statement for the High Desert Corridor Project. We have assigned a docket number for the Board's participation in this case, STB Docket No. 35941, High Desert Corridor-Los Angeles and San Bernardino Counties, California.

Our contact person will be Jeff Irwin, Environmental Protection Specialist in the Office of Environmental Analysis. He can be reached at 202-245-0299 or Jeffrey.irwin@stb.dot.gov.

Sincerely,

Victoria Rutson
Director
Office of Environmental Analysis

DEPARTMENT OF TRANSPORTATION

DISTRICT 7
100 MAIN STREET, SUITE 100
LOS ANGELES, CA 90012-3606
PHONE (213) 897-1839
FAX (213) 897-9572
TTY 711



*Flex your power!
Be energy efficient!*

June 11, 2015

Department of Air Force, Plant 42
2503 East Avenue P
Sustainability Office, 412 Test Wing
Palmdale CA 93550-2112

Re: Invitation to Become a Participating Agency and Cooperating Agency on the High Desert Corridor Project

Effective October 1, 2012, the Federal Highway Administration (FHWA) assigned, and Caltrans assumed, all the United States Department of Transportation (USDOT) Secretary's responsibilities under the National Environmental Policy Act (NEPA) pursuant to 23 USC 327(a)(2)(A). Caltrans assumed all of FHWA's responsibilities under NEPA for projects on California's State Highway System (SHS) and for federal-aid local streets and roads projects under FHWA's Surface Transportation Project Delivery Program. Caltrans also assumed all of FHWA's responsibilities for environmental coordination and consultation under other federal environmental laws pertaining to the review or approval of projects under NEPA Assignment. For the purposes of carrying out the responsibilities assumed under NEPA Assignment, Caltrans is deemed to be acting as FHWA with respect to the environmental review, consultation, and other actions required under those responsibilities.

The California Department of Transportation (Caltrans), in coordination with the Los Angeles County Metropolitan Transportation Authority (Metro), has prepared a draft Environmental Impact Statement (EIS) for the proposed High Desert Corridor Project. The project is proposed as a Strategic Multipurpose corridor extending approximately 63 miles between State Route 14 in Los Angeles County and State Route 18 in San Bernardino County, California. The five alternatives include:

- No Build
- Freeway/Expressway Alternative (Avenue P-8, I-15, and SR-18)
- Freeway/Tollway Alternative (Avenue P-8, I-15, and SR-18)
- Freeway Expressway Alternative with High Speed Rail Feeder/Connector Service
- Freeway/Tollway Alternative with High Speed Rail Feeder/Connector Service

Potential impacts associated with the four build alternatives include the following: Property acquisition, displacements, and relocations; farmland; Section 4(f) resources; visual resources; hydrology and floodplains; short-term/long-term water quality; short-term/long-term noise; short-term/long-term air quality; cultural resources; paleontological resources; hazardous materials; biological resources; and wetlands.

"Caltrans improves mobility across California"

Appendix K • Key Correspondence

In accordance with 40 CFR 1501.6 of the Council on Environmental Quality's (CEQ) Regulations for Implementing the Procedural Provision of the National Environmental Policy Act, we are requesting your agency to be a cooperating agency because your agency has jurisdiction by law or special expertise.

You have the right to expect that the EIS will enable you to discharge your jurisdictional responsibilities. Likewise, you have the obligation to tell us if, at any point in the process, your needs are not being met. We expect that at the end of the process the EIS will satisfy your NEPA requirements including those related to project alternatives, environmental consequences, and mitigation. Further we intend to utilize the EIS and our subsequent record of decision as our decision-making documents and as the basis for any permit application.

In accordance with the Efficient Environmental Review Process codified at 23 USC 139, we are requesting your agency to be a participating agency because we believe that your agency will have an interest in this transportation project. Participating agencies are responsible for identifying, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project.

Under the Efficient Environmental Review Process, if your agency is a federal agency and declines to be a participating agency, your agency must do so in writing by stating:

1. Your agency has no jurisdiction or authority;
2. Your agency has no expertise or information relevant to the project; and
3. Your agency does not intend to comment on the project.

We look forward to your response to our request for your agency to be a cooperating agency and a participating agency and to working with you on this transportation project. Neither of these designations implies that your agency supports the proposed project. The favor of a reply is requested by [July 9, 2015](#). If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact Karl Price at 213-897-1839 or by e-mail at Karl.Price@dot.ca.gov.

Sincerely,



RONALD KOSINSKI, Deputy District Director
Division of Environmental Planning
Caltrans, District

Enclosures: 1) Executive Summary

"Caltrans improves mobility across California"

**Cooperative Agreement
between
California Department of Transportation and
Los Angeles World Airports**

015613

07-LA-138, P.M. R43.4/R48.7
Avenue P-8 Freeway and Expressway
07247-11672
District Agreement No. 07-4542

COPY

COOPERATIVE AGREEMENT

THIS AGREEMENT, entered into this 13TH day of APRIL, 2003, is between the STATE OF CALIFORNIA, acting by and through its Department of Transportation, (hereinafter referred to as "STATE") and the CITY OF LOS ANGELES, a municipal corporation, acting by order and through its Department of Airports, also known as Los Angeles World Airports, or "LAWA" (hereinafter referred to as "CITY").

RECITALS

1. Whereas, CITY is the owner and operator of Palmdale Regional Airport, located in Los Angeles County; and
2. Whereas, STATE and CITY, pursuant to Streets and Highways Code Section 130, are authorized to enter into a Cooperative Agreement (hereinafter referred to as "Agreement") for improvements to state highways; and
3. Whereas, CITY was authorized by Congress to grant an easement to STATE pursuant to Section 731 of the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century [Public Law 106-181] to facilitate construction of the California State Route 138

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District Agreement No. 07-4542

"Bypass", provided there is documentation evidencing "that granting the easement will benefit the Department of Airports or local airport development to an extent equal to the value of the easement granted"; and

4. Whereas, STATE now desires to construct, operate, and maintain a future State highway to be designated as State Route 138, subject to the CITY granting an easement within the Palmdale Regional Airport to facilitate construction of said State Route 138; and
5. Whereas, having determined that the granting of the described easement would create the benefits required by Public Law 106-181, CITY desires to grant an easement, or easements as necessary, to STATE within CITY airport property and to provide the easement(s) by recording an Irrevocable Offer of Dedication in favor of STATE; and
6. Whereas, the parties hereto intend to define the terms and conditions under which said easement(s) will be transferred to STATE.

SECTION I

STATE AGREES:

1. STATE agrees to accept an easement or easements from CITY for a future State Highway 138 as substantially shown on Tentative Parcel Map No. 24419, dated June 16, 1998, which, by this reference, is made part of this Agreement. The proposed Palmdale Regional Airport State Route 138 Freeway is substantially aligned along the southerly boundary of Palmdale Regional Airport from 15th Street East to 100th Street East. The Avenue P-8 State Route 138 Expressway is shown along Avenue P-8 from 15th Street East to 50th Street East, and 50th Street East from Avenue P-8 to Avenue Q.

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Collectively, these easements are hereinafter referred to as the "Alignment". Although Tentative Parcel Map No. 24419 shows additional proposed right-of-way along 105th Street East between Avenue M-8 and Avenue P, that additional potential future roadway area is not included in the Alignment that is the subject of this Cooperation Agreement.

2. STATE agrees it will quitclaim to CITY all STATE's right, title and interest in any portion of the Alignment easement area subjected to said Irrevocable Offer of Dedication not needed in the event that the State Route 138 Freeway or State Route 138 Expressway is constructed elsewhere and not upon that airport Alignment using said easement(s) or is not constructed before June 30, 2026.
3. STATE agrees to accept the described alignment easement with only the presently existing encumbrances on the Alignment right-of-way.
4. STATE agrees that CITY, prior to the time when the easement properties will be required by the STATE for construction of the State Route 138 Freeway, will be allowed to lease the easement properties to a third party or parties. STATE agrees that the CITY is entitled to all income from such easement property leases and that STATE shall receive no rental compensation or other payments from CITY or any subtenant. It is mutually understood that these third-party leases, licenses or encumbrances, if any, will not permit the construction of permanent structures or other improvements on said easement properties unless the prior written consent of STATE is obtained. Should CITY allow third-party subleases upon the Alignment properties, when said property is needed by STATE, CITY shall be responsible for ensuring that those properties are vacated of all subtenants, all improvements added by CITY or by third parties are removed, and that all

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legally mandated relocation benefits, if any, are paid to said parties, all at no cost to STATE.

5. STATE agrees to install and maintain access fencing to limit access along the boundary of the easement and CITY property as part of the construction of the State Route 138 Freeway when requested by CITY if that fencing can be incorporated into the project during the early stage of construction. Otherwise, STATE agrees to install and maintain control access fencing along both sides of the State Route 138 Freeway only after construction of the freeway is nearing completion.
6. STATE shall not, in any manner, assign this Agreement, or any portion thereof or any interest therein, without the prior written consent of CITY. Consent to one assignment shall not be deemed to be a consent to any subsequent assignment.

SECTION II

CITY AGREES:

1. CITY agrees to provide and record the Irrevocable Offer of Dedication at no cost to STATE. CITY also agrees to perform the necessary actions to update Parcel Map 24419, dated June 16, 1998, or its successor to provide Irrevocable Offer of Dedication in the future.
2. City agrees to provide STATE with evidence of clear title of that portion of the easement under CITY's control covering the area "Offered" prior to recordation of said "Offer," subject to the encumbrances and other interests in the property stated in the title insurance

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District Agreement No. 07-4542

documents and identified by CITY in writing to STATE prior to execution of the Irrevocable Offer of Dedication of the Alignment.

3. CITY agrees, to the extent possible, to provide STATE with full disclosure as to the existing uses and encumbrances of the properties included in the Alignment easement(s).

SECTION III

IT IS MUTUALLY AGREED:

1. All obligations of STATE under the terms of this Agreement are subject to the appropriation of resources by the Legislature, the California Transportation Commission, and the State Department of Finance as appropriate. All obligations of CITY under the terms of this Agreement are subject to final approval of the Board of Airport Commissioners and the Los Angeles City Council, as specified in CITY's Charter.
2. Nothing in the provisions of this Agreement is intended to create duties or obligations to or rights in third parties not party to this Agreement or affect the legal liability of either party to the Agreement by imposing any standard of care with respect to the development, construction, operation, or maintenance of state highways or CITY's airport, different from the standard of care imposed by law.
3. Neither STATE nor any officer or employee thereof is responsible for any damage or liability occurring by reason of anything done or omitted to be done by CITY under or in connection with any work, authority or jurisdiction delegated to CITY under this Agreement. It is understood and agreed that, pursuant to Government Code Section 895.4, CITY shall fully defend, indemnify and save harmless STATE and all its officers

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District Agreement No. 07-4542

and employees from all claims, suits or action of every name, kind and description brought for or on account of injury (as defined in Government Code Section 810.8) occurring by reason of anything done or omitted to be done by CITY under or in connection with any work, authority or justification delegated to CITY under this Agreement.

4. Neither CITY nor any officer or employee thereof is responsible for any damage or liability occurring by reason of anything done or omitted to be done by STATE under or in connection with any work, authority or jurisdiction delegated to STATE under this Agreement. It is understood and agreed that, pursuant to Government Code Section 895.4, STATE shall fully defend, indemnify and save harmless CITY from all claims, suits or actions of every name, kind and description brought for or on account of injury (as defined in Government Code Section 810.8) occurring by reason of anything done or omitted to be done by STATE under or in connection with any work, authority or jurisdiction delegated to STATE under this Agreement.
5. No alteration or variation of the terms of this Agreement shall be valid unless made in writing and signed by the parties hereto and no oral understanding or agreement not incorporated herein shall be binding on any of the parties hereto.
6. The term of this Agreement shall be for a period of twenty-five (25) years commencing on the effective date specified on the first page of this Agreement, subject to one (1) additional period of a further twenty-five years if extended by the mutual consent of the parties. This Agreement shall be subject to earlier termination if STATE abandons its plans to construct the proposed improvements or the federal government or a court of

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District Agreement No. 07-4542

competent jurisdiction determines that the grant of the easement does not comply with the requirements of Section 731 of Public Law 106-181.

7. STATE and CITY reserve the right to reassess the proposed locations of the on-ramps and off-ramps to the State Route 138 Freeway which provide access to and from the CITY property and will cooperate in determining the most appropriate locations of these ramps toward the best interest of both parties.
8. The waiver by either party of any breach of any term, covenant, or condition herein contained shall not be deemed to be a waiver of any other term, covenant, or condition, or of any subsequent breach of the same term, covenant, or condition.
9. Interpretation.
 - (a) Fair Meaning. The language of this Agreement shall be construed according to its fair meaning, and not strictly for or against either CITY or STATE.
 - (b) Section Headings. The section headings appearing herein are for the convenience of CITY and STATE, and shall not be deemed to govern, limit, modify or in any manner affect the scope, meaning or intent of the provisions of this Agreement.
 - (c) Void Provisions. If any provision of this Agreement is determined to be void by any court of competent jurisdiction, then such determination shall not affect any other provision of this Agreement, and all such other provisions shall remain in full force and effect.
 - (d) Two Constructions. It is the intention of the parties hereto that if any provision of this Agreement is capable of two constructions, one of which would render the provision void and the other of which would render the provision valid, then the provision shall have the meaning which renders it valid.

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District Agreement No. 07-4542

- (e) Laws of California. This Agreement shall be construed and enforced in accordance with the laws of the State of California.
- (f) Gender. The use of any gender herein shall include all genders, and the use of any number shall be construed as the singular or the plural, all as the context may require.
- (g) Section 308 Exclusivity. It is understood and agreed that nothing herein contained shall be construed to grant or authorize the granting of an exclusive right within the meaning of Section 308 of the Federal Aviation Act [49 U.S.C. 40103 (Public Law 103-272; 108 STAT. 1102)].
- (h) Rights of United States Government. This Agreement shall be subordinate to the provisions and requirements of any existing or future agreement between CITY and the United States relative to the development, operation or maintenance of Airport, until such time as the Irrevocable Offer of Dedication has been legally recorded.
- (i) War or National Emergency. This Agreement and all the provisions hereof shall be subject to whatever right the United States Government now has or in the future may have or acquire affecting the control, operation, regulation and taking over of Airport or the exclusive or nonexclusive use of Airport by the United States during the time of war or national emergency.
- (j) Time. Time shall be of the essence in complying with the terms, conditions and provisions of this Agreement.
- (k) Other Agreements Not Affected. Except as specifically stated herein, this Agreement, and the terms, conditions, provisions, and covenants hereof, shall not in any way change, amend, modify, alter, enlarge, impair, or prejudice any of the rights,

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District Agreement No. 07-4542

privileges, duties, or obligations of either of the parties hereto, under, or by reason of, any other agreement between said parties.

10. Written notices to CITY hereunder shall be given by registered or certified mail, postage prepaid, and addressed to Executive Director, Department of Airports, 1 World Way, Post Office Box 92216, Los Angeles, CA 90009-2216, or to such other address as CITY may designate by written notice to STATE. Written notices to STATE hereunder shall be given by registered or certified mail, postage prepaid, and addressed to the State of California, Director of Transportation, Department of Transportation, 1120 N. Street, Sacramento, CA 95812, or to such other address as STATE may designate by written notice to CITY. All such notices, except as otherwise provided herein, may either be delivered personally or may be deposited in the United States mail, properly addressed as aforesaid with postage fully prepaid by certified or registered mail, return receipt requested, and shall be effective five (5) days after deposit in the mail.

015613

District Agreement No. 07-4542

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

CITY OF LOS ANGELES

Director of Transportation

By: [Signature]
District Director

By: [Signature]
Executive Director
Department of Airports

Approved as to Form and Procedure:

Approved as to legal Form:
Rockard Delgadillo
City Attorney

By: [Signature]
Attorney
Department of Transportation

By: [Signature]
Senior Counsel

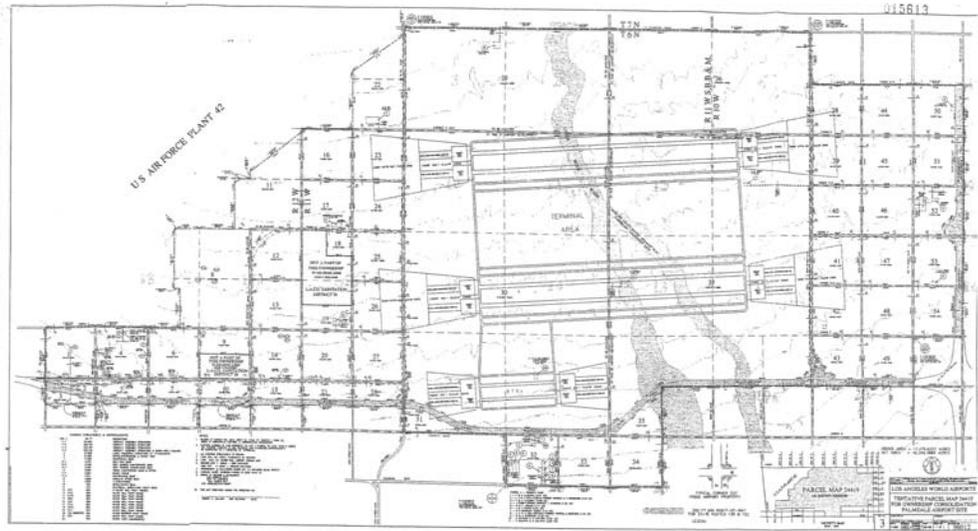
Certified as to Funds:

[Signature]
District Budget Manager

Certified as to Financial Terms and Conditions:

[Signature]
Accounting Administrator

Appendix K • Key Correspondence



015613

The within instrument approved by
the Council of the City of Los
Angeles of its meeting of

JUN 27 2003

By 
Deputy



CF 03-1124

Section 106 Related Correspondences

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

1725 23rd Street, Suite 100
SACRAMENTO, CA 95816-7100
(916) 445-7000 Fax: (916) 445-7053
calshpo@parks.ca.gov
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September 29, 2014

Reply in Reference To: FHWA_2014_0623_001

Kelly Ewing-Toledo, Heritage Resource Coordinator
Department of Transportation, Cultural Studies Office
District 7, Division of Environmental Planning
100 South Main Street, Suite 100
Los Angeles, CA 90012-3606

Re: Requesting Expedited Concurrence from the State Historic Preservation Officer (SHPO) on the Determinations of Eligibility for the High Desert Corridor Project, Los Angeles and San Bernardino Counties, California

Dear Ms. Ewing-Toledo:

Thank you for your September 26, 2014 letter in which the California Department of Transportation (Caltrans) is continuing consultation with our office regarding the High Desert Corridor federal undertaking. This consultation is in accordance with the January 2014 *first Amended Programmatic Agreement (PA) among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Office, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California*. Pursuant to Stipulation VIII.C.6 of the PA, Caltrans is requesting concurrence on the determination of eligibility of historic properties as a result of this undertaking.

The proposed High Desert Corridor Project is being undertaken by Los Angeles County Metropolitan Transportation Authority and Caltrans, District 7. The undertaking involves the construction of a new, approximately 63-mile long, east-west freeway/expressway, possible toll or rail facility, between State Route (SR) 14 in the City of Palmdale in the northeast Los Angeles County and SR 18 in western San Bernardino County, east of the City of Victorville. The proposed freeway would be two to three lanes in each direction, with right-of-way acquired to support an ultimate facility of four lanes in each direction. The proposed undertaking includes a High Speed Rail (HSR) Feeder Service to be included in the freeway/expressway median between SR 14 and Interstate 15 (I-15).

Supporting documentation (36 CFR §800.11(a)) submitted with your letter includes a Historic Property Survey Report (HPSR), a Historical Resources Evaluation Report (HRER), and an Archaeological Survey Report (ASR). These documents are intended to fulfill three actions as outlined in the PA; (1) determine the Area of Potential Effects (APE), (2) identify the potential historic properties located within the undertaking's APE, and (3) evaluate potential historic properties for National Register of Historic Places (NRHP) eligibility. Under the PA, Caltrans is responsible for ensuring the appropriateness of the APE (Stipulation VII.A) and the adequacy of historic property identification efforts (Stipulation VII.B). Currently, Caltrans is seeking SHPO

Appendix K • Key Correspondence

Ewing-Toledo
September 29, 2014

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concurrence on their determination of eligibility of historic properties under Stipulation VIII.C.6 of the PA.

Caltrans' identification efforts for this undertaking resulted in the identification of sixty resources within the APE that require evaluation of historic significance. Pages 8 to 9 of the HPSR provide a description of the identification efforts. In accordance with Stipulation VIII.C of the PA, forty of these resources were evaluated for National Register eligibility. The results of these evaluations are documented in Attachment D, E and F of the HPSR.

Caltrans evaluated and determined that 36 resources are not eligible for inclusion in the NRHP:

- 30 built environment resources
- 5 historic-era archaeological resources
- 1 multicomponent resource

Pursuant to Stipulation VIII.C.6 of the PA, Caltrans is requesting SHPO concurrence with these NRHP eligibility determinations. Based on my review of the documentation provided, I concur that the following listed resources are ineligible for listing on the NRHP:

Map #	Primary Number	APN	Address/Trinomial	Type	Description	Year	Status
133	P-19-004366		CA-LAN-4366/H	M	AP2. Lithic Scatter; AH4. Trash Scatter; tested		6Z
92	P-19-186613	3030-021-005	18742 E. Palmdale Blvd., Palmdale	B	HP02. Single Family Property	1957	6Z
93	P-19-186614	3030-021-006	18726 E. Palmdale Blvd., Palmdale	B	HP02. Single Family Property	1950	6Z
51	P-19-187071	3022-004-012	1161 E Ave. P8, Palmdale	B	HP02. Single Family Property	1941	6Z
84	P-19-190800	3022-004-025	39215 15 th St. E, Palmdale	B	HP08. Industrial Building	1966	6Z
85	P-19-190802	3022-004-911	39210 10 th St. E, Palmdale	B	HP06. 1-3 Story Commercial Building	1965/1970	6Z
86	P-19-190803	3022-012-270	2044 E Ave. P8, Palmdale	B	HP08. Industrial Building	1961/1963/1967	6Z
87	P-19-190804	3022-012-271	2104 E Ave. P8, Palmdale	B	HP06. 1-3 Story Commercial Building	1964	6Z
88	P-19-190805	3029-016-009	15366 E. Palmdale Blvd, Palmdale	B	HP02. Single Family Property	1951	6Z
89	P-19-190806	3029-016-025	15616 E. Palmdale Blvd, Palmdale	B	HP02. Single Family Property	1929	6Z

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September 29, 2014

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90	P-19-190807	3030-021-001	18846 E. Palmdale Blvd, Palmdale	B	HP06. 1-3 Story Commercial Building	1959	6Z
91	P-19-190808	3030-021-002	18842 E. Palmdale Blvd, Palmdale	B	HP02. Single Family Property	1957	6Z
94	P-19-190809	3030-021-035	18650 E. Palmdale Blvd, Palmdale	B	HP02. Single Family Property	1962	6Z
95	P-19-190810	3075-011-015	17500 E. Palmdale Blvd., Llano	B	HP02. Single Family Property	1952/1974	6Z
96	P-19-190811	3075-012-004	38220 170th St. E, Lancaster	B	HP02. Single Family Property	1958	6Z
97	P-19-190812	3075-012-007	38237 171st St. E, Lancaster	B	HP02. Single Family Property	1956	6Z
98	P-19-190813	3084-003-033	20340 E Ave. Q12, Palmdale	B	HP02. Single Family Property	1956/1960	6Z
100	P-19-190814	3084-004-009	20528 E Ave. Q12, Lancaster	B	HP02. Single Family Property	1958	6Z
101	P-19-190815	3084-004-016	20725 E Ave. R, Palmdale	B	HP02. Single Family Property	1956	6Z
104	P-19-190816	3084-017-024	21216 E Ave. R, Lancaster	B	HP02. Single Family Property	1953	6Z
29	P-19-190817	3022-002-011	39417-39421 10 St. E., Palmdale	B	HP03. Multiple Family Residence	1948	6Z
30	P-19-190818	3022-004-003	39534 10th St. E., Palmdale	B	HP02. Single Family Property	1941	6Z
32	P-19-190819	3022-003-001	39362 10th St. E, Palmdale	B	HP02. Single Family Property	1954	6Z
160	P-36-004272		CA-SBR-4272H	H	AP13. Old Spanish Trail and Salt Lake Santa Fe Trail		6Z
143	P-36-006303		CA-SBR-6303H	H	HP39: Domestic refuse deposit		6Z
158	P-36-006320		CA-SBR-6320H	H	HP09: Historic waste water treatment facility		6Z
148	P-36-023225		CA-SBR-14701H	H	HP39: domestic refuse deposit		6Z
105	P-36-027567	0439-081-24-0000	24077 Yucca Loma Rd, Apple Valley	B	HP02. Single Family Property	1950	6Z
106	P-36-027568	0437-352-02-0000	15761 Joshua Rd., Apple Valley	B	HP02. Single Family Property	1958	6Z

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107	P-36-027569	0459-352-07-0000	17640 Adelanto Rd., Adelanto	B	HP08. Industrial Building		6Z
108	P-36-027570	0472-101-23-0000	17614 Spencer Rd., Victorville	B	HP02. Single Family Property	1947	6Z
109	P-36-027571	0472-101-16-0000	17571 Spencer Rd., Victorville	B	HP02. Single Family Property	1936	6Z
110	P-36-027572	0472-101-37-0000	15425-15427 Turner Rd., Victorville	B	HP02. Single Family Property	1954	6Z
111	P-36-027573	0472-101-39-0000	15464 Turner Rd., Victorville	B	HP02. Single Family Property	1925	6Z
112	P-36-027574	0472-101-56-0000	15480 Seals Rd., Victorville	B	HP02. Single Family Property	1945	6Z
149	P-36-061257			H	HP39: domestic refuse deposit		6Z

Caltrans evaluated, or reevaluated, and determined that four resources within the APE are eligible for inclusion in the NRHP. Pursuant to Stipulation VIII.C.6 of the PA, Caltrans is requesting SHPO concurrence with these NRHP eligibility determinations. Based on my review of the documentation provided, I concur that the following listed resources are eligible for listing on the NRHP:

Map #	Primary Number	Trinomial	Type	Description
141	P-36-000066	CA-SBR-66	P	AP02. Lithic Scatter; tested.
142	P-36-000182	CA-SBR-182	P	AP15. Habitation Debris; tested.
146	P-36-012609	CA-SBR-12336	P	AP15. Habitation Debris; tested; see Attachment G, XPI Report; see Attachment H, DOE
155	P-36-003033	CA-SBR-3033/H	M	AP13. Trail; HP37. Highway/Trail; Mojave Trail, Old Government Road.

In accordance with Stipulation VIII.C.4 Caltrans is assuming NRHP eligibility for the purposes of the undertaking of twenty resources; two multicomponent, four prehistoric, and fourteen historic-era archaeological resources. In accordance with Stipulation XII.A, Caltrans District has sought and gained approval of DEA/CSA to phase the continued identification and evaluation of these resources as the multiple alternatives are refined:

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September 29, 2014

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Map #	Primary Number	Trinomial	Type	Description
68	P-19-004187	CA-LAN-4187H	H	AH02/AH04 Razed House with Debris
70	P-19-004189	CA-LAN-4189H	H	AH02/AH04. Razed House with Debris
127	P-19-004359	CA-LAN-4359	P	AP02. Lithic Scatter
129	P-19-004361	CA-LAN-4361H	H	AH02: mid 20th C. foundations and refuse
130	P-19-004362	CA-LAN-4362H	H	AH02/04. early 20th C. homestead remnants and refuse
131	P-19-004364	CA-LAN-4364H	H	AH02: mid 20th C. foundations and refuse
132	P-19-004365	CA-LAN-4365H	H	AH02: mid 20th C. foundations and refuse
134	P-19-004367	CA-LAN-4367H	H	AH02: mid 20th C. foundations and refuse
157	P-36-006312	CA-SBR-6312	P	AP02. Lithic Scatter. AP11. Hearths tested
144	P-36-006317	CA-SBR-6317H	H	AH16: Granite quarry
145	P-36-010392	CA-SBR-10392/H	M	AP02. Lithic Scatter
153	P-36-010960	CA-SBR-109601H	H	AH2: Foundation remnants and domestic refuse deposit
147	P-36-021470	CA-SBR-13782H	M	AP02. Lithic Scatter; AH4. Trash Scatter
135	P-36-026764	CA-SBR-16911	P	AP02. Lithic Scatter
159	P-36-026768	CA-SBR-16915H	H	AH02/04.Foundation remnant and assoc. refuse scatter
136	P-36-026769	CA-SBR-16916H	H	AH02. mid 20th C. foundations and refuse
138	P-36-026772	CA-SBR-16918H	H	AH06. water conveyance and storage remnants
139	P-36-026773		H	AH16: Quarry late 19th-early 20th c.
140	P-36-026832	CA-SBR-16915H	H	AH2: Foundation remnants and assoc. refuse scatter
156	P-36-000158	CA-SBR-158	P	AP05. Petroglyphs

Caltrans has also determined that a proposed National Register Archaeological District called Topipabit District is eligible for listing on the NRHP. The district would encompass three archaeological sites that are located within the APE and that may be associated with the ethnohistorically-attested Desert Serrano village of *Topipabit*. The three sites are P-36-000066 (CA-SBR-66), P-36-000182 (CA-SBR-182), and P-36-012609 (CA -SBR-12336), which are located west of the Mojave River near Ossam Wash and south of Turner Springs Road. The proposal for creation of the district is supported by preliminary ethnohistory research by David Earle (see ASR, Appendix C). The research indicates the district would be eligible for listing on

Ewing-Toledo
September 29, 2014

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the NRHP under Criterion D. Caltrans is assuming NRHP eligibility for the purposes of the undertaking and will phase the identification, evaluation and findings of effect for the proposed Archaeological District in accordance with Stipulations and XII.A.

All other resources identified within the APE (property types 1, 2, 3, 4, 6, 7) were exempted from formal evaluation pursuant to Stipulation VIII C. 1. and Attachment 4 of the PA.

Your letter states that in accordance with Stipulation XII.A., Caltrans will phase the identification and evaluation of twenty resources as the project alternatives are refined. Caltrans will prepare a Phase I and/or Phase II in support of the determination and will be preparing a Finding of Effect for the eligible properties found within the APE.

Thank you for seeking my comments and considering historic properties as part of your undertaking. I look forward to continuing consultation with Caltrans on future efforts to identify and evaluate the twenty additional resources within the APE and on the Finding of Effect for the eligible properties found within the APE. If you require further information, please contact Alicia Perez of my staff at 916-445-7020 or at Alicia.Perez@parks.ca.gov or Natalie Lindquist of my staff at 916-445-7014 or at Natalie.Lindquist@parks.ca.gov.

Sincerely,



Carol Roland-Nawi, Ph.D.
State Historic Preservation Officer

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

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calshpo@parks.ca.gov
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March 22, 2016

Reply in Reference To: FHWA_2014_0623_001

Kelly Hobbs, Chief
Department of Transportation
Section 106 Coordination Branch
Cultural Studies Office
Division of Environmental Analysis
1120 N Street
Sacramento, CA 94274-001

Re: Continuing Consultation on the Finding of Adverse Effect for the High Desert Corridor (HDC) Project SR-14 to SR-18, Los Angeles and San Bernardino Counties, California

Dear Mr. Hobbs,

The Office of Historic Preservation (OHP) received your letter on March 17, 2016 in which the California Department of Transportation (Caltrans) is continuing consultation with the State Historic Preservation Officer (SHPO) regarding the above referenced federal undertaking. This supplemental consultation is in accordance with the January, 2014 *first Amended Programmatic Agreement (PA) among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Office, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California.*

Caltrans is currently submitting a revised finding of effect (FOE) for this undertaking based on the results of additional consultation with OHP staff Natalie Lindquist and Alicia Perez regarding the effects of this undertaking. Caltrans has submitted the revised FOE as the NEPA lead agency under the provision of the *Memorandum of Understanding (MOU) between the Federal Highway Administration and the California Department of Transportation Concerning the State of California's Participation in the Surface Transportation Project Delivery 23 USC 327 NEPA Assignment*, which became effective on October 1, 2012.

In consultation with Natalie Lindquist, Caltrans has determined that the HDC Project would affect the Edison Company Boulder Dam-San Bernardino 115kV Transmission Lines/Towers (P-36-010315 [CA-SBR-10315H]), but that the effect would not be adverse. Caltrans is seeking SHPO concurrence with this determination pursuant to Stipulation X.C.1 of the Section 106 PA. While the towers will be moved, the movement will be within the current alignment of the towers and, therefore, I concur the effect will not be adverse.

Based on the results of already completed historical research, archaeological survey and testing, and consultation with Alicia Perez during a March 9, 2016 field review, Caltrans has determined that following nine archaeological sites are not eligible for listing in the National Register of Historic Places (NRHP):

- P-19-004189 (CA-LAN-4189H)

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Mr. Hobbs
March 22, 2016

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- P-19-004361 (CA-LAN-4361H)
- P-19-004364 (CA-LAN-4364H)
- P-19-004365 (CA-LAN-4365)
- P-36-006317 (CA-SBR-6317H)
- P-36-010392/H (CA-SBR-10392/H)
- P-36-021470 (CA-SBR-13782/H)
- P-36-026764 (CA-SBR-16911)
- P-36-026772 (CA-SBR-16918/H)

Caltrans requests SHPO concurrence with these determinations pursuant to Stipulation VII.C.6 of the Section 106 PA. I concur.

In accordance with Stipulation XII.A of the Section 106 PA, Caltrans has approval to conduct phased evaluation and analysis of effects of six resources and one district within the area of potential effects (APE)/area of direct impact (ADI) which have been assumed eligible for listing on the NRHP and are potential historic properties for the purposes of this undertaking. Based on the March 9, 2016 field review with Alicia Perez, Caltrans will continue phasing eligibility findings on the following four archaeological sites and the Topipabit Archaeological District:

- P-19-004362 (CA-LAN-4362H)
- P-36-000158 (CA-SBR-158)
- P-36-026769 (CA-SBR-16916/H)
- Topipabit Archaeological District (primary number pending), which is comprised of three previously determined eligible prehistoric archaeological sites (P-36-000066 [CA-SBR-66], P-36-000182 [CA-SBR-182], and P-36-012609 [CA-SBR-12336])

A Historic Property Treatment Plan (HPTP) will be prepared as part of a Project-level Programmatic Agreement (PA) to ensure proper treatment and effects analysis of these resources.

Caltrans, in applying the Criteria of Adverse Effect, proposes that a finding of Adverse Effect on historic properties is appropriate and is seeking SHPO's concurrence in the finding, pursuant to the Section 106 PA Stipulation X.C. I concur.

In accordance with the Section 106 PA Stipulation XII.A, due to unidentified project funding, a long lead time to construction, the potential for changes in project design, and assumed planning for a supplemental environmental document, Caltrans will continue to phase the evaluation and application of Criteria of Adverse Effect for these potential historic properties as the Preferred Alternative is refined but prior to project implementation.

Thank you for seeking my comments and considering historic properties as part of your undertaking. I look forward to continuing consultation with Caltrans on the draft Project-level PA proposed to resolve adverse effects as a result of this undertaking. If you require further information, please contact Alicia Perez of my staff at 916-445-7020 or at Alicia.Perez@parks.ca.gov or Natalie Lindquist of my staff at 916-445-7014 or at Natalie.Lindquist@parks.ca.gov.

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Mr. Hobbs
March 22, 2016

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Sincerely,

A handwritten signature in blue ink, consisting of a stylized 'J' followed by a horizontal line extending to the right.

Julianne Polanco
State Historic Preservation Officer

Appendix K • Key Correspondence

STATE OF CALIFORNIA – THE NATURAL RESOURCES AGENCY

EDMUND G. BROWN, JR., Governor

OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION

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March 30, 2016

Reply in Reference To: FHWA_2014_0623_001

Kelly J. Hobbs
Chief, Section 106 Coordination Branch
Department of Transportation
Cultural Studies Office
Caltrans HQ DEA
1120 N Street
Sacramento, CA 94274-0001

Re: Programmatic Agreement for the High Desert Corridor Project SR-14 to SR-18, Los Angeles and San Bernardino Counties, California

Dear Mr. Hobbs:

Thank you for forwarding a Project-level Programmatic Agreement for the above referenced undertaking pursuant to Stipulation XI of the January 2014 *First Amended Programmatic Agreement (PA) among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Office, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California.*

Enclosed please find a copy signed by the State Historic Preservation Officer. To complete the process, forward a copy to the Advisory Council on Historic Preservation for final filing.

If you have questions, please do not hesitate to contact Alicia Perez of my staff at 916-445-7020 or at Alicia.Perez@parks.ca.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Julianne Polanco".

for

Julianne Polanco
State Historic Preservation Officer

**PROGRAMMATIC AGREEMENT BETWEEN THE CALIFORNIA DEPARTMENT
OF TRANSPORTATION AND THE CALIFORNIA STATE HISTORIC
PRESERVATION OFFICER REGARDING
HIGH DESERT CORRIDOR PROJECT SR-14 TO SR-18,
LOS ANGELES AND SAN BERNARDINO COUNTIES, CALIFORNIA**

WHEREAS, the Federal Highway Administration (FHWA) has assigned and the California Department of Transportation (Caltrans) has assumed FHWA responsibility for environmental review, consultation, and coordination pursuant to 23 USC 327, which became effective on October 1, 2012, and applies to this undertaking; and

WHEREAS, pursuant to the January 2014 *First Amended Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it pertains to the Administration of the Federal-Aid Highway Program in California* (Section 106 PA), Caltrans is deemed to be a federal agency for all highway-aid projects it has assumed, and in that capacity Caltrans has assigned the role of “agency official” to the Caltrans Division of Environmental Analysis (DEA) Chief for the purpose of compliance with 36 CFR 800 and is responsible for oversight of District environmental responsibilities. To provide for effective compliance, day-to-day responsibilities and coordination of the Section 106 process are further delegated to the DEA Cultural Studies Office (CSO) Chief; and,

WHEREAS, Caltrans has determined that the High Desert Corridor (Undertaking), a new transportation facility in the High Desert region of Los Angeles and San Bernardino counties (EFIS 07-1200-0035), will have an adverse effect on the *Topipabit* Archaeological District (p-number pending) and its three contributing archaeological sites (i.e., P-36-000066 [CA-SBR-66], P-36-000182 [CA-SBR-182], and P-36-012609 [CA-SBR-12336]), which Caltrans has previously determined in consultation with State Historic Preservation Officer (SHPO) are individually eligible for the National Register of Historic Places (National Register) under Criterion D. The district is within the Direct Area of Potential Effects (APE)/Area of Direct Impacts (ADI) and is assumed eligible for the National Register under Criterion A; and

WHEREAS, Caltrans finds that the Undertaking has the potential for an adverse effect on three (3) archaeological sites (i.e., one [1] prehistoric and two [2] historic-era) within the Direct APE/ ADI. These are P-19-004362 (CA-LAN-4362H), P-36-000158 (CA-SBR-158), and P-36-026769 (CA-SBR-16916H). Caltrans assumes that P-19-004362 (CA-LAN-4362H) and P-36-026769 (CA-SBR-16916H) are eligible for the National Register under Criterion D. P-36-000158 (CA-SBR-158) is assumed eligible for the National Register under Criterion A and/or Criterion D. These three sites are subject to phased analysis of effects; and

WHEREAS, Caltrans finds that the Undertaking has the potential for an adverse effect on an unknown number of buried archaeological sites; and

WHEREAS, Caltrans has chosen to prepare this Programmatic Agreement (PA) pursuant to 36 CFR § 800.6(a)(1)(i)(C) to complete the final identification and evaluation of potential historic properties, and provide for the resolution of any adverse effects on historic properties within the Undertaking's Area of Potential Effects (APE) subsequent to its approval of the Undertaking; and

WHEREAS, Caltrans has consulted with the State Historic Preservation Officer (SHPO) pursuant to Stipulation X.C. and XI of the Section 106 PA, and where the Section 106 PA so directs, in accordance

with 36 CFR Part 800, the regulation that implements Section 106 of the National Historic Preservation Act of 1966 (16 U.S.C. 470f), as amended, regarding the Undertakings' effect on historic properties, and will file a copy of this PA with the Advisory Council on Historic Preservation (ACHP) in accordance with Stipulation X.C.3 of the Section 106 PA; and

WHEREAS, Caltrans in consultation with the SHPO, has determined that the Undertaking's adverse effects cannot be avoided, and that implementation of the treatments set forth in Stipulations II, III, IV, and V of this PA will satisfactorily take into account the Undertaking's adverse effects on the historic properties; and

WHEREAS, Caltrans has initiated consultation with the Native American representatives identified by the Native American Heritage Commission, listed in Attachment B, regarding the Undertaking and its potential adverse effect on historic properties; and

WHEREAS, Caltrans has invited the San Manuel Band of Mission Indians to sign this PA as a concurring party; and

NOW, THEREFORE, Caltrans and the SHPO agree that if the Undertaking proceeds, the Undertaking shall be implemented in accordance with the following stipulations in order to take into account the effects of the Undertaking on historic properties, and further agree that these stipulations shall govern the Undertaking and all of its parts until this PA expires or is terminated.

STIPULATIONS

This PA outlines the phased identification approach required to complete Section 106 compliance for the proposed Undertaking. Caltrans shall ensure that the following stipulations are carried out upon selection of a Build Alternative, right-of-way acquisition and prior to construction:

I. AREA OF POTENTIAL EFFECTS

The Undertaking's Area of Potential Effects (APE) for the Undertaking is depicted in Attachment A of this PA. Attachment A set forth hereunder may be amended through consultation among the PA parties without amending the PA proper.

II. TREATMENT OF HISTORIC PROPERTIES

- A.** Caltrans shall prepare a Historic Properties Treatment Plan (HPTP) in consultation with SHPO to plan for additional fieldwork, including phased archaeological evaluation of the sites, data recovery of some sites, and post-review discovery and monitoring for areas with high archaeological sensitivity. The HPTP will include sections that provide an archaeological context, including prehistoric and historic-era research themes and questions appropriate to the known site types; the proposed archaeological evaluation work at each of the sites; general field, laboratory, curation, and documentation methods; an ESA Action Plan; Data Recovery Plan (DRP); and a Post-Review Discovery and Monitoring Plan that includes delineation of Archaeological Monitoring Areas (AMAs). Additional mitigation, if identified during preparation of the HPTP and in consultation with SHPO, would also be incorporated. SHPO consultation will continue throughout phasing. Specifically, the HPTP will address the following:

1. Three (3) phased sites are assumed eligible for the purposes of this Undertaking. These properties consist of one (1) prehistoric archaeological site, and two (2)

- historic-era archaeological sites (i.e., P-19-004362 [CA-LAN-4362H], P-36-000158 [CA-SBR-158], and P-36-026769 [CA-SBR-16916H]). Evaluation and treatment of the three (3) historic properties will continue as the project is refined, and SHPO consultation on the eligibility and any revised findings of effect will continue throughout phasing.
2. Continue to phase evaluation of the assumed eligible *Topipabitt* Archaeological District in order to obtain SHPO concurrence on determinations of eligibility under Criterion A for the district and its three contributing archaeological sites (i.e., P-36-000066 [CA-SBR-66], P-36-000182 [CA-SBR-182], and P-36-012609 [CA-SBR-12336]) for their association with the area's ethnic history.
 3. The HPTP will address whether the July 2015 research design will be employed to evaluate the phased sites or whether a revised research design is necessary due to conflicting information in the December 2015 Finding of Effect (FOE). Evaluations of P-19-004362 (CA-LAN-4362H) and P-36-026769 (CA-SBR-16916H) should clearly demonstrate how the collected artifacts and surface artifacts answer or fail to answer research questions posed in the research design. Evaluation of P-36-000158 (CA-SBR-158) should clearly demonstrate whether the site is eligible under Criterion A and/or Criterion D. The revised evaluation of P-36-000158 (CA-SBR-158) should clearly argue how/why the resources contains or is likely to contain data potential under Criterion D.
 4. Develop an ESA Action Plan to protect portions of the *Topipabitt* Archaeological District and portions of the three contributing archaeological sites (i.e., P-36-000066 [CA-SBR-66], P-36-000182 [CA-SBR-182], and P-36-012609 [CA-SBR-12336]). The portions of these three sites that will not be directly affected will be protected by establishment and enforcement of an ESA Action Plan that will prevent inadvertent effects to remaining portions of these historic properties. The ESA Action Plan will also include protection measures to protect rock art site P-36-000158 (CA-SBR-158) in its entirety, and to protect and avoid a portion of P-36-026769 (CA-SBR-16916H) which is adjacent to the Direct APE/ADI.
 5. A Data Recovery Plan (DRP) will be implemented to mitigate the effects to the portions of the *Topipabitt* sites within the Direct APE/ADI that will be adversely affected. In the event that any additional phased sites are determined eligible as a result of phasing, a DRP or additional research will be implemented for those sites as well as appropriate. The DRP will include a Burial Treatment Plan in the event that burials are encountered.
 6. Prepare a Geoarchaeological Sensitivity Analysis/Study of the soils within the ADI in relationship to proximity to water sources, known archaeological resources, and likelihood for the presence of buried deposits to plan for as of yet unknown buried archaeological historic properties that may be present in the ADI. A soils analysis study and a ground-penetrating radar study prepared for a previous draft project documents indicate that the ADI has a high potential to encounter an unknown number of buried sites during project-related ground disturbance.
 7. Develop a Post-Review and Monitoring Plan that includes delineation of archaeological monitoring areas (AMAs) that would include, but not be limited to, the portions of the *Topipabitt* sites within the ADI, during the construction phases. Develop a Post-Review Discovery and Monitoring Plan in the areas with the highest geoarchaeological sensitivity. The Post-Review Discovery and Monitoring Plan may include ground truthing with trenching in areas of the highest sensitivity.

8. In coordination with the CSO and SHPO, the District will consider planning for educational and/or interpretive programs based on the findings of the Data Recovery Plan in accordance with Attachment 6 of the 106 PA.
 9. The District, in coordination with CSO, shall submit the HPTP to the SHPO for review and concurrence. The SHPO shall respond within 30-days of the receipt of the submission. If the SHPO does not respond within 30-days after receipt, Caltrans may either extend the review period in consultation with the SHPO or notify SHPO of its intent to proceed to the next step prescribed in Stipulation II.A. The District shall also provide a submittal to concurring parties and appropriate Native American consulting parties (as identified in Stipulation III) for review and comment, concurrently with the SHPO submittal.
- B.** The HPTP set forth hereunder may be amended through consultation among the PA parties without amending the PA proper. Consultation on HPTP amendments will be no longer than 30 days in duration. Disputes regarding amendments proposed hereunder shall be addressed in accordance with Stipulation VI.D. If the dispute is resolved within this time frame, the PA parties shall proceed in accordance with the terms of that resolution. If the dispute is not resolved within this time frame, Caltrans shall render a final decision regarding the dispute and the PA parties shall proceed in accordance with the terms of that decision.
- C.** Caltrans will not authorize the execution of any Undertaking activity that may affect (36 CFR § 800.16[i]) historic properties in the Undertaking's APE prior to the completion of the fieldwork defined in the HPTP.

III. NATIVE AMERICAN CONSULTATION

Caltrans has consulted with Native American individuals and groups (listed in Attachment B of this PA) identified by the Native American Heritage Commission regarding the proposed Undertaking and its effects on historic properties, will continue to consult with them, and will afford them, should they so desire, the opportunity to participate in the implementation of the PA and of the Undertaking. As a result of this consultation, the San Manuel Band of Mission Indians have been invited to concur in this PA. Should any of the remaining parties consulted desire, individually, to participate as a PA party as herein set forth, Caltrans will make an effort to reach a consensus with each such party regarding the manner in which they may participate in the implementation of this PA and the Undertaking, and regarding any time frames or other matters that may govern the nature, scope, and frequency of such participation.

IV. TREATMENT OF HUMAN REMAINS OF NATIVE AMERICAN ORIGIN

The PA parties agree that human remains and related items discovered during the implementation of the terms of this PA and of the Undertaking be treated in accordance with the requirements of § 7050.5(b) of the California Health and Safety Code. If, pursuant to § 7050.5(c) of the California Health and Safety Code, the county coroner/medical examiner determines that the human remains are or may be of Native American origin, then the discovery shall be treated in accordance with the provisions of § 5097.98(a)-(d) of the California Public Resources Code. Caltrans shall ensure that, to the extent permitted by applicable law and regulation, the views of the Most Likely Descendent(s) are taken into consideration when decisions are made about the disposition of other Native American materials and records.

V. DISCOVERIES AND UNANTICIPATED EFFECTS

If Caltrans determines, during implementation of the HPTP or after construction of the Undertaking has commenced, that either the implementation of the HPTP or the Undertaking will affect a previously unidentified property that may be eligible for the National Register, or affect a known historic property in an unanticipated manner, Caltrans will address the discovery or unanticipated effect in accordance with 36 CFR § 800.13(b)(3). Caltrans at its discretion may hereunder assume any discovered property to be eligible for the National Register in accordance with 36 CFR § 800.13(c).

VI. ADMINISTRATIVE PROVISIONS

A. STANDARDS

1. **Definitions.** The definitions provided at 36 CFR § 800.16 are applicable throughout this PA.
2. Parties to this agreement are defined as follows:
 - a. **Signatory parties** have the sole authority to execute, amend, or terminate the PA.
 - b. **Concurring parties** signing the PA do so to acknowledge their agreement or concurrence with the PA, but have no legal authority under the PA to terminate or amend the PA. Concurring with the terms of the PA does not constitute their agreement with the Undertaking.
3. **Professional Qualifications.** District shall ensure that the actions and products required by Stipulations II through V of this PA shall be carried out by or under the direct supervision of persons meeting the *Secretary of the Interior's Professional Qualification Standards for Archeology and Historic Preservation (36 CFR Part 61) (PQS)* in the relevant field of study.
4. **Documentation Standards.** Written documentation of activities prescribed by Stipulations II, III, IV, and V of this PA shall conform to the *Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation (48 FR 44716-44740)*, as well as to applicable standards and guidelines established by the SHPO.
5. **Curation and Curation Standards.** Caltrans shall ensure that, to the extent permitted under § 5097.98 and § 5097.991 of the California Public Resources Code, the materials and records resulting from the activities prescribed by this PA are curated in accordance with 36 CFR § 79.

B. CONFIDENTIALITY

The PA parties acknowledge that historic properties covered by this PA are subject to the provisions of § 304 of the NHPA and § 6254.10 of the California Government Code (Public Records Act), relating to the disclosure of archaeological site information and, having so acknowledged, will ensure that all actions and documentation prescribed by this PA are consistent with said sections.

C. REPORTING REQUIREMENTS AND RELATED REVIEWS

1. Within 30 days after Caltrans has determined that all data recovery fieldwork required under Stipulation II has been completed, Caltrans will ensure preparation, and concurrent

distribution to the other MOA parties, for review and comment, for a period of not more than 30 days, a brief letter report that summarizes the data recovery field efforts and the preliminary findings that result from them.

2. Within 24 months after Caltrans has determined that all fieldwork required by Stipulation II has been completed, Caltrans will ensure preparation, and subsequent concurrent distribution to the other MOA parties, for review and comment, a draft technical report that documents the results of implementing and completing the Treatment Plan and any addendum to the Treatment Plan. The other MOA parties will be afforded 30 days following receipt of the draft technical report to submit any written comments to Caltrans. Failure of these parties to respond within this time frame shall not preclude Caltrans from authorizing revisions to the draft technical report, as Caltrans may deem appropriate. Caltrans will provide the other MOA parties with written documentation indicating whether and how the draft technical report will be modified in accordance with any comments received from the other MOA parties. Unless any MOA party objects to this documentation in writing to Caltrans within 30 days following receipt, Caltrans may modify the draft technical report, as Caltrans may deem appropriate. Thereafter, Caltrans may issue the technical report in final form and distribute this document in accordance with paragraph C of this stipulation.
3. Copies of the final technical report documenting the results of Treatment Plan implementation will be distributed by Caltrans to the other MOA parties and to the Northwest Information Center of the California Historic Resources Information System.

D. RESOLVING OBJECTIONS

1. Should any party to this PA object at any time in writing to the manner in which the terms of this PA are implemented, to any action carried out or proposed with respect to implementation of the PA (other than the Undertaking itself), or to any documentation prepared in accordance with and subject to the terms of this PA, Caltrans shall immediately notify the other PA parties of the objection, request their comments on the objection within 15 days following receipt of Caltrans' notification, and proceed to consult with the objecting party for no more than 30 days to resolve the objection. Caltrans will honor the request of the other parties to participate in the consultation and will take any comments provided by those parties into account.
2. If the objection is resolved during the 30-day consultation period, Caltrans may proceed with the disputed action in accordance with the terms of such resolution.
3. If at the end of the 30-day consultation period, Caltrans determines that the objection cannot be resolved through such consultation, then Caltrans shall notify PA parties that it shall forward all documentation relevant to the objection to the Advisory Council on Historic Preservation (ACHP) including Caltrans' proposed response to the objection, with the expectation that the ACHP shall, within 30 days after receipt of such documentation:
 - a. Advise Caltrans that the ACHP concurs in Caltrans' proposed response to the objection, whereupon Caltrans will respond to the objection accordingly. The objection shall thereby be resolved; or
 - b. Provide Caltrans with recommendations, which Caltrans will take into account in reaching a final decision regarding its response to the objection. The objection shall thereby be resolved; or

- c. Notify Caltrans that the objection will be referred for comment pursuant to 36 CFR § 800.7(c) and proceed to refer the objection and comment. Caltrans shall take the resulting comments into account in accordance with 36 CFR § 800.7(c)(4) and Section 110(1) of the NHPA. The objection shall thereby be resolved.
4. Should the ACHP not exercise one of the above options within 30 days after receipt of all pertinent documentation, Caltrans may assume the ACHP's concurrence in its proposed response to the objection and proceed to implement that response. The objection shall thereby be resolved.
5. Caltrans shall take into account any of the ACHP's recommendations or comments provided in accordance with this stipulation with reference only to the subject of the objection. Caltrans' responsibility to carry out all actions under this PA that are not the subjects of the objection shall remain unchanged.
6. At any time during implementation of the measures stipulated in this PA, should a member of the public raise an objection in writing pertaining to such implementation to any signatory party to this PA, that signatory party shall immediately notify Caltrans. Caltrans shall immediately notify the other signatory parties in writing of the objection. Any signatory party may choose to comment in writing on the objection to Caltrans. Caltrans shall establish a reasonable time frame for this comment period. Caltrans shall consider the objection, and in reaching its decision, Caltrans will take all comments from the other signatory parties into account. Within 15 days following closure of the comment period, Caltrans will render a decision regarding the objection and respond to the objecting party. Caltrans will promptly notify the other signatory parties of its decision in writing, including a copy of the response to the objecting party. Caltrans' decision regarding resolution of the objection will be final. Following issuance of its final decision, Caltrans may authorize the action subject to dispute hereunder to proceed in accordance with the terms of that decision.
7. Caltrans shall provide all parties to this PA, and the ACHP, if the ACHP has commented, and any parties that have objected pursuant to section C.6 of this stipulation, with a copy of its final written decision regarding any objection addressed pursuant to this stipulation.
8. Caltrans may authorize any action subject to objection under this stipulation to proceed after the objection has been resolved in accordance with the terms of this stipulation.

E. AMENDMENTS

Any signatory party to this PA may propose that this PA be amended, whereupon all signatory parties shall consult for no more than 30 days to consider such amendment. The amendment will be effective on the date a copy signed by all of the original signatories is filed with the ACHP. If the signatories cannot agree to appropriate terms to amend the PA, any signatory may terminate the agreement in accordance with Stipulation VI.G below.

F. ANNUAL REPORTING

In addition to the documentation and reporting described in Stipulation VI.C, the District shall provide the parties to this agreement an annual update. Such update shall include any scheduling changes proposed, any problems encountered, failures to adopt proposed mitigation measures, and

any disputes and objections received in the District's efforts to carry out the terms of this PA. The update will be due no later than December 31 of each year, beginning December 31, 2016 and continuing annually thereafter throughout the duration of this PA. If PA parties deem it necessary, a meeting will be scheduled in lieu of an update.

G. TERMINATION

1. If this PA is not amended as provided for in Stipulation VI.E, or if either signatory proposes termination of this PA for other reasons, the signatory party proposing termination shall, in writing, notify the other PA parties, explain the reasons for proposing termination, and consult with the other parties for at least 30 days to seek alternatives to termination. Such consultation shall not be required if Caltrans proposes termination because the Undertaking no longer meets the definition set forth in 36 CFR § 800.16(y).
2. Should such consultation result in an agreement on an alternative to termination, the signatory parties shall proceed in accordance with the terms of that agreement.
3. Should such consultation fail, the signatory party proposing termination may terminate this PA by promptly notifying the other PA parties in writing. Termination hereunder shall render this PA without further force or effect.
4. If this PA is terminated hereunder, and if Caltrans determines that the Undertaking will nonetheless proceed, then Caltrans shall comply with the requirements of 36 CFR 800.3-800.6.

H. DURATION OF THE PA

The duration of this PA shall be five (5) years following the date of execution by the SHPO and Caltrans, or upon completion of the Undertaking (whichever comes first). If the terms are not satisfactorily fulfilled at that time, The District, in coordination with CSO, shall consult with the signatories and concurring parties to extend it or reconsider its terms. Reconsideration may include continuation of the PA as originally executed, amendment of the PA, or termination. In the event of termination, Caltrans will comply with 36 CFR Part 800 if it determines that the Undertaking will proceed notwithstanding termination of this PA.

I. EFFECTIVE DATE

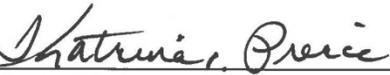
This PA will take effect on the date that it has been executed by PA Signatory Parties.

EXECUTION of this PA by Caltrans and the SHPO, its filing with the ACHP in accordance with 36 CFR § 800.6(b)(1)(iv), and subsequent implementation of its terms, shall evidence, pursuant to 36 CFR § 800.6(c), that this PA is an agreement with the ACHP for purposes of Section 110(1) of the NHPA, and shall further evidence that Caltrans has afforded the ACHP an opportunity to comment on the Undertaking and its effects on historic properties, and that Caltrans has taken into account the effects of the Undertaking on historic properties.

**PROGRAMMATIC AGREEMENT BETWEEN THE CALIFORNIA DEPARTMENT
OF TRANSPORTATION AND THE CALIFORNIA STATE HISTORIC
PRESERVATION OFFICER REGARDING
HIGH DESERT CORRIDOR PROJECT SR-14 TO SR-18,
LOS ANGELES AND SAN BERNARDINO COUNTIES, CALIFORNIA**

SIGNATORY PARTIES:

California Department of Transportation

By 
Katrina C. Pierce
Chief, Division of Environmental Analysis

3/30/16
Date

California Office of Historic Preservation

By 
Julianne Polanco
State Historic Preservation Officer

3/30/16
Date

**PROGRAMMATIC AGREEMENT BETWEEN THE CALIFORNIA DEPARTMENT
OF TRANSPORTATION AND THE CALIFORNIA STATE HISTORIC
PRESERVATION OFFICER REGARDING
HIGH DESERT CORRIDOR PROJECT SR-14 TO SR-18,
LOS ANGELES AND SAN BERNARDINO COUNTIES, CALIFORNIA**

CONCURRING PARTIES:

California Department of Transportation, District 7

By _____
Carrie L. Bowen
District Director

_____ Date

SAN MANUEL BAND OF MISSION INDIANS

By _____
Lynn Valbuena
Chairwoman

_____ Date

Attachment A: Area of Potential Effects Map

Attachment B: Native American Consultation

The following Native American tribes or individuals have been contacted via letters, phone calls, or emails made in 2011, 2013, 2014, 2015, and/or 2016:

- Mr. Ron Andrade, Director, LA Native American Indian Commission
- Ms. Ann Brierty, Cultural Resources Field Manager of Cultural Resources Department, San Manuel Band of Mission Indians
- Mr. Charles Cooke
- Ms. Delia Dominguez, Chairperson, Kitanemuk & Yowlumne Tejon Indians
- Ms. Beverly Folkes
- Ms. Caitlin Gulley, Fernandeno Tataviam Band of Mission Indians
- Mr. Randy Guzman-Folkes
- Mr. Joseph Hamilton, Chairman, Ramona Band of Cahuilla Mission Indians
- Mr. William Madrigal, Jr., Cultural Resources Manager, Morongo Band of Mission Indians
- Mr. Daniel McCarthy, Director of Cultural Resources Management Department, San Manuel Band of Mission Indians
- Mr. Larry Ortega, Chairperson, Fernandeno Tataviam Band of Mission Indians
- Ms. Linda Otero, Director, AhaMaKav Cultural Society, Fort Mojave Indian
- Mr. James Ramos, Chairperson, San Manuel Band of Mission Indians
- Mr. Robert Robinson, Co-Chairperson, Kern Valley Indian Council
- Ms. Carla Rodriguez, Chairwoman, San Manuel Band of Mission Indians
- Mr. Ronnie Salas, Fernandeno Tataviam Band of Mission Indians
- Ms. Joan Schneider Ph.D., Consulting Archaeologist for the San Manuel Band of Mission Indians
- Mr. Ernest Siva, Tribal Elder, Morongo Band of Mission Indians
- Mr. John Valenzuela, Chairperson, San Fernando Band of Mission Indians
- Ms. Goldie Walker, Chairwoman, Serrano Nation of Mission Indians

Section 4(f) Related Correspondences

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 7, Division of Environmental Planning
100 South Main Street, Suite 100
LOS ANGELES, CA 90012-3606
PHONE (213) 897-1839
TTY (213) 897-4937

EDMUND G. BROWN, JR., Governor



Serious drought.
Help save water!

August 20, 2015

Mr. Christian Guntert
Director, Community Services Department
City of Victorville
14343 Civic Drive
Victorville, CA 92393

RE: Section 4(f) *De Minimis* Finding for High Desert Corridor Project

Dear Mr. Guntert:

The California Department of Transportation (Caltrans) is conducting environmental review for the High Desert Corridor Project. The environmental review, consultation, and any other action required in accordance with applicable Federal laws for this project is being, or has been, carried-out by Caltrans under its assumption of responsibility pursuant to 23 United States Code (USC) 327. We are consulting with you under Section 4(f) of the 1966 US DOT Act, regarding our *de minimis* finding for the above referenced project with respect to the Westwinds Golf Course.

I- The proposed project

The project proposes a multi-modal east-west corridor that will connect the City of Palmdale in Los Angeles County to the Town of Apple Valley in San Bernardino County. The alternatives under consideration are:

1. The Freeway/Expressway Alternative (including four physical variations) would construct a combination of a controlled-access freeway and an at grade expressway for the total distance of 63 miles. The alignment will generally follow Avenue P-8 in Los Angeles County and just south of El Mirage Road in San Bernardino County, then extend east to Air Expressway Road near I-15, and finally curve south, ending at Bear Valley Road near Apple Valley.
 - Variation A – Near Palmdale, the freeway/expressway would dip slightly south of the main alignment, approximately between 15th Street East and Little Rock Wash.
 - Variation B – East of the county line, the freeway/expressway would flare out slightly south of the main alignment between Oasis Road and Coughlin Road. Variation B1 would be at the

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

same location, but it would flare out a little less and would run slightly south of the main Alignment.

- Variation D – Near the community of Lake Los Angeles, the freeway/expressway would dip south of the main alignment, just south of Avenue R approximately between 180th Street East and 230th St. East.
 - Variation E – Near Adelanto and Victorville, the freeway/expressway would dip south of the federal prison.
2. The Freeway/Tollway Alternative would follow the same alignment as the Freeway/Expressway Alternative (including Variations A, B, D, and E), but the section between 100th Street East and US 395 would be operated as a tollway.
 3. The Freeway/Expressway Alternative with HSR Feeder/Connector Service would be the same as the Freeway/Expressway Alternative except for Variation A which is not feasible for HSR, but with an HSR Feeder/Connector Service between the cities of Palmdale and Victorville. At Palmdale location and Victorville location, there are two options for the HSR connection.
 4. The Freeway/Tollway Alternative with HSR Feeder/Connector Service would be the same as the Freeway/Tollway Alternative, but it would include an HSR Feeder/Connector Service (as described above) between the cities of Palmdale and Victorville.

Bicycle facility and green energy components would be incorporated into the design features of these build alternatives.

5. The No Build Alternative would not provide new transportation infrastructure within the High Desert area to connect Los Angeles and San Bernardino counties. Only previously planned improvements on existing SR-138 in Los Angeles County and SR-18 in San Bernardino County would be constructed.

II- Westwinds Golf Course

The Westwinds Golf Course is located at 18003 Westwinds Road, Victorville 92394 and is owned by the City of Victorville and is a significant recreational resource. Westwinds Golf Course is a regulation 9-hole course that is open to the public. Multiple tees enable the course to be played as an 18-hole golf course. The Westwinds Golf Course provides a full service Pro Shop, Clubhouse, and driving range. This course is available to the public for daily fee or reserved play, special events, and tournaments.

1. Potential Effects of project on the Westwinds Golf Course:

Effect of all Build Alternatives and Variations, except Variation E

Each project build alternative and variation, except Variation E, would permanently incorporate approximately 5 acres of land from the golf course (Figure 1) which would constitute a use under Section 4(f). However, this land, located on the extreme southern edge, represents only a small portion of the approximately 139-acre golf course. In addition, the land to be incorporated into the project is a vacant and unused portion of the golf course, upon which no facilities are located or activities conducted; therefore, no facilities, functions, or activities of the park would be adversely affected.

Accessibility

Public access to the golf course, which is via Westwinds Road, is anticipated to be maintained at all times during project construction and operation.

Noise

The Noise Study (2014) prepared for the project shows that there would be no change in the noise level as the result of the project build alternatives and the predicted noise level is below the National Abatement Criteria for a recreational resource. Therefore, there would be no adverse noise effects on this golf course.

Visual

The proposed increased roadway width and bridge would negatively affect visual vividness, intactness, and unity of the view from the golf course. This would result in a lowering of the visual quality. The visual character would be changed to include more manmade elements. The mountains and existing green trees would be blocked from view by the new facility. While overall the vividness, intactness, and unity of the view from the golf course looking south would constitute a moderate negative change, the main activity of this facility is not anticipated to be substantially affected or impaired by this change. During project construction, temporary visual impacts due to the contractor's operations, such as night lighting, dust, temporary structures, haul materials and construction equipment, worker presence, fencing, and signage, as well as construction-related vehicles on the highway, would also be present. However, these features are common for highway construction projects, and they would be temporary and of a short term nature at this location and would not substantially affect or impair the functions and activities of the golf course.

Air Quality

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

During construction, a short-term worsening of air quality may occur due to the release of particulate emissions generated by site preparation, excavation, grading, hauling, and other activities related to construction. Emissions from construction equipment are also anticipated. However, Measure SC-CI-22 and SC-CI-23 (see Section 3.6, Construction Impact Air Quality of the EIR/EIS for more details) would substantially reduce the short-term air quality impacts during construction of these alternatives, ensuring compliance with air quality regulations and minimizing air quality impacts to the golf course during project construction.

Vegetation and Water Quality

No vegetation or water quality/supply within the golf course would be affected. The project would incorporate all best management practices (BMPs) into the construction operations.

Effect of Variation E

This variation of the build alternatives would not permanently incorporate any land from the golf course. No temporary occupancy or access restriction is necessary for project implementation. This variation is located more than 0.5 mile away from the Westwinds Golf Course. In addition, appropriate context design standards would be applied, and construction BMPs would be incorporated into the project. Therefore, this variation would not adversely affect the activities and functions of the golf course. Section 4(f) requirements are not triggered.

2. Minimization Measures

The following measures which apply to all build alternatives and variations, except as otherwise specified, would minimize impacts on the golf course:

- Compensation for the loss of vacant land from the golf course property will be made through the Caltrans ROW acquisition process before project construction. This measure is applicable to all build alternatives except alternatives with Variation E.
- To minimize impacts on the golf course during the construction phase, no equipment staging will occur within the golf course boundaries.
- Caltrans standard construction Best Management Practices will be incorporated into the project to the extent practicable to minimize dust and noise during project construction; prior to construction, coordination with the City and utility companies will commence to resolve any utility conflicts within the area.

In addition, measures to minimize visual impacts include:

- V-17: Trees/vegetation will be planted along the corridor between the proposed HDC and the golf course to shield or "soften" the view of the corridor/roadway and provide a more natural visual buffer.

- V-10: To minimize glare and reduce visual disruption, any retaining wall facing the golf course shall be textured and colored to be compatible with adjacent (native) soils. Context-sensitive solutions, developed in coordination with Caltrans Landscape Architecture, will be incorporated into project elements as much as possible.
- V-9: Context-sensitive aesthetic standards, including features that reflect a “sense of place” for the HDC communities, shall be considered for the structures to meet the desired goals of the City of Victorville, Los Angeles County, and Caltrans.
- V-4: Dark-Sky Compliant Lighting: To preserve the dark night sky as a natural resource in desert region communities, dark-sky compliant lighting will be used to minimize light pollution cast into the sky while maximizing light cast onto the ground, as appropriate. A lighting plan shall be developed that requires project lighting to be appropriately shielded.



Figure 1: Permanent incorporation of land from the Westwinds Golf Course into the project Build Alternatives (except Variation E).

It can be seen from the above analysis that with the incorporation of the minimization measures, the project would not adversely affect the activities, features, or attributes qualifying the Westwinds Golf Course for protection under Section 4(f). Caltrans intends to make a *de minimis* finding under Section 4(f) for the project alternatives, except for Variation E, in regards to the Westwinds Golf Course.

III- Public Notice

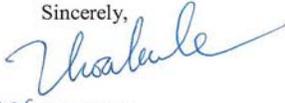
The draft *De Minimis* Finding for the Golf Course was included in the Draft EIR/EIS and sent to the Victorville Department of Community Services and the public for review.

The purpose of this letter is to inform you of Caltrans' intent to make a determination of *De Minimis* impact to the Westwinds Golf Course for this project build alternatives, except for

Variation E; and to request concurrence from you that the project, considering all avoidance and minimization measures, would not adversely affect the activities, features, and attributes that make the Golf Course qualified for protection under Section 4(f). Please sign and date the concurrence below and return this letter to Karl Price, Division of Environmental Planning, Caltrans District 7, 100 S. Main Street, MS 16A, Los Angeles, CA 90012 by August 27, 2015.

If you have any questions regarding this letter or the proposed project, please contact me at 213-897-1839 (karl.price@dot.ca.gov), or Thoa Le at 213-897-2819 (thoa_le@dot.ca.gov).

Sincerely,


for Karl Price
Senior Environmental Planner

Concurrence

As the official with jurisdiction over the Westwinds Golf Course, I hereby confirm that I have been informed of Caltrans' intent to make determinations of *de minimis* impact to the Westwinds Golf Course. I concur that the referenced project would not adversely affect the activities, features, and attributes that qualify the Westwinds Golf Course for protection under Section 4(f).

Signature:  Date: 8/25/15
WESTWINDS ONLY
CHRISTIAN GUNTERT
Director, Community Services Department
City of Victorville

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

1725 23rd Street, Suite 100
SACRAMENTO, CA 95816-7100
(916) 445-7000 Fax: (916) 445-7053
calshpo@parks.ca.gov
www.ohp.parks.ca.gov



May 24, 2016

REPLY TO: FHWA_2014_0623_001

Kelly Ewing-Toledo
Senior Environmental Planner
Department of Transportation, District 7
Cultural Resources Unit
Division of Environmental Planning
100 South Main Street, Suite 100
Los Angeles, CA 90012-3606

Dear Ms. Ewing-Toledo:

RE: Section 4(f) Findings for the High Desert Corridor Project, Los Angeles and San Bernardino Counties

On March 30, 2016, the California Department of Transportation (Caltrans) and the California State Historic Preservation Officer (SHPO) entered into a project-level programmatic agreement to resolve adverse effects as a result of the above referenced undertaking. Caltrans is currently seeking SHPO comments related to Section 4(f) of the U. S. Department of Transportation Act of 1966 for this undertaking.

Caltrans has determined that the undertaking will not adversely affect six linear historic properties and SHPO concurred with this finding February 2, 2016 and March 22, 2016 resulting in a 4(f) *de minimis* impact finding for the following linear properties:

- National Old Trails Highway (CA-SBR-2910H);
- Mojave Road (CA-SBR-3033H);
- Atkinson, Topeka and Santa Fe Railroad (CA-SBR-6793H);
- Boulder Dam Transmission Lines 1, 2, and 3, and Towers (CA-SBR-7694H);
- Segment of the Edison Company Boulder Dam-San Bernardino 115 kV Transmission Line (CA-SBR-10315H); and
- Southern California Edison Kramer-Victor and Victor-Roadway 115kV Transmission Lines and Towers (CA-SBR-10316H)

Seven archaeological properties are subject to a phased approach for the evaluation and analysis of effects, and Caltrans is assuming the potential for adverse effect in an effort to satisfy Section 4(f). Sufficient information through Native American consultation currently exists to understand that the following properties have minimal value for preservation in place:

Appendix K • Key Correspondence

Ms. Ewing-Toledo
May 24, 2016
Page 2 of 2

- P-19-0004362 (CA-LAN-4362H);
- P-36-000158 (CA-SBR-158);
- P-36-026769 (CA-SBR-16916H); and
- Topipabit Archaeological District (p-number pending), which is comprised of three properties previously determined eligible prehistoric sites (P-36-000066) [CA-SBR-66], P-36-00182 [CA-SBR-182], and P-36-012609 [CA-SBR-12336], considered four properties in total.

The California SHPO concur with Caltrans' *de minimis* finding for each of the six linear properties and does not object to the application of the 4(f) exception §774.13(b)(1) for the archaeological properties currently affected by the undertaking.

If you have questions, please do not hesitate to contact Lucinda Woodward, Supervisor of the Local Government and Environmental Compliance Unit, at (916) 445-7028 or at Lucinda.woodward@parks.ca.gov.

Sincerely,

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

Julianne Polanco
State Historic Preservation Officer

cc: Kelly Hobbs HQ

Appendix L Special-Status Species Jurisdictional Determination, and Biological Opinion



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Ventura Fish and Wildlife Office
2493 PORTOLA ROAD, SUITE B
VENTURA, CA 93003
PHONE: (805)644-1766 FAX: (805)644-3958



Consultation Tracking Number: 08EVEN00-2014-SLI-0437

August 08, 2014

Project Name: HDC

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project.

To Whom It May Concern:

The enclosed list identifies species listed as threatened and endangered, species proposed for listing as threatened or endangered, designated and proposed critical habitat, and species that are candidates for listing that may occur within the boundary of the area you have indicated using the U.S. Fish and Wildlife Service's (Service) Information Planning and Conservation System (IPaC). The species list fulfills the requirements under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 et seq.). Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the species list should be verified after 90 days. We recommend that verification be completed by visiting the IPaC website at regular intervals during project planning and implementation for updates to species lists following the same process you used to receive the enclosed list. Please include the Consultation Tracking Number in the header of this letter with any correspondence about the species list.

Due to staff shortages and excessive workload, we are unable to provide an official list more specific to your area. Numerous other sources of information are available for you to narrow the list to the habitats and conditions of the site in which you are interested. For example, we recommend conducting a biological site assessment or surveys for plants and animals that could help refine the list.

If a Federal agency is involved in the project, that agency has the responsibility to review its proposed activities and determine whether any listed species may be affected. If the project is a major construction project*, the Federal agency has the responsibility to prepare a biological assessment to make a determination of the effects of the action on the listed species or critical habitat. If the Federal agency determines that a listed species or critical habitat is likely to be adversely affected, it should request, in writing through our office, formal consultation pursuant to section 7 of the Act. Informal consultation may be used to exchange information and resolve conflicts with respect to threatened or endangered species or their critical habitat prior to a

written request for formal consultation. During this review process, the Federal agency may engage in planning efforts but may not make any irreversible commitment of resources. Such a commitment could constitute a violation of section 7(d) of the Act.

Federal agencies are required to confer with the Service, pursuant to section 7(a)(4) of the Act, when an agency action is likely to jeopardize the continued existence of any proposed species or result in the destruction or adverse modification of proposed critical habitat (50 CFR 402.10(a)). A request for formal conference must be in writing and should include the same information that would be provided for a request for formal consultation. Conferences can also include discussions between the Service and the Federal agency to identify and resolve potential conflicts between an action and proposed species or proposed critical habitat early in the decision-making process. The Service recommends ways to minimize or avoid adverse effects of the action. These recommendations are advisory because the jeopardy prohibition of section 7(a)(2) of the Act does not apply until the species is listed or the proposed critical habitat is designated. The conference process fulfills the need to inform Federal agencies of possible steps that an agency might take at an early stage to adjust its actions to avoid jeopardizing a proposed species.

When a proposed species or proposed critical habitat may be affected by an action, the lead Federal agency may elect to enter into formal conference with the Service even if the action is not likely to jeopardize or result in the destruction or adverse modification of proposed critical habitat. If the proposed species is listed or the proposed critical habitat is designated after completion of the conference, the Federal agency may ask the Service, in writing, to confirm the conference as a formal consultation. If the Service reviews the proposed action and finds that no significant changes in the action as planned or in the information used during the conference have occurred, the Service will confirm the conference as a formal consultation on the project and no further section 7 consultation will be necessary. Use of the formal conference process in this manner can prevent delays in the event the proposed species is listed or the proposed critical habitat is designated during project development or implementation.

Candidate species are those species presently under review by the Service for consideration for Federal listing. Candidate species should be considered in the planning process because they may become listed or proposed for listing prior to project completion. Preparation of a biological assessment, as described in section 7(c) of the Act, is not required for candidate species. If early evaluation of your project indicates that it is likely to affect a candidate species, you may wish to request technical assistance from this office.

Only listed species receive protection under the Act. However, sensitive species should be considered in the planning process in the event they become listed or proposed for listing prior to project completion. We recommend that you review information in the California Department of Fish and Wildlife's Natural Diversity Data Base. You can contact the California Department of Fish and Wildlife at (916) 324-3812 for information on other sensitive species that may occur in this area.

[*A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological

evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.]

Attachment



United States Department of Interior
Fish and Wildlife Service

Project name: HDC

Official Species List

Provided by:

Ventura Fish and Wildlife Office
2493 PORTOLA ROAD, SUITE B
VENTURA, CA 93003
(805) 644-1766

Expect additional Species list documents from the following office(s):

Carlsbad Fish and Wildlife Office
2177 SALK AVENUE - SUITE 250
CARLSBAD, CA 92008
(760) 431-9440
<http://www.fws.gov/carlsbad/>

Consultation Tracking Number: 08EVEN00-2014-SLI-0437

Project Type: Transportation

Project Description: New 63 Mile Freeway between Palmdale and Apple Valley

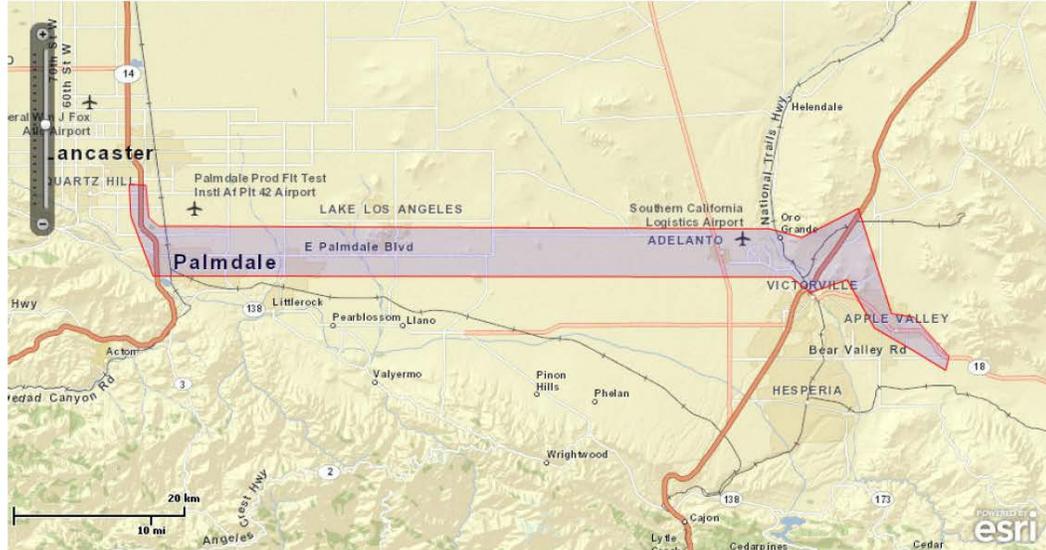
<http://ecos.fws.gov/ipac>, 08/08/2014 11:59 AM



United States Department of Interior
Fish and Wildlife Service

Project name: HDC

Project Location Map:



Project Coordinates: MULTIPOLYGON (((-117.1178062 34.4732289, -117.1219943 34.4584202, -117.1659396 34.4804977, -117.2133181 34.5031353, -117.248337 34.5540472, -117.2953036 34.5406434, -117.3204658 34.556863, -118.1364952 34.5579581, -118.1653788 34.6209886, -118.1674387 34.6547723, -118.146187 34.6535014, -118.1423075 34.6198302, -118.1298792 34.6107886, -117.3479968 34.607712, -117.3063363 34.5988187, -117.2338836 34.6292315, -117.1912773 34.5185017, -117.1624381 34.5145414, -117.1178062 34.4732289)))

Project Counties: Los Angeles, CA | San Bernardino, CA

<http://ecos.fws.gov/ipac>, 08/08/2014 11:59 AM



United States Department of Interior
Fish and Wildlife Service

Project name: HDC

Endangered Species Act Species List

There are a total of 15 threatened, endangered, or candidate species on your species list. Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Critical habitats listed under the **Has Critical Habitat** column may or may not lie within your project area. See the **Critical habitats within your project area** section further below for critical habitat that lies within your project. Please contact the designated FWS office if you have questions.

Amphibians	Status	Has Critical Habitat	Condition(s)
California red-legged frog (<i>Rana draytonii</i>) Population: Entire	Threatened	Final designated	
Birds			
California condor (<i>Gymnogyps californianus</i>) Population: Entire, except where listed as an experimental population below	Endangered	Final designated	
Least Bell's vireo (<i>Vireo bellii pusillus</i>) Population: Entire	Endangered	Final designated	
Southwestern Willow flycatcher (<i>Empidonax traillii extimus</i>) Population: Entire	Endangered	Final designated	
Crustaceans			
Riverside fairy shrimp (<i>Streptocephalus woottoni</i>) Population: Entire	Endangered	Final designated	

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United States Department of Interior
Fish and Wildlife Service

Project name: HDC

Vernal Pool fairy shrimp (<i>Branchinecta lynchi</i>) Population: Entire	Threatened	Final designated	
Fishes			
Mohave Tui chub (<i>Cula bicolor ssp. mohavensis</i>) Population: Entire	Endangered		
Flowering Plants			
California Orcutt grass (<i>Orcuttia californica</i>)	Endangered		
Cushenbury buckwheat (<i>Eriogonum ovalifolium var. vineum</i>)	Endangered	Final designated	
Cushenbury oxytheca (<i>Oxytheca parishii var. goodmaniana</i>)	Endangered	Final designated	
Parish's daisy (<i>Erigeron parishii</i>)	Threatened	Final designated	
San Fernando Valley Spineflower (<i>Chorizanthe parryi var. fernandina</i>)	Candidate		
Slender-Horned spineflower (<i>Dodecahema leptoceras</i>)	Endangered		
Spreading navarretia (<i>Navarretia fossalis</i>)	Threatened	Final designated	
Reptiles			
Desert tortoise (<i>Gopherus agassizii</i>) Population: U.S.A., except in Sonoran Desert	Threatened	Final designated	

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United States Department of Interior
Fish and Wildlife Service

Project name: HDC

Critical habitats that lie within your project area

The following critical habitats lie fully or partially within your project area.

Birds	Critical Habitat Type
Southwestern Willow flycatcher (<i>Empidonax traillii extimus</i>) Population: Entire	Final designated

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United States Department of the Interior



FISH AND WILDLIFE SERVICE
Carlsbad Fish and Wildlife Office
2177 SALK AVENUE - SUITE 250
CARLSBAD, CA 92008
PHONE: (760)431-9440 FAX: (760)431-5901
URL: www.fws.gov/carlsbad/

Consultation Tracking Number: 08ECAR00-2014-SLI-0500
Project Name: HDC

August 08, 2014

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project.

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, and proposed species, designated critical habitat, and candidate species that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having

similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (<http://www.fws.gov/windenergy/>) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm>; <http://www.towerkill.com>; and <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment



United States Department of Interior
Fish and Wildlife Service

Project name: HDC

Official Species List

Provided by:

Carlsbad Fish and Wildlife Office
2177 SALK AVENUE - SUITE 250
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Expect additional Species list documents from the following office(s):

Ventura Fish and Wildlife Office
2493 PORTOLA ROAD, SUITE B
VENTURA, CA 93003
(805) 644-1766

Consultation Tracking Number: 08ECAR00-2014-SLI-0500

Project Type: Transportation

Project Description: New 63 Mile Freeway between Palmdale and Apple Valley

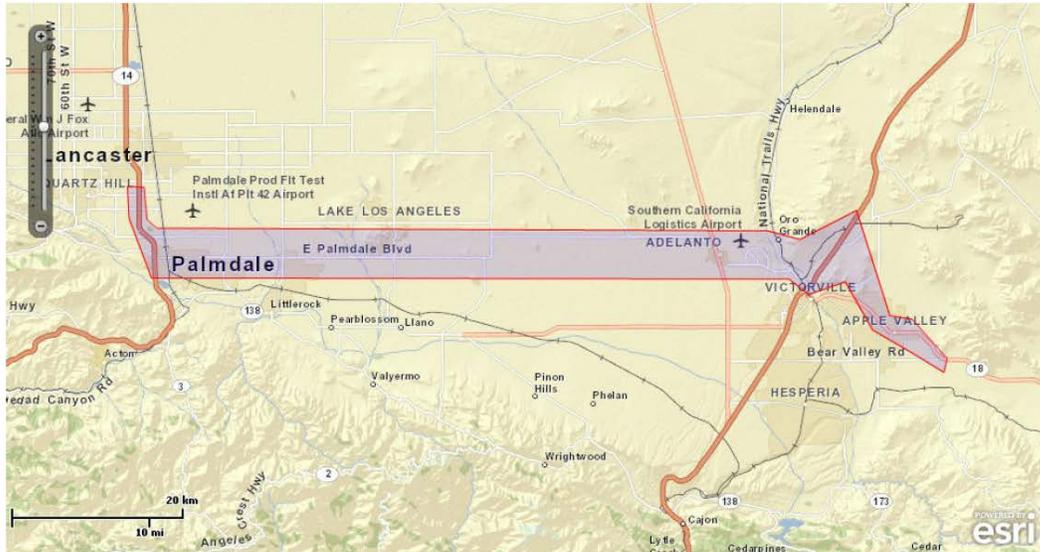
<http://ecos.fws.gov/ipac>, 08/08/2014 11:59 AM



United States Department of Interior
Fish and Wildlife Service

Project name: HDC

Project Location Map:



Project Coordinates: MULTIPOLYGON (((-117.1178062 34.4732289, -117.1219943 34.4584202, -117.1659396 34.4804977, -117.2133181 34.5031353, -117.248337 34.5540472, -117.2953036 34.5406434, -117.3204658 34.556863, -118.1364952 34.5579581, -118.1653788 34.6209886, -118.1674387 34.6547723, -118.146187 34.6535014, -118.1423075 34.6198302, -118.1298792 34.6107886, -117.3479968 34.607712, -117.3063363 34.5988187, -117.2338836 34.6292315, -117.1912773 34.5185017, -117.1624381 34.5145414, -117.1178062 34.4732289)))

Project Counties: Los Angeles, CA | San Bernardino, CA

<http://ecos.fws.gov/ipac>, 08/08/2014 11:59 AM



United States Department of Interior
Fish and Wildlife Service

Project name: HDC

Endangered Species Act Species List

There are a total of 2 threatened or endangered species on your species list. Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Critical habitats listed under the **Has Critical Habitat** column may or may not lie within your project area. See the **Critical habitats within your project area** section further below for critical habitat that lies within your project. Please contact the designated FWS office if you have questions.

Birds	Status	Has Critical Habitat	Condition(s)
Southwestern Willow flycatcher <i>(Empidonax traillii extimus)</i> Population: Entire	Endangered	Final designated	
Flowering Plants			
Cushenbury oxytheca (<i>Oxytheca parishii</i> var. <i>goodmaniana</i>)	Endangered	Final designated	

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United States Department of Interior
Fish and Wildlife Service

Project name: HDC

Critical habitats that lie within your project area

The following critical habitats lie fully or partially within your project area.

Birds	Critical Habitat Type
Southwestern Willow flycatcher (<i>Empidonax traillii extimus</i>) Population: Entire	Final designated

<http://ecos.fws.gov/ipac>, 08/08/2014 11:59 AM



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Carlsbad Fish and Wildlife Office
2177 SALK AVENUE - SUITE 250
CARLSBAD, CA 92008
PHONE: (760)431-9440 FAX: (760)431-5901
URL: www.fws.gov/carlsbad/



Consultation Code: 08ECAR00-2016-SLI-0054

October 27, 2015

Event Code: 08ECAR00-2016-E-00113

Project Name: High Desert Corridor

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, and proposed species, designated critical habitat, and candidate species that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (<http://www.fws.gov/windenergy/>) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm>; <http://www.towerkill.com>; and <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment



United States Department of Interior
Fish and Wildlife Service

Project name: High Desert Corridor

Official Species List

Provided by:

Carlsbad Fish and Wildlife Office
2177 SALK AVENUE - SUITE 250
CARLSBAD, CA 92008
(760) 431-9440
<http://www.fws.gov/carlsbad/>

Consultation Code: 08ECAR00-2016-SLI-0054

Event Code: 08ECAR00-2016-E-00113

Project Type: TRANSPORTATION

Project Name: High Desert Corridor

Project Description: This proposed project known as the HDC is to construct a new multimodal link between SR-14 in Los Angeles County and SR-18 in San Bernardino County. It would connect some of the fastest growing residential, commercial, and industrial areas in southern California, including the cities of Palmdale, Lancaster, Adelanto, Victorville, and the Town of Apple Valley.

Please Note: The FWS office may have modified the Project Name and/or Project Description, so it may be different from what was submitted in your previous request. If the Consultation Code matches, the FWS considers this to be the same project. Contact the office in the 'Provided by' section of your previous Official Species list if you have any questions or concerns.

<http://ecos.fws.gov/ipac>, 10/27/2015 09:11 AM



United States Department of Interior
Fish and Wildlife Service

Project name: High Desert Corridor

Project Location Map:



Project Coordinates: MULTIPOLYGON (((-117.17519760131835 34.565665715695104, -117.11305618286133 34.47344852422265, -117.11408615112306 34.465806327688526, -117.14996337890625 34.4662309125205, -117.15854644775389 34.48547648989887, -117.16815948486328 34.50613224203845, -117.1782875061035 34.52423718437182, -117.22085952758789 34.54997337435046, -117.26686477661133 34.56255575713362, -117.3068618774414 34.551811369170494, -117.39835739135742 34.551811369170494, -117.4196434020996 34.55817334541288, -117.44384765625 34.56510027733401, -117.94647216796874 34.5752775795944, -117.95436859130858 34.584040369390316, -118.11607360839844 34.5851709846509, -118.13255310058594 34.57230932844958, -118.13392639160155 34.582627078683736, -118.13701629638672 34.596052369966294, -118.1634521484375 34.722426197808446, -118.12362670898439 34.727505358003015, -118.10234069824217 34.602410961291504, -117.44934082031249 34.58912801692681, -117.33810424804686 34.5851709846509, -117.30445861816406 34.584040369390316, -117.22686767578125 34.66258150231496, -117.21673965454102 34.65128519895413, -117.26480484008789 34.58799745550482, -117.17519760131835 34.565665715695104)))

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United States Department of Interior
Fish and Wildlife Service

Project name: High Desert Corridor

Project Counties: Los Angeles, CA | San Bernardino, CA

<http://ecos.fws.gov/ipac>, 10/27/2015 09:11 AM

3



United States Department of Interior
 Fish and Wildlife Service
 Project name: High Desert Corridor

Endangered Species Act Species List

There are a total of 7 threatened or endangered species on your species list. Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Critical habitats listed under the **Has Critical Habitat** column may or may not lie within your project area. See the **Critical habitats within your project area** section further below for critical habitat that lies within your project. Please contact the designated FWS office if you have questions.

Amphibians	Status	Has Critical Habitat	Condition(s)
arroyo toad (<i>Anaxyrus californicus</i>) Population: Entire	Endangered	Final designated	
Birds			
California condor (<i>Gymnogyps californianus</i>) Population: Entire, except where listed as an experimental population	Endangered	Final designated	
Least Bell's vireo (<i>Vireo bellii pusillus</i>) Population: Entire	Endangered	Final designated	
Southwestern Willow flycatcher (<i>Empidonax traillii extimus</i>) Population: Entire	Endangered	Final designated	
Fishes			
Mohave Tui chub (<i>Gila bicolor ssp. mohavensis</i>) Population: Entire	Endangered		
Flowering Plants			

<http://ecos.fws.gov/ipac>, 10/27/2015 09:11 AM



United States Department of Interior
Fish and Wildlife Service

Project name: High Desert Corridor

Cushenbury oxytheca (<i>Oxytheca parishii</i> var. <i>goodmaniana</i>)	Endangered	Final designated	
Reptiles			
Desert tortoise (<i>Gopherus agassizii</i>) Population: Entire, except in Sonoran Desert	Threatened	Final designated	

<http://ecos.fws.gov/ipac>, 10/27/2015 09:11 AM



United States Department of Interior
Fish and Wildlife Service

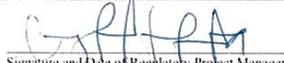
Project name: High Desert Corridor

Critical habitats that lie within your project area

The following critical habitats lie fully or partially within your project area.

Birds	Critical Habitat Type
Southwestern Willow flycatcher (<i>Empidonax trailii extimus</i>) Population: Entire	Final designated

<http://ecos.fws.gov/ipac>, 10/27/2015 09:11 AM

PRELIMINARY JURISDICTIONAL DETERMINATION FORM			
This preliminary JD finds that there "may be" waters of the United States on the subject project site, and identifies all aquatic features on the site that could be affected by the proposed activity, based on the following information:			
District Office	Los Angeles District	File/ORM #	SPL-2013-00847-CLH
		PJD Date:	Apr 5, 2016
State	CA	City/County	Los Angeles & San Bernardino Counties
Nearest Waterbody:	See attached table		
Name/Address of Person Requesting PJD	Paul Caron, Senior District Biologist California Department of Transportation Environmental Planning, District 7 100 South Main Street Los Angeles, California 90012		
Location TRS, Lat/Long or UTM:	see attached table		
Identify (Estimate) Amount of Waters in the Review Area:	Name of Any Water Bodies on the Site Identified as Section 10 Waters:		
Non-Wetland Waters: linear ft width see table acres Stream Flow: Ephemeral	Tidal Non-Tidal		
Wetlands: 0 acre(s) Cowardin Class: N/A	<input checked="" type="checkbox"/> Office (Desk) Determination <input checked="" type="checkbox"/> Field Determination Date of Field Trip: Feb 4, 2016		
SUPPORTING DATA: Data reviewed for preliminary JD (check all that apply - checked items should be included in case file and, where checked and requested, appropriately reference sources below)			
<input checked="" type="checkbox"/> Maps, plans, plots or plat submitted by or on behalf of the applicant/consultant: attached <input checked="" type="checkbox"/> Data sheets prepared/submitted by or on behalf of the applicant/consultant. <input type="checkbox"/> Office concurs with data sheets/delineation report. <input type="checkbox"/> Office does not concur with data sheets/delineation report. <input type="checkbox"/> Data sheets prepared by the Corps <input type="checkbox"/> Corps navigable waters' study: _____ <input checked="" type="checkbox"/> U.S. Geological Survey Hydrologic Atlas: <input type="checkbox"/> USGS NHD data. <input type="checkbox"/> USGS 8 and 12 digit HUC maps. <input checked="" type="checkbox"/> U.S. Geological Survey map(s). Cite quad name: see attached <input type="checkbox"/> USDA Natural Resources Conservation Service Soil Survey. Citation: see attached <input type="checkbox"/> National wetlands inventory map(s). Cite name: _____ <input type="checkbox"/> State/Local wetland inventory map(s): _____ <input checked="" type="checkbox"/> FEMA/FIRM maps: see attached <input type="checkbox"/> 100-year Floodplain Elevation is: _____ <input type="checkbox"/> Photographs: <input type="checkbox"/> Aerial (Name & Date): _____ <input type="checkbox"/> Other (Name & Date): _____ <input type="checkbox"/> Previous determination(s). File no. and date of response letter: _____ <input type="checkbox"/> Other information (please specify): _____			
IMPORTANT NOTE: The information recorded on this form has not necessarily been verified by the Corps and should not be relied upon for later jurisdictional determinations.			
 Signature and Date of Regulatory Project Manager (REQUIRED)		 Signature and Date of Person Requesting Preliminary JD (REQUIRED, unless obtaining the signature is impracticable)	
EXPLANATION OF PRELIMINARY AND APPROVED JURISDICTIONAL DETERMINATIONS:			
1. The Corps of Engineers believes that there may be jurisdictional waters of the United States on the subject site, and the permit applicant or other affected party who requested this preliminary JD is hereby advised of his or her option to request and obtain an approved JD in this instance and at this time. 2. In any circumstance where a permit applicant obtains an individual permit, or a Nationwide General Permit (NWP) or other general permit verification requiring "preconstruction notification" (PCN), or requests verification for a non-reporting NWP or other general permit, and the permit applicant has not requested an approved JD for the activity, the permit applicant is hereby made aware of the following: (1) the permit applicant has elected to seek a permit authorization based on a preliminary JD, which does not make an official determination of jurisdictional waters; (2) that the applicant has the option to request an approved JD before accepting the terms and conditions of the permit authorization, and that basing a permit authorization on an approved JD could possibly result in less compensatory mitigation being required or different special conditions; (3) that the applicant has the right to request an individual permit rather than accepting the terms and conditions of the NWP or other general permit authorization; (4) that the applicant can accept a permit authorization and thereby agree to comply with all the terms and conditions of that permit, including whatever mitigation requirements the Corps has determined to be necessary; (5) that undertaking any activity in reliance upon the subject permit authorization without requesting an approved JD constitutes the applicant's acceptance of the use of the preliminary JD, but that either form of JD will be processed as soon as is practicable; (6) accepting a permit authorization (e.g., signing a proffered individual permit) or undertaking any activity in reliance on any form of Corps permit authorization based on a preliminary JD constitutes agreement that all wetlands and other water bodies on the site affected in any way by that activity are jurisdictional waters of the United States, and precludes any challenge to such jurisdiction in any administrative or judicial compliance or enforcement action, or in any administrative appeal or in any Federal court; and (7) whether the applicant elects to use either an approved JD or a preliminary JD, that JD will be processed as soon as is practicable. Further, an approved JD, a proffered individual permit (and all terms and conditions contained therein), or individual permit denial can be administratively appealed pursuant to 33 C.F.R. Part 331, and that in any administrative appeal, jurisdictional issues can be raised (see 33 C.F.R. 331.5(a)(2)). If, during that administrative appeal, it becomes necessary to make an official determination whether CWA jurisdiction exists over a site, or to provide an official delineation of jurisdictional waters on the site, the Corps will provide an approved JD to accomplish that result, as soon as is practicable.			



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Carlsbad Fish and Wildlife Office
2177 SALK AVENUE - SUITE 250
CARLSBAD, CA 92008
PHONE: (760)431-9440 FAX: (760)431-5901
URL: www.fws.gov/carlsbad/



Consultation Code: 08ECAR00-2016-SLI-0667

May 26, 2016

Event Code: 08ECAR00-2016-E-00977

Project Name: HDC

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, and proposed species, designated critical habitat, and candidate species that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (<http://www.fws.gov/windenergy/>) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm>; <http://www.towerkill.com>; and <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment



United States Department of Interior
Fish and Wildlife Service

Project name: HDC

Official Species List

Provided by:

Carlsbad Fish and Wildlife Office
2177 SALK AVENUE - SUITE 250
CARLSBAD, CA 92008
(760) 431-9440
<http://www.fws.gov/carlsbad/>

Consultation Code: 08ECAR00-2016-SLI-0667

Event Code: 08ECAR00-2016-E-00977

Project Type: TRANSMISSION LINE

Project Name: HDC

Please Note: The FWS office may have modified the Project Name and/or Project Description, so it may be different from what was submitted in your previous request. If the Consultation Code matches, the FWS considers this to be the same project. Contact the office in the 'Provided by' section of your previous Official Species list if you have any questions or concerns.

<http://ecos.fws.gov/ipac>, 05/26/2016 01:43 PM

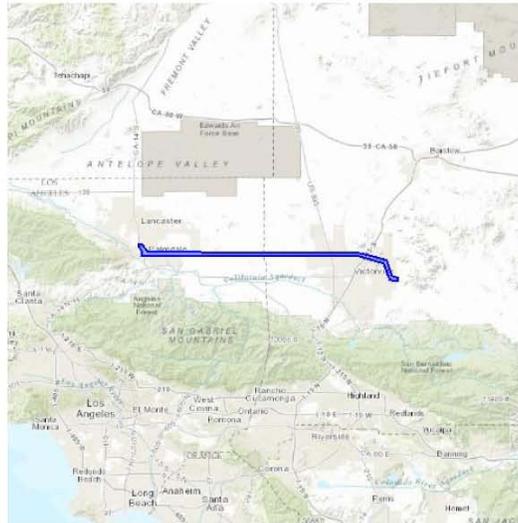
1



United States Department of Interior
Fish and Wildlife Service

Project name: HDC

Project Location Map:



Project Coordinates: MULTIPOLYGON (((-117.30239868164062 34.58290973874778, -118.11744689941405 34.58686687870012, -118.14079284667969 34.60891035148567, -118.15727233886719 34.608345207315786, -118.14010620117188 34.58573628651288, -118.13941955566408 34.57273337081576, -117.30171203613281 34.57273337081576, -117.20695495605469 34.55011476000879, -117.18154907226562 34.49863451269174, -117.15065002441405 34.492975402501536, -117.15133666992186 34.504859090252026, -117.1746826171875 34.50938576380423, -117.19528198242188 34.56029389604531, -117.24884033203124 34.57216798051356, -117.30239868164062 34.58290973874778)))

Project Counties: Los Angeles, CA | San Bernardino, CA

<http://ecos.fws.gov/ipac>, 05/26/2016 01:43 PM



United States Department of Interior
 Fish and Wildlife Service
 Project name: HDC

Endangered Species Act Species List

There are a total of 6 threatened or endangered species on your species list. Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Critical habitats listed under the **Has Critical Habitat** column may or may not lie within your project area. See the **Critical habitats within your project area** section further below for critical habitat that lies within your project. Please contact the designated FWS office if you have questions.

Amphibians	Status	Has Critical Habitat	Condition(s)
arroyo toad (<i>Anaxyrus californicus</i>) Population: Entire	Endangered	Final designated	
Birds			
California condor (<i>Gymnogyps californianus</i>) Population: Entire, except where listed as an experimental population	Endangered	Final designated	
Least Bell's vireo (<i>Vireo bellii pusillus</i>) Population: Entire	Endangered	Final designated	
Southwestern Willow flycatcher (<i>Empidonax traillii extimus</i>) Population: Entire	Endangered	Final designated	
Fishes			
Mohave Tui chub (<i>Gila bicolor ssp. mohavensis</i>) Population: Entire	Endangered		
Reptiles			

<http://ecos.fws.gov/ipac>, 05/26/2016 01:43 PM



United States Department of Interior
Fish and Wildlife Service

Project name: HDC

Desert tortoise (<i>Gopherus agassizii</i>) Population: Entire, except in Sonoran Desert	Threatened	Final designated	
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<http://ecos.fws.gov/ipac>, 05/26/2016 01:43 PM



United States Department of Interior
Fish and Wildlife Service
Project name: HDC

Critical habitats that lie within your project area

The following critical habitats lie fully or partially within your project area.

Birds	Critical Habitat Type
Southwestern Willow flycatcher (<i>Empidonax trailii extimus</i>) Population: Entire	Final designated

<http://ecos.fws.gov/ipac>, 05/26/2016 01:43 PM

From: Ray Bransfield [ray_bransfield@fws.gov]
Sent: Friday, May 27, 2016 12:00 PM
To: Johnson, Jeff W@DOT
Cc: Tara Callaway
Subject: FW: Official Species list delivered

Jeff,
This was forwarded to me. Our IPAC system has trouble getting things right. I don't know what you need to do with this list but it should not have had the California condor, arroyo toad, or Mohave tui chub on it. It should have contained the western yellow-billed cuckoo.

Please call me or Tara if you have any questions.
Ray

From: Garn, John [mailto:john_garn@fws.gov]
Sent: Friday, May 27, 2016 10:18 AM
To: Ray Bransfield
Subject: Fwd: Official Species list delivered

Good morning,

For your review and action.

Sincerely,
John

John Garn
Office Assistant
US Fish and Wildlife Service
Carlsbad Fish and Wildlife Office
2177 Salk Avenue, Suite 250
Carlsbad, CA 92008
760.431.9440 x360

----- Forwarded message -----
From: <fwhq_ecos_support@fws.gov>
Date: Thu, May 26, 2016 at 12:43 PM
Subject: Official Species list delivered
To: john_garn@fws.gov

To: IPaC point(s) of contact for Carlsbad Fish and Wildlife Office -- 81430

Project Location: Los Angeles, CA | San Bernardino, CA

IPaC has delivered an official Section 7 species list on behalf of your office to the person

indicated below.

Jeff Johnson
California Dept. of Transportation District 7
100 S Main Street
Los Angeles 90012
andrew_johnstone@dot.ca.gov
Phone: (213) 897-0840

For your convenience, IPaC has created a TAILS species list activity (08ECAR00-2016-SLI-0667) with a new event (08ECAR00-2016-E-00977) associated with it. A PDF of the species list document is attached to the event.

To open the TAILS activity, click here:

[https://ecos.fws.gov/tails/report/S7ByElementId.do?elementId=768913\[ecos.fws.gov\]](https://ecos.fws.gov/tails/report/S7ByElementId.do?elementId=768913[ecos.fws.gov]) (or copy the URL and paste it into your internet browser). If you are not already logged into ECOS, you will be required to do so before the TAILS record opens.

From the menu on the left side of the screen, click Event Report by Type. Here you will see all the events associated with this activity, including any requests for updated species lists. Simply click on the event (08ECAR00-2016-E-00977) to open it.

If you have any problems opening the TAILS record, please contact the ECOS help desk at [https://ecos.fws.gov/ecosCommon/user/me/helpTickets/create\[ecos.fws.gov\]](https://ecos.fws.gov/ecosCommon/user/me/helpTickets/create[ecos.fws.gov]).

The general location of the project can be viewed in google maps by clicking [https://www.google.com/maps/place/34.573755922885574N117.66702645032524W\[google.com\]](https://www.google.com/maps/place/34.573755922885574N117.66702645032524W[google.com]).



DEPARTMENT OF THE ARMY
LOS ANGELES DISTRICT, U.S. ARMY CORPS OF ENGINEERS
VENTURA FIELD OFFICE
2151 ALESSANDRO DRIVE, SUITE 110
VENTURA, CALIFORNIA 93001

May 12, 2016

Paul Caron, Senior District Biologist
California Department of Transportation, District 7
Environmental Management Division
100 South Main Street
Los Angeles, California 90012

SUBJECT: Approved Jurisdictional Determination regarding geographic jurisdiction

Dear Mr. Caron:

I am responding to your request (File No. SPL-2013-00847-CLH) dated April 4, 2016, for an approved Department of the Army jurisdictional determination (JD) for the High Desert Corridor Project site located within various waters, indicated on the attached spreadsheet, in Los Angeles and San Bernardino Counties.

The Corps' evaluation process for determining whether or not a Department of the Army permit is needed involves two tests. If both tests are met, a permit would likely be required. The first test determines whether or not the proposed project is located within the Corps' geographic jurisdiction (i.e., it is within a water of the United States). The second test determines whether or not the proposed project is a regulated activity under Section 10 of the Rivers and Harbors Act or Section 404 of the Clean Water Act. This evaluation pertains only to geographic jurisdiction.

Based on available information, I have determined waters of the United States do not occur on the project site. The basis for our determination can be found in the enclosed Approved Jurisdictional Determination (JD) forms.

The aquatic resources identified as isolated unnamed washes in project documentation you provided are each an intrastate isolated water with no apparent interstate or foreign commerce connection. As such, each of these aquatic resource site is not currently regulated by the Corps of Engineers. This disclaimer of jurisdiction is only for Section 404 of the Clean Water Act. Other federal, state, and local laws may apply to your activities. In particular, you may need authorization from the California State Water Resources Control Board, the California Department of Fish and Wildlife, and the U.S. Fish and Wildlife Service.

This letter includes an approved jurisdictional determination for the High Desert Corridor Project site. If you wish to submit new information regarding this jurisdictional determination, please do so within 60 days. We will consider any new information so submitted and respond within 60 days by either revising the prior determination, if appropriate, or reissuing the prior

determination. If you object to this or any revised or reissued jurisdictional determination, you may request an administrative appeal under Corps regulations at 33 CFR Part 331. Enclosed you will find a Notification of Appeal Process (NAP) fact sheet and Request for Appeal (RFA) form. If you wish to appeal this decision, you must submit a completed RFA form within 60 days of the date on the NAP to the Corps South Pacific Division Office at the following address:

Tom Cavanaugh
Administrative Appeal Review Officer
U.S. Army Corps of Engineers
South Pacific Division, CESPDPDS-O, 2042B
1455 Market Street
San Francisco, California 94103-1399

In order for an RFA to be accepted by the Corps, the Corps must determine that it is complete, that it meets the criteria for appeal under 33 CFR Section 331.5 (see below), and that it has been received by the Division Office by **July 12, 2016**.

This determination has been conducted to identify the extent of the Corps' Clean Water Act jurisdiction on the particular project site identified in your request, and is valid for five years from the date of this letter, unless new information warrants revision of the determination before the expiration date. This determination may not be valid for the wetland conservation provisions of the Food Security Act of 1985. If you or your tenant are USDA program participants, or anticipate participation in USDA programs, you should request a certified wetland determination from the local office of the Natural Resources Conservation Service prior to starting work.

Thank you for participating in the regulatory program. If you have any questions, please contact Crystal L.M. Huerta at 805-585-2143 or via e-mail at crystal.huerta@usace.army.mil. Please help me to evaluate and improve the regulatory experience for others by completing the customer survey form at http://corpsmapu.usace.army.mil/cm_apex/f?p=regulatory_survey.

Sincerely,



Spencer D. MacNeil, D.Env.
Chief, Transportation & Special Projects Branch
Regulatory Division

Enclosures

NOTIFICATION OF ADMINISTRATIVE APPEAL OPTIONS AND PROCESS AND REQUEST FOR APPEAL		
Applicant: Department of Transportation, District 7, Attn: Mr. Paul Caron	File No.: SPL-2013-00847-CLH	Date: May 12, 2016
Attached is:	See Section below	
<input type="checkbox"/>	INITIAL PROFFERED PERMIT (Standard Permit or Letter of permission)	A
<input type="checkbox"/>	PROFFERED PERMIT (Standard Permit or Letter of permission)	B
<input type="checkbox"/>	PERMIT DENIAL	C
<input checked="" type="checkbox"/>	APPROVED JURISDICTIONAL DETERMINATION	D
<input type="checkbox"/>	PRELIMINARY JURISDICTIONAL DETERMINATION	E
<p>SECTION I - The following identifies your rights and options regarding an administrative appeal of the above decision. Additional information may be found at http://www.usace.army.mil/cecw/pages/reg_materials.aspx or Corps regulations at 33 CFR Part 331.</p> <p>A: INITIAL PROFFERED PERMIT: You may accept or object to the permit.</p> <ul style="list-style-type: none"> ACCEPT: If you received a Standard Permit, you may sign the permit document and return it to the district engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit. OBJECT: If you object to the permit (Standard or LOP) because of certain terms and conditions therein, you may request that the permit be modified accordingly. You must complete Section II of this form and return the form to the district engineer. Your objections must be received by the district engineer within 60 days of the date of this notice, or you will forfeit your right to appeal the permit in the future. Upon receipt of your letter, the district engineer will evaluate your objections and may: (a) modify the permit to address all of your concerns, (b) modify the permit to address some of your objections, or (c) not modify the permit having determined that the permit should be issued as previously written. After evaluating your objections, the district engineer will send you a proffered permit for your reconsideration, as indicated in Section B below. <p>B: PROFFERED PERMIT: You may accept or appeal the permit</p> <ul style="list-style-type: none"> ACCEPT: If you received a Standard Permit, you may sign the permit document and return it to the district engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit. APPEAL: If you choose to decline the proffered permit (Standard or LOP) because of certain terms and conditions therein, you may appeal the declined permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer (address on reverse). This form must be received by the division engineer within 60 days of the date of this notice. <p>C: PERMIT DENIAL: You may appeal the denial of a permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer (address on reverse). This form must be received by the division engineer within 60 days of the date of this notice.</p> <p>D: APPROVED JURISDICTIONAL DETERMINATION: You may accept or appeal the approved JD or provide new information.</p> <ul style="list-style-type: none"> ACCEPT: You do not need to notify the Corps to accept an approved JD. Failure to notify the Corps within 60 days of the date of this notice, means that you accept the approved JD in its entirety, and waive all rights to appeal the approved JD. APPEAL: If you disagree with the approved JD, you may appeal the approved JD under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer (address on reverse). This form must be received by the division engineer within 60 days of the date of this notice. <p>E: PRELIMINARY JURISDICTIONAL DETERMINATION: You do not need to respond to the Corps regarding the preliminary JD. The Preliminary JD is not appealable. If you wish, you may request an approved JD (which may be appealed), by contacting the Corps district for further instruction. Also you may provide new information for further consideration by the Corps to reevaluate the JD.</p>		

SECTION II - REQUEST FOR APPEAL or OBJECTIONS TO AN INITIAL PROFFERED PERMIT

REASONS FOR APPEAL OR OBJECTIONS: (Describe your reasons for appealing the decision or your objections to an initial proffered permit in clear concise statements. You may attach additional information to this form to clarify where your reasons or objections are addressed in the administrative record.)

ADDITIONAL INFORMATION: The appeal is limited to a review of the administrative record, the Corps memorandum for the record of the appeal conference or meeting, and any supplemental information that the review officer has determined is needed to clarify the administrative record. Neither the appellant nor the Corps may add new information or analyses to the record. However, you may provide additional information to clarify the location of information that is already in the administrative record.

POINT OF CONTACT FOR QUESTIONS OR INFORMATION:

If you have questions regarding this decision and/or the appeal process you may contact:

U.S. Army Corps of Engineers
 Los Angeles District, Ventura Field Office
 2151 Alessandro Drive, Suite 110
 Ventura, California 93001
Crystal L.M. Huerta, Senior Project Manager
Phone: 805-585-2143, FAX 916-557-7803
 Email: crystal.huerta@usace.army.mil

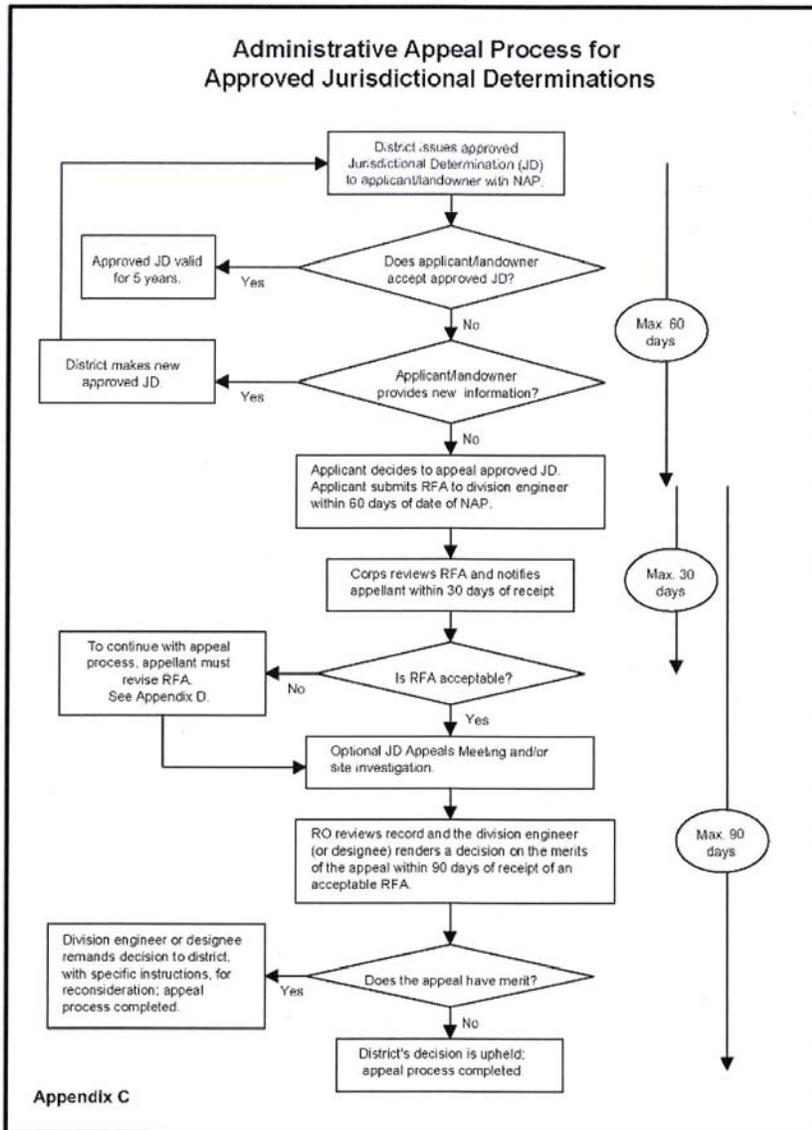
If you only have questions regarding the appeal process you may also contact:

Thomas J. Cavanaugh
 Administrative Appeal Review Officer
 U.S. Army Corps of Engineers
 South Pacific Division
 1455 Market Street, 2052B
 San Francisco, California 94103-1399
 Phone: 415-503-6574, FAX 415-503-6646
 Email: Thomas.J.Cavanaugh@usace.army.mil

RIGHT OF ENTRY: Your signature below grants the right of entry to Corps of Engineers personnel, and any government consultants, to conduct investigations of the project site during the course of the appeal process. You will be provided a 15 day notice of any site investigation, and will have the opportunity to participate in all site investigations.

_____ Signature of appellant or agent.	Date:	Telephone number:
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SPD version revised December 17, 2010



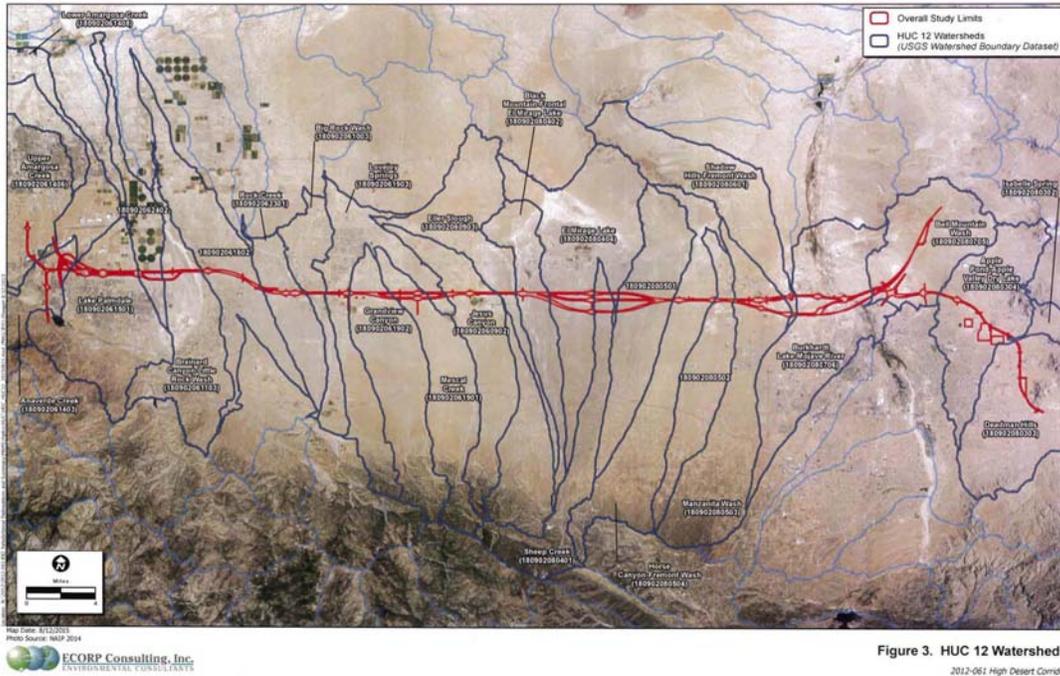
§ 331.5 Criteria.

(a) *Criteria for appeal* —(1) *Submission of RFA*. The appellant must submit a completed RFA (as defined at §331.2) to the appropriate division office in order to appeal an approved JD, a permit denial, or a declined permit. An individual permit that has been signed by the applicant, and subsequently unilaterally modified by the district engineer pursuant to 33 CFR 325.7, may be appealed under this process, provided that the applicant has not started work in waters of the United States authorized by the permit. The RFA must be received by the division engineer within 60 days of the date of the NAP.

(2) *Reasons for appeal*. The reason(s) for requesting an appeal of an approved JD, a permit denial, or a declined permit must be specifically stated in the RFA and must be more than a simple request for appeal because the affected party did not like the approved JD, permit decision, or the permit conditions. Examples of reasons for appeals include, but are not limited to, the following: A procedural error; an incorrect application of law, regulation or officially promulgated policy; omission of material fact; incorrect application of the current regulatory criteria and associated guidance for identifying and delineating wetlands; incorrect application of the Section 404(b)(1) Guidelines (see 40 CFR Part 230); or use of incorrect data. The reasons for appealing a permit denial or a declined permit may include jurisdiction issues, whether or not a previous approved JD was appealed.

(b) *Actions not appealable*. An action or decision is not subject to an administrative appeal under this part if it falls into one or more of the following categories:

- (1) An individual permit decision (including a letter of permission or a standard permit with special conditions), where the permit has been accepted and signed by the permittee. By signing the permit, the applicant waives all rights to appeal the terms and conditions of the permit, unless the authorized work has not started in waters of the United States and that issued permit is subsequently modified by the district engineer pursuant to 33 CFR 325.7;
- (2) Any site-specific matter that has been the subject of a final decision of the Federal courts;
- (3) A final Corps decision that has resulted from additional analysis and evaluation, as directed by a final appeal decision;
- (4) A permit denial without prejudice or a declined permit, where the controlling factor cannot be changed by the Corps decision maker (e.g., the requirements of a binding statute, regulation, state Section 401 water quality certification, state coastal zone management disapproval, etc. (See 33 CFR 320.4(j));
- (5) A permit denial case where the applicant has subsequently modified the proposed project, because this would constitute an amended application that would require a new public interest review, rather than an appeal of the existing record and decision;
- (6) Any request for the appeal of an approved JD, a denied permit, or a declined permit where the RFA has not been received by the division engineer within 60 days of the date of the NAP;
- (7) A previously approved JD that has been superseded by another approved JD based on new information or data submitted by the applicant. The new approved JD is an appealable action;
- (8) An approved JD associated with an individual permit where the permit has been accepted and signed by the permittee;
- (9) A preliminary JD; or
- (10) A JD associated with unauthorized activities except as provided in §331.11.





United States Department of the Interior

FISH AND WILDLIFE SERVICE
Ecological Services
Carlsbad Fish and Wildlife Office
2177 Salk Avenue, Suite 250
Carlsbad, California 92008



In Reply Refer To:
FWS-LA/SBD-15B0315-16F0216

April 06, 2016

Memorandum

To: District Biologist, California Department of Transportation,
Los Angeles, California

From: ^{for} Field Supervisor, Carlsbad Fish and Wildlife Office,
Carlsbad, California

SCOTT SOBIECH Digitally signed by SCOTT SOBIECH
Date: 2016.04.06 14:14:55 -0700

Subject: Biological Opinion on High Desert Corridor, San Bernardino County, California

This document transmits the U.S. Fish and Wildlife Service's (USFWS) biological opinion based on our review of the California Department of Transportation's (Caltrans) proposed construction of the High Desert Corridor (HDC) in Los Angeles and San Bernardino Counties and its effects on the federally threatened desert tortoise (*Gopherus agassizii*). The proposed HDC involves construction of a 63-mile long highway and high-speed rail system to connect State Route 14 in Los Angeles County with State Route 18 and Interstate 15 in San Bernardino County. This document was prepared in accordance with section 7(a)(2) of the Endangered Species Act of 1973 (Act), as amended (16 U.S.C. 1531 *et seq.*). Your request for formal consultation dated August 14, 2015, received August 17, 2015, constitutes the date consultation was initiated.

We based this biological opinion on the biological assessment for the proposed action (Caltrans 2015a) that accompanied your request for consultation (Caltrans 2015b), additional information obtained from Caltrans staff, and information in our files. A record of this consultation will be made available at the Carlsbad Fish and Wildlife Office.

CONSULTATION HISTORY

In a memorandum dated August 14, 2015, and received August 17, 2015, Caltrans requested formal consultation regarding the HDC transportation facility (Caltrans 2015b). On September 15, 2015, Caltrans changed the determination of the desert tortoise in the Biological Assessment via electronic message to "May Affect, Likely to Adversely Affect" (Johnson pers. comm. 2015a). On October 1, 2015, Ray Bransfield (USFWS), Tara Callaway (USFWS), Jeff Johnson (Caltrans), and Brad Haley (Ecops Consulting) decided after a site visit to use the density value from the lower confidence interval in the Fremont-Kramer Stratum to estimate desert tortoises in action area. On November 11, 2015, Rebecca Jones (California Department of Fish and Wildlife), Erinn Wilson (California Department of Fish and Wildlife), Tara Callaway, and Ray Bransfield discussed potential translocation measures for the HDC project and created a guidance outline. On December 10, 2015, Rebecca Jones, Jeff Johnson, Ray Bransfield, and Tara Callaway discussed the translocation guidelines for the HDC project and decided to move all desert tortoises from the action area to the

Monkeyflower Area of Critical Environmental Concern or the southern portion of the Fremont-Kramer Critical Habitat Unit. USFWS requested an extension and an extension was approved by Caltrans until January 15. On December 10, 2015, Caltrans was provided an informal draft of the HDC BO and approved the draft on February 27, 2016 (Johnson pers. comm. 2016a). On February 27, 2016, Caltrans approved the avoidance and minimization measures (Johnson pers. comm. 2016b).

CONCURRENCE SECTION FOR LEAST BELL'S VIREO AND SOUTHWESTERN WILLOW FLYCATCHER AND ITS CRITICAL HABITAT

By memorandum dated August 14, 2015, received August 17, 2015, Caltrans requested USFWS concurrence with their determination that the HDC transportation facility is not likely to adversely affect the federally endangered least Bell's vireo (*Vireo bellii pusillus*) and the federally endangered southwestern willow flycatcher (*Empidonax traillii extimus*) or its critical habitat. Caltrans' request and the USFWS response are made pursuant to section 7(a)(2) of the Act of 1973, as amended. The USFWS response is based on the information in Caltrans' request for concurrence and additional information provided by Jeff Johnson of your staff and Brad Haley.

The proposed HDC transportation facility is a cooperative effort between Caltrans and the Metro consisting of the construction of a 63-mile west-east transportation facility in the High Desert region of Los Angeles and San Bernardino Counties. The proposed HDC involves construction of a 63-mile long highway and high-speed rail system to connect State Route 14 in Los Angeles County with State Route 18 and Interstate 15 in San Bernardino County. For 4 years spanning 2012-2015, biologists conducted focused federally listed bird surveys for least Bell's vireo and southwestern willow flycatcher along the Mojave River and no listed species were detected in the proposed HDC transportation facility action area. Both species were observed nesting and documented in riparian habitat outside of the proposed action area.

Caltrans has proposed the following avoidance and minimization measures for the least Bell's vireo and southwestern willow flycatcher: not exceeding noise effects of 60 decibels at 1,000 feet averaged over one hour, installing directional lighting that focuses light on the bridge, and using approved avian biologists during bridge construction over the Mojave River and construction in suitable habitat. An avian biologist will be responsible for presenting a worker environmental awareness training to all workers involved with the exclusion fence installation and bridge construction, covering topics such as habitat requirements, activity patterns, and avoidance and minimization measures for the least Bell's vireo and southwestern willow flycatcher. Your request for concurrence provides additional information on the proposed action and the protective measures that would require the avian biologist(s) and construction crew to undertake to avoid adverse effects to the least Bell's vireo and southwestern willow flycatcher.

With the full implementation of the avoidance and minimization measures contained in your request, we concur with your determination that the proposed action is not likely to adversely affect the federally endangered least Bell's vireo or the southwestern willow flycatcher. We have reached this conclusion because of the avoidance and minimization measures proposed by Caltrans and the low-likelihood of encountering the listed bird species due to the construction distance from previous observation location and nesting sites.

The USFWS also concurs with your determination that the proposed action is not likely to adversely affect the designated critical habitat of the southwestern willow flycatcher for the following reasons. Construction crews will build three separate bridges over the Mojave River that will be about 80 feet above the river, and the bridges are not expected to affect the riparian vegetation within and adjacent to the river. Approximately 12.74 acres of southwestern willow flycatcher critical habitat occurs within the action area, and 8.55 of those 12.74 acres would be beyond the construction area and would not be affected. The remaining 4.19 of the 12.74 acres is low quality riparian habitat that does not contain the physical and biological features necessary to support this species. Of the 4.19 acres, 0.88 acres would not be affected; 3.24 acres would be permanently impacted; and 0.07 acres would be temporarily affected.

The proposed action would not significantly alter the physical and biological features of the designated critical habitat identified for this species. The amount of riparian habitat to support viable populations of the southwestern willow flycatcher or insect prey populations would not be reduced significantly in this area because the disturbance from the proposed project would occur within low quality riparian areas that are heavily disturbed. The road construction would reduce riparian trees in critical habitat; however, that particular riparian area in critical habitat is sparsely vegetated by unhealthy cottonwood trees and does not contain the physical and biological features necessary for this species. The protective measures proposed by Caltrans would likely minimize these effects through the installation of exclusion fencing to avoid impacts outside of the construction zone to critical habitat and using approved avian biologists during construction in suitable habitat.

Further consultation, pursuant to section 7(a)(2) of the Act of 1973, as amended, is not required. If the proposed action changes in any manner that may affect the least Bell's vireo and the southwestern willow flycatcher or its designated critical or if monitoring of any event reveals that the proposed protective measures are not functioning appropriately, please contact us immediately to determine whether additional consultation is required.

If you have any questions regarding this matter, please contact Tara Callaway of my staff at (760) 431-9440, extension 217.

BIOLOGICAL OPINION

DESCRIPTION OF THE PROPOSED ACTION

We summarized the following description of the proposed action from the biological assessment (Caltrans 2015a). The proposed 63-mile west-east facility would connect SR-14 in Los Angeles County and SR-18 and I-15 in San Bernardino County (Figure 1). Construction of the HDC may extend from 2016 to 2040 and would take approximately 36 to 48 months to complete the projected eight phases for all three segments. The HDC would include a 63-mile multi-lane freeway with a high-speed rail system along its center median and 39 miles of Class I and/or Class III bicycle paths.



Figure 1. Geographic location of the HDC.

The HDC footprint encompasses about 4,718.96 acres. Of that area, 1,993.95 acres are located between SR-14 and 240th Street East and 2,725.00 acres are located east of 240th Street East (Table 1). The HDC between 240th Street East and I-15 covers 1,977.16 acres and east of I-15 covers 747.85 acres.

Table 1. HDC permanent and temporary impacts in desert tortoise habitat

Location	Impact Area (acres)			
	Permanent	Temporary	No Impacts	Total
SR-14 to 240 th Street East	1,732.31	261.64	0.00	1,993.95
East of 240 th to I-15	1,569.66	406.35	1.15	1,977.16
East of I-15	558.26	189.59	0.00	747.85
Impact Totals	3,860.23	857.58	1.15	4,718.96

Construction

For each of the three segments, construction would include construction phases such as the mobilization and staging of the site for construction activities, site clearing and demolition, utility relocation, guideway and highway construction, tollway and railroad infrastructure installation, and landscaping.

Mobilization and Staging

This phase involves site preparation for construction activities by bringing materials and machinery to the site and storing in the staging area.

Site Clearing, Demolition, and Utility Relocation

This phase would clear the roadway and railway alignment of structures, vegetation, asphalt, and concrete. All materials cleared from alignment would be removed and disposed. Utilities that would interfere with construction would be removed and relocated or encased for continuing service.

Construction of Guideway, Highway, and Railroad

Construction crews would build the HDC roadways and high-speed rail system using site excavation, grading, filling, and pavement installation. Crews would contain approximately 150 people on site and consist of construction crewmembers, biologists, and engineers. Crews would use construction machinery such as scrapers (up to 10 at a time), large dozers (up to four), large loaders (four total), diesel transport trucks with tractor trailers (up to 20), excavators (up to four), pile drivers (up to four), backhoes (up to six), land planes (four total), vibratory rolling compactors (four total), skidsteers (six total), and water trucks (eight total). Bridges, overcrossings, undercrossings, soundwalls, and retaining walls would be built at the same time of the roadway and high-speed rail construction. The freeway and high-speed rail system components require approximately 9 feet and 15 feet of fill above grade upon which to build the highway, respectively. Caltrans would construct bridges spanning the Mojave River as three separate spans (eastbound traffic, high-speed rail tracks, and westbound traffic) each approximately 260 feet long and 80 feet above the river. Roadways and the high-speed rail would be approximately 56 and 49 feet wide, respectively; roadways would be spaced 34 feet from the middle of the high-speed rail or 9.5 feet from the edge of the high-speed rail.

Crews would construct seven bridges of varying lengths to cross washes throughout the transportation facility. Between the Mojave River and Victorville Landfill, 1.64 miles of highway

would be elevated; the high-speed rail would be approximately 30 feet below grade through this section. Overall, construction crews would install 174 culverts east of 240th Street East ranging in size from 7 feet by 3 feet to 12 feet by 8 feet; 65 soft bottom culverts would be included in desert tortoise habitat (Johnson pers. comm. 2016c). Construction crews would build a 90-foot-wide overpass designed for wildlife and vehicular crossings over the high-speed rail along Quarry Road.

Operations and Maintenance

Routine maintenance would occur as needed throughout the lifetime of the HDC transportation facility. Maintenance activities would include routine highway drainage and culvert cleaning to prevent flooding; landscape vegetation trimming; fence repairs; and trash, debris, and roadkill removal.

Avoidance and Minimization Measures

The proposed action includes the following measures that Caltrans will implement during survey, construction, and maintenance activities to minimize adverse effects to desert tortoises. We have changed the wording of some measures from that in the biological assessment to improve clarity, but we have not changed their substance. We have also updated some measures based on modifications agreed to by the USFWS and Caltrans (Johnson pers. comm. 2016b).

Authorized Biologists and Desert Tortoise Monitors

1. An authorized biologist is a person the USFWS has approved to conduct specific activities to protect desert tortoises during the implementation of a project (e.g. clearance surveys, handling of individuals, etc.). A desert tortoise monitor (monitor) is a person who assists the authorized biologists in protecting desert tortoises. The authorized biologist is responsible for supervising monitors and ensuring that monitors are sufficiently trained to perform assigned tasks, including the handling of desert tortoises. Authorized biologists and monitors are responsible for monitoring project activities within desert tortoise habitat, ensuring proper implementation of protective measures, and recording and reporting desert tortoise observations. Monitors report incidents of non-compliance to authorized biologists, and authorized biologists turn in reports of non-compliance to Caltrans and the USFWS immediately.
2. Caltrans will employ an appropriate number of authorized biologists and monitors during construction of the HDC transportation facility for the protection of the desert tortoise. Authorized biologists will monitor each activity where conditions exist that may result in injury or mortality of desert tortoise (e.g., clearing, grading, re-contouring, and restoration activities).
3. Caltrans will review and provide the credentials of all individuals seeking approval as authorized biologists to the USFWS at least 30 days prior to the time they are needed in the field.

4. Authorized biologists and monitors will have the authority to halt any activity immediately that does not comply with the protective measures described in the biological opinion and report non-compliance to Caltrans and then to the USFWS.
5. Individuals approved to capture and handle desert tortoises, perform pre-project clearance surveys, move desert tortoises out of harm's way, excavate burrows, handle nests and eggs, construct artificial burrows, and temporarily confine desert tortoises will do so in compliance with the Desert Tortoise Field Manual (USFWS 2009) or most up-to-date USFWS guidance. The Desert Tortoise Field Manual can be found at <http://www.fws.gov/carlsbad/PalmSprings/DesertTortoise.html>. Individuals approved to perform these tasks include authorized biologists and monitors who are under the direct supervision of an authorized biologist.
6. An authorized biologist will be present during the removal of desert tortoise habitat east of 240th Street East; if an authorized biologist is within the immediate area and directly overseeing the habitat removal, a monitor can directly supervise vegetation removal.

Installation of Exclusionary Fencing around Construction Area

7. Prior to construction, Caltrans will install a temporary desert tortoise exclusion fence around all project areas in desert tortoise habitat, including staging and storage areas, as determined by an authorized biologist between 240th Street East and the eastern end of the project. Roads crossing the HDC will terminate at the exclusion fence and turnarounds will be developed. Caltrans will install the exclusion fences as specified in the USFWS's Desert Tortoise Field Manual (2009) or most up-to-date USFWS guidance, utilized
8. Authorized biologists and monitors will conduct daily clearance surveys of desert tortoise exclusion fence alignments during installation and monitor installation at all times. After exclusion fence construction is completed, authorized biologists and monitors will conduct 100 percent clearance surveys within the exclusion fence. Desert tortoises that are found inside the fence will be translocated¹, in accordance with the specifications established by the most up-to-date USFWS guidelines.
9. To the maximum extent practicable, Caltrans will place fence alignments and the features that they are enclosing (e.g. road alignment, etc.) in a manner that reduces the number of desert tortoises that must be moved off the project site.
10. The authorized biologist will use their best judgment regarding measures to use to ensure that desert tortoises do not immediately return to fenced areas or other areas they have been moved from to ensure their protection. The authorized biologist may use temporary penning,

¹ In the biological assessment (Caltrans 2015a), Caltrans refers to the act of moving desert tortoises from the project site to a recipient site as "relocation". Current terminology in the scientific literature refers to this practice as "translocation", and the USFWS has adopted this terminology in all recent biological opinions involving this practice for the desert tortoise. Therefore, we have substituted use of the term "relocation" with the term "translocation" in these measures to improve clarity.

in accordance with the Desert Tortoise Field Manual (USFWS 2009) or most up-to-date USFWS guidance, to prevent desert tortoises from re-entering these areas during construction.

11. Caltrans will install shade structures, in accordance with the Desert Tortoise Field Manual (2009) or most up-to-date USFWS guidance, at regular intervals along exclusion fence to provide shade for desert tortoises that exhibit fence-pacing behavior.
12. Caltrans will inspect the temporary exclusion fence twice per week and repair, when necessary, during the construction of the HDC transportation facility to ensure that desert tortoises are excluded from the construction area.
13. Caltrans will confine all construction activities, project vehicles, and equipment to the area within the exclusion fence.

Translocation of Desert Tortoises

14. Authorized biologists will conduct health assessments, in accordance with the Health Assessment Handbook (USFWS 2013b) or most up-to-date USFWS guidelines, on all desert tortoises found during the clearance surveys for clinical signs of disease prior to translocation. If any desert tortoises are found with signs of disease, Caltrans will contact the USFWS to determine further actions. Any authorized biologist conducting health assessments must be approved by USFWS to perform these duties after attending and passing the USFWS health assessment course.
15. California Department of Fish and Wildlife (CDFW) and USFWS will approve Caltrans' translocation site(s) and translocation plan before construction commences. Caltrans will translocate desert tortoises to suitable habitat within the southern portion of the Fremont-Kramer Critical Habitat Unit or the Monkeyflower Area of Critical Environmental Concern as determined by USFWS and CDFW.
16. Desert tortoises will be translocated and released into suitable habitat and placed in the shade of a shrub. If an individual is found in a burrow, the desert tortoise will be excavated from the burrow and translocated to an unoccupied burrow similar to the hibernaculum in which it was found. Translocated desert tortoises will not be placed in existing occupied burrows. If an existing burrow that is similar in size, shape, and orientation to the original burrow is unavailable, the authorized biologist will construct one in accordance with the Desert Tortoise Field Manual (USFWS 2009) or most up-to-date USFWS guidance.
17. Caltrans will monitor survivorship and movement activity for translocated desert tortoises for up to five years using radio telemetry in accordance with the Desert Tortoise Monitoring Handbook (USFWS 2015c) or most up-to-date USFWS guidance.

Worker Environmental Awareness Program

18. Caltrans will ensure that all workers associated with the transportation facility receive worker environmental awareness training to ensure the protection of the desert tortoise and its habitat. Caltrans will develop and implement the program and an authorized biologist or monitor will administer the training to all personnel. The worker environmental awareness training will:
- a. Be developed by or in consultation with an authorized biologist and consist of a presentation in which supporting written material and electronic media, including photographs of protected species, are made available to all participants;
 - b. Discuss general conditions of the Act, necessity for adhering to the requirements of the Act, potential for civil and criminal penalties associated with violating the provisions of the Act, and specific requirements for complying with the provisions of the Act as they relate to the project;
 - c. Place special emphasis on the natural history of the desert tortoise, including information on physical characteristics, photographs, distribution, behavior, ecology, and sensitivity to human activities;
 - d. Describe construction activities that may affect the desert tortoise and its habitat, the purpose and function of the desert tortoise avoidance and minimization measures, legal protections and penalties, reporting requirements and procedures for personnel if non-compliance of environmental requirements occurs;
 - e. Inform workers that the authorized biologists and monitors have the authority to halt work in any area where an unauthorized adverse impact to biological resources may occur if the activities continued;
 - f. Discuss general safety protocols such as hazardous substance spill prevention and containment measures and fire prevention and protection measures;
 - g. Describe project site boundaries within which project activities may be conducted;
 - h. Provide contact information for the authorized biologists and monitors to handle late comments and questions about the material discussed in the program, as well as notification of any dead or injured wildlife species encountered during project-related activities;
 - i. Direct all workers to report all observations of listed species and their sign to an authorized biologist for inclusion in the yearly compliance report;
 - j. Include a training acknowledgment form to be signed by each worker indicating that they received training and will abide by the guidelines;

- k. Provide information regarding the effects of predation on the desert tortoise by common ravens (*Corvus corax*) and other predators and describe preventative measures that reduce the likelihood that predators will be attracted to the project area;
- l. Warn of the potential for desert tortoises to take refuge under vehicles and to notify an authorized biologist in that event;
- m. Describe the specific procedures to be followed to move a desert tortoise that may be in imminent danger (i.e., on a heavily traveled road without an authorized biologist nearby).

Desert Tortoise Protective Measures

- 19. Caltrans will have an authorized biologist on-site during ground-disturbing activities to move any desert tortoises out of harm's way that may have been missed during clearance surveys. If a desert tortoise, whether dead, injured, or entrapped, is found in the project area after the 100 percent clearance survey is completed, all work within the area will halt.
- 20. All vehicles and equipment on project sites, including private automobiles parked outside of areas that have desert tortoise exclusion fencing, must be inspected by drivers prior to moving them to ensure that desert tortoises have not moved underneath the parked vehicle. If project personnel encounter a desert tortoise, they will contact an authorized biologist, and the desert tortoise will be allowed, under its own volition, to move a safe distance away prior to moving the vehicle. Inspection flags will be placed on heavy equipment at the end of the day to remind drivers to look under them prior to startup.
- 21. If a desert tortoise is found in a construction area where fencing was deemed unnecessary, work will cease until the individual leaves under its own volition to a safe distance out of harm's way. The authorized biologist will decide upon the extent of additional surveys and fencing needed.
- 22. No desert tortoise will be captured, moved, transported, released, or purposefully caused to leave its burrow for any reason when the ambient air temperature is above 95 degrees Fahrenheit (°F). No desert tortoise will be captured if the ambient air temperature is anticipated to exceed 95°F before handling or processing can be completed. If the ambient air temperature exceeds 95°F during handling or processing, desert tortoises will be kept shaded in an environment that does not exceed 95°F, and not released until ambient air temperature declines to below 95°F.
- 23. Caltrans will contain all trash associated with the project that could provide subsidies to predators in secure, self-closing receptacles. Caltrans will also remove and dispose of all road-killed animals on the project to prevent the introduction of subsidized food resources for common ravens and coyotes (*Canis latrans*).

24. Caltrans will ensure that workers do not bring firearms and pets into the project area. Firearms carried by authorized security and law enforcement personnel are exempt from this measure.
25. Caltrans and the contractor will follow the standard best management practice field manual (Caltrans 2003) with regard to dust, erosion, and sediment control.
26. Project personnel will ensure water used for construction does not create standing water that could attract desert tortoises or predators, such as common ravens and coyotes, to the site. When not in use, all water sources such as hydrants or open water trucks will be covered to prevent use by animals.
27. Culverts in desert tortoise habitat will have soft bottoms and will allow desert tortoises to enter and exit safely from each end.
28. Signs will be placed, as needed, to indicate the need to reduce speeds on roadways and strictly confine activities to the project area. All site personnel will adhere to a 35 miles per hour speed limit in unfenced areas (Caltrans 2016).

Prevention of Introducing Non-native and Invasive Plant Species

29. Caltrans will prevent the introduction or further spread of invasive and non-native species during and after construction to the work area by developing a weed abatement program.

Post-Construction

30. Permanent desert tortoise exclusion fencing, in accordance with the Desert Tortoise Field Manual (USFWS 2009) or most up-to-date USFWS guidance will be installed parallel to the outside edge of the operational areas of the project, not necessarily the rights-of-way edge, in areas of suitable habitat where bridges are not located. This fencing will be a part of standard highway inspections and maintained in perpetuity. Roads that cross the HDC in desert tortoise habitat will be terminated and turnarounds will be used.
31. Wildlife-proof trash containers will be installed and regularly emptied at all rest stops or train stations associated with the HDC transportation facility.
32. Perching opportunities for common ravens and raptors near habitat supporting desert tortoise will be limited, structures incorporating a design to discourage raven and raptor perching should be selected including Avian Power Line Interaction Committee guidelines (APLIC 2006) for avoiding unintended injuries to birds.

Compensation

Caltrans has committed to offsetting the loss of desert tortoise habitat by paying compensation at a 1 to 1 ratio for permanent, adverse effects (1,554.83 acres). Compensation will include the acquisition of land within a Desert Wildlife Management Area and/or contribution of an equivalent monetary

value towards recovery actions in West Mojave. Recovery actions can include restoration, closing roads, fencing installation, repairs or purchase and discontinued use of Bureau of Land Management (BLM) grazing allotments. If the project design changes and increases or decreases the total amount of desert tortoise habitat that is adversely affected, Caltrans would pay compensation for the total amount of acres that are permanently lost.

ANALYTICAL FRAMEWORK FOR THE JEOPARDY DETERMINATION

Jeopardy Determination

Section 7(a)(2) of the Act requires that Federal agencies ensure that any action they authorize, fund, or carry out is not likely to jeopardize the continued existence of listed species. “Jeopardize the continued existence of” means “to engage in an action that reasonably would be expected, directly or indirectly, to reduce appreciably the likelihood of both the survival and recovery of a listed species in the wild by reducing the reproduction, numbers, or distribution of that species” (50 Code of Federal Regulations 402.02).

The jeopardy analysis in this biological opinion relies on four components: 1) the status of the species, which describes the range-wide condition of the desert tortoise, the factors responsible for that condition, and its survival and recovery needs; 2) the environmental baseline, which analyzes the condition of the desert tortoise in the action area, the factors responsible for that condition, and the relationship of the action area to the survival and recovery of the desert tortoise; 3) the effects of the action, which determines the direct and indirect impacts of the proposed Federal action and the effects of any interrelated or interdependent activities on the desert tortoise; and 4) the cumulative effects, which evaluates the effects of future, non-Federal activities in the action area on the desert tortoise.

In accordance with policy and regulation, the jeopardy determination is made by evaluating the effects of the proposed federal action in the context of the current status of the desert tortoise, taking into account any cumulative effects, to determine if implementation of the proposed action is likely to cause an appreciable reduction in the likelihood of both the survival and recovery of the desert tortoise in the wild.

The jeopardy analysis in this biological opinion places an emphasis on consideration of the range-wide survival and recovery needs of the desert tortoise and the role of the action area in the survival and recovery of the desert tortoise as the context for evaluation of the significance of the effects of the proposed federal action, taken together with cumulative effects, for purposes of making the jeopardy determination.

STATUS OF THE DESERT TORTOISE

Status of the Desert Tortoise

Section 4(c)(2) of the Act requires the USFWS to conduct a status review of each listed species at least once every 5 years. The purpose of a 5-year review is to evaluate whether the species’ status has changed since it was listed (or since the most recent 5-year review); these reviews, at the time of their completion, provide the most up-to-date information on the range-wide status of the species. We are

incorporating the 5-year review by reference to provide most of the information for this section of the biological opinion. The 5-year review is available at http://ecos.fws.gov/docs/five_year_review/doc3572.DT%205Year%20Review_FINAL.pdf. The following paragraphs provide a summary of the relevant information in the 5-year review.

In the 5-year review, the USFWS discusses the status of the desert tortoise as a single distinct population segment and provides information on the Federal Register notices that resulted in its listing and the designation of critical habitat. The USFWS also describes the desert tortoise's ecology, life history, spatial distribution, abundance, habitats, and the threats that led to its listing (i.e., the five-factor analysis required by section 4(a)(1) of the Act). In the 5-year review, the USFWS concluded by recommending that the status of the desert tortoise as a threatened species be maintained.

With regard to the status of the desert tortoise as a distinct population segment, the USFWS concluded in the 5-year review that the recovery units recognized in the original and revised recovery plans (USFWS 1994a and 2011, respectively) do not qualify as distinct population segments under the USFWS's distinct population segment policy (61 Federal Register 4722; February 7, 1996). We reached this conclusion because individuals of the listed taxon occupy habitat that is relatively continuously distributed, exhibit genetic differentiation that is consistent with isolation-by-distance in a continuous-distribution model of gene flow, and likely vary in behavioral and physiological characteristics across the area they occupy as a result of the transitional nature of, or environmental gradations between, the described subdivisions of the Mojave and Colorado deserts.

In the 5-year review, the USFWS summarizes information with regard to the desert tortoise's ecology and life history. Of key importance to assessing threats to the species and to developing and implementing a strategy for recovery is that desert tortoises are long lived, require up to 20 years to reach sexual maturity, and have low reproductive rates during a long period of reproductive potential. The number of eggs that a female desert tortoise can produce in a season is dependent on a variety of factors including environment, habitat, availability of forage and drinking water, and physiological condition. Predation seems to play an important role in clutch failure. Predation and environmental factors also affect the survival of hatchlings.

In the 5-year review, the USFWS also discusses various means by which researchers have attempted to determine the abundance of desert tortoises and the strengths and weaknesses of those methods. Due to differences in area covered and especially to the non-representative nature of earlier sample sites, data gathered by the USFWS's current range-wide monitoring program cannot be reliably compared to information gathered through other means at this time.

The range-wide monitoring that the USFWS initiated in 2001 is the first comprehensive attempt to determine the densities of desert tortoises across their range. The Desert Tortoise Recovery Office (USFWS 2014) used annual density estimates obtained from this sampling effort to evaluate range-wide trends in the density of desert tortoises over time. This analysis indicates that densities in the Northeastern Mojave Recovery Unit have increased by approximately 13.6 percent per year since 2004, with the rate of increase apparently resulting from increased survival of adults and sub adults moving into the adult size class. The analysis also indicates that the populations in the other 4 recovery units are declining: Upper Virgin River (-5.1 percent), Eastern Mojave (-6.0 percent),

Western Mojave (-8.6 percent), and Colorado Desert (-3.4 percent; however, densities in the Joshua Tree and Piute Valley conservation areas within this unit seem to be increasing). The following figure shows linear trends in the log-transformed densities in each desert tortoise conservation area by recovery unit. Data for the Upper Virgin River Recovery Unit are from 1999 to the present, data for all other recovery units are from 2004 to the present.

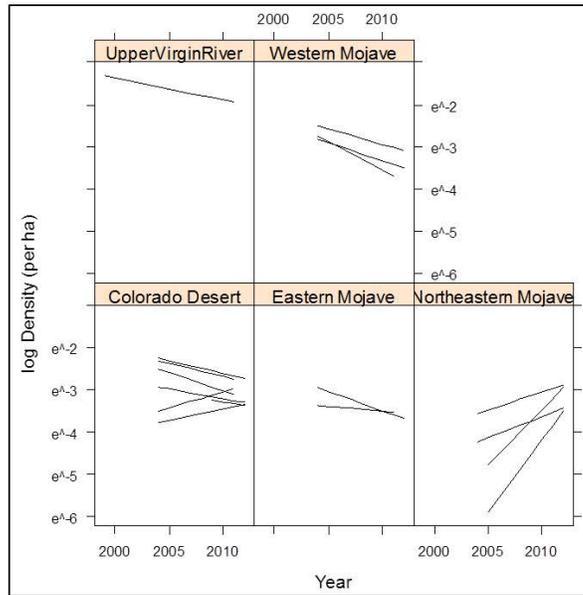


Figure 2. Log-transformed linear trends of desert tortoise densities by conservation area recovery units. Data for the Upper Virgin River Recovery Unit are from 1999 to the present; data for all other recovery units are from 2004 to the present.

Allison (pers. comm. 2014) also evaluated changes in size distribution of desert tortoises since 2001. In the Western Mojave and Colorado Desert recovery units, the relative number of juveniles to adults indicates that juvenile numbers are declining faster than adults. In the Eastern Mojave, the number of juvenile desert tortoises is also declining, but not as rapidly as the number of adults. In the Upper Virgin River Recovery Unit, trends in juvenile numbers are similar to those of adults; in the Northeastern Mojave Recovery Unit, the number of juveniles is increasing, but not as rapidly as are adult numbers in that recovery unit. Juvenile numbers, like adult densities, are responding in a directional way, with increasing, stable, or decreasing trends, depending on the recovery unit where they area found.

In this context, we consider “juvenile” desert tortoises to be animals smaller than 180 millimeters (mm) in length. The USFWS does not include juveniles detected during range-wide sampling in density estimations because they are more difficult to detect and surveyors frequently do not observe them during sampling. However, this systematic range-wide sampling provides us with an opportunity to compare the proportion of juveniles to adults observed between years.

In the 5-year review, the USFWS provides a brief summary of habitat use by desert tortoises; the revised recovery plan contains more detailed information (USFWS 2011). In the absence of specific and recent information on the location of habitable areas of the Mojave Desert, especially at the outer edges of this area, the 5-year review also describes and relies heavily on a quantitative, spatial habitat model for the desert tortoise north and west of the Colorado River that incorporates environmental variables such as precipitation, geology, vegetation, and slope and is based on occurrence data of desert tortoises from sources spanning more than 80 years, including data from the 2001 to 2005 range-wide monitoring surveys (Nussear *et al.* 2009). The model predicts the probability that desert tortoises will be present in any given location; calculations of the amount of desert tortoise habitat in the 5-year review and in this biological opinion use a threshold of 0.5 or greater predicted value for potential desert tortoise habitat. The model does not account for anthropogenic effects to habitat and represents the potential for occupancy by desert tortoises absent these effects.

To begin integrating anthropogenic activities and the variable risk levels they bring to different parts of the Mojave and Colorado deserts, the USFWS completed an extensive review of the threats known to affect desert tortoises at the time of their listing and updated that information with more current findings in the 5-year review. The review follows the format of the five-factor analysis required by section 4(a)(1) of the Act. The USFWS described these threats as part of the process of its listing (55 Federal Register 12178; April 2, 1990), further discussed them in the original recovery plan (USFWS 1994a), and reviewed them again in the revised recovery plan (USFWS 2011).

To understand better the relationship of threats to populations of desert tortoises and the most effective manner to implement recovery actions, the Desert Tortoise Recovery Office is developing a spatial decision support system that models the interrelationships of threats to desert tortoises and how those threats affect population change. The spatial decision support system describes the numerous threats that desert tortoises face, explains how these threats interact to affect individual animals and habitat, and how these effects in turn bring about changes in populations. For example, we have long known that the construction of a transmission line can result in the death of desert tortoises and loss of habitat. We have also known that common ravens, known predators of desert tortoises, use the transmission line’s pylons for nesting, roosting, and perching and that the access routes associated with transmission lines provide a vector for the introduction and spread of invasive weeds and facilitate increased human access into an area. Increased human access can accelerate illegal collection and release of desert tortoises and their deliberate maiming and killing, as well as facilitate the spread of other threats associated with human presence, such as vehicle use, garbage and dumping, and invasive plants (USFWS 2011). Changes in the abundance of native plants because of invasive weeds can compromise the physiological health of desert tortoises, making them more vulnerable to drought, disease, and predation. The spatial decision support system allows us to map threats across the range of the desert tortoise and model the intensity of stresses that these multiple and combined threats place on desert tortoise populations.

The threats described in the listing rule and both recovery plans continue to affect the species. Indirect impacts to desert tortoise populations and habitat occur in accessible areas that interface with human activity. Most threats to the desert tortoise or its habitat are associated with human land uses; research since 1994 has clarified many mechanisms by which these threats act on desert tortoises. As stated earlier, increases in human access can accelerate illegal collection and release of desert tortoises and deliberate maiming and killing, as well as facilitate the spread of other threats associated with human presence, such as vehicle use, garbage and dumping, and invasive weeds.

Some of the most apparent threats to the desert tortoise are those that result in mortality and permanent habitat loss across large areas, such as urbanization and large-scale renewable energy projects, and those that fragment and degrade habitats, such as proliferation of roads and highways, off-highway vehicle activity, and habitat invasion by non-native invasive plant species. However, we remain unable to quantify how threats affect desert tortoise populations. The assessment of the original recovery plan emphasized the need for a better understanding of the implications of multiple, simultaneous threats facing desert tortoise populations and of the relative contribution of multiple threats on demographic factors (i.e., birth rate, survivorship, fecundity, and death rate; Tracy *et al.* 2004).

The following map depicts the 12 critical habitat units of the desert tortoise, linkages between conservation areas for the desert tortoise, and the aggregate stress that multiple, synergistic threats place on desert tortoise populations (Figure 3). Conservation areas include designated critical habitat and other lands managed for the long-term conservation of the desert tortoise (e.g., the Desert Tortoise Natural Area, Joshua Tree National Park, and the Desert National Wildlife Refuge). The revised recovery plan (USFWS 2011) recommends connecting blocks of desert tortoise habitat, such critical habitat units and other important areas to maintain gene flow between populations. Linkages defined using least-cost path analysis (Averill-Murray *et al.* 2013) illustrate a minimum connection of habitat for desert tortoises between blocks of habitat and represent priority areas for conservation of population connectivity. This map illustrates that, across the range, desert tortoises in areas under the highest level of conservation management remain subject to numerous threats, stresses, and mortality sources.

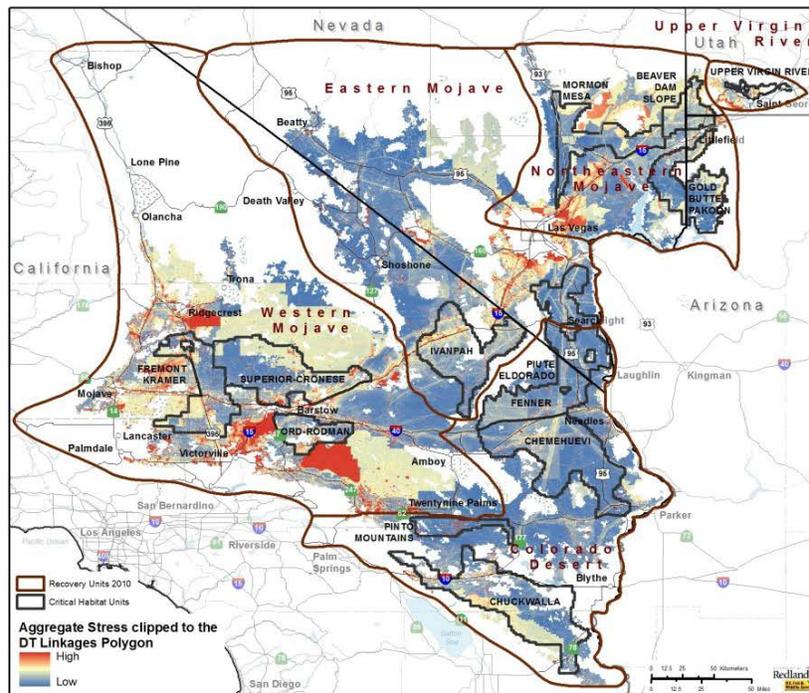


Figure 3. Critical habitat units of the desert tortoise, linkages between conservation areas for the desert tortoise, and the aggregate stress that multiple, synergistic threats place on desert tortoise populations.

Since the completion of the 5-year review, the USFWS has issued several biological opinions that effect large areas of desert tortoise habitat because of numerous proposals to develop renewable energy within its range. These biological opinions concluded that proposed solar plants were not likely to jeopardize the continued existence of the desert tortoise primarily because they were located outside of critical habitat and desert wildlife management areas that contain most of the land base required for the recovery of the species. The proposed actions also included numerous measures intended to protect desert tortoise during the construction of the projects, such as translocation of affected individuals. In aggregate, these projects would result in an overall loss of approximately 37,503 acres of habitat of the desert tortoise. We also predicted that the project areas supported up to 3,483 desert tortoises; we concluded that most of these individuals were small desert tortoises, that most large individuals would likely be translocated from project sites, and that most mortalities would be small desert tortoises that were not detected during clearance surveys. To date, 560 desert tortoises have been observed during construction of projects; most of these individuals were

translocated from work areas, although some desert tortoises have been killed (Appendix 2). The mitigation required by the BLM and California Energy Commission, the agencies permitting these facilities, will result in the acquisition of private land and funding for the implementation of various actions that are intended to promote the recovery of the desert tortoise. Although most of these mitigation measures are consistent with recommendations in the recovery plans for the desert tortoise and the USFWS continues to support their implementation, we cannot assess how desert tortoise populations will respond because of the long generation time of the species.

In addition to the biological opinions issued for solar development within the range of the desert tortoise, the USFWS (2012a) also issued a biological opinion to the Department of the Army (Army) for the use of additional training lands at Fort Irwin. As part of this proposed action, the Army removed approximately 650 desert tortoises from 18,197 acres of the southern area of Fort Irwin, which had been off-limits to training. The Army would also use an additional 48,629 acres that lie east of the former boundaries of Fort Irwin; much of this parcel is either too mountainous or too rocky and low in elevation to support numerous desert tortoises.

The USFWS also issued a biological opinion to the U.S. Marine Corps (Marine Corp) that considered the effects of the expansion of the Marine Corps Air Ground Combat Center at Twentynine Palms (USFWS 2012b). We concluded that the Marine Corps' proposed action, the use of approximately 167,971 acres for training, was not likely to jeopardize the continued existence of the desert tortoise. Most of the expansion area lies within the Johnson Valley Off-highway Vehicle Management Area.

The incremental effect of the larger actions (i.e., solar development, the expansions of Fort Irwin, and the Marine Corps Air Ground Combat Center) on the desert tortoise is unlikely to be positive, despite the numerous conservation measures that have been (or will be) implemented as part of the actions. The acquisition of private lands as mitigation for most of these actions increases the level of protection afforded these lands; however, these acquisitions do not create new habitat and Federal, State, and privately managed lands remain subject to most of the threats and stresses we discussed previously in this section. Although land managers have been implementing measures to manage these threats, we have been unable, to date, to determine whether the measures have been successful, at least in part because of the low reproductive capacity of the desert tortoise. Therefore, the conversion of habitat into areas that are unsuitable for this species continues the trend of constricting the desert tortoise into a smaller portion of its range.

As the USFWS notes in the 5-year review (USFWS 2010), "(t)he threats identified in the original listing rule continue to affect the (desert tortoise) today, with invasive species, wildfire, and renewable energy development coming to the forefront as important factors in habitat loss and conversion. The vast majority of threats to the desert tortoise or its habitat are associated with human land uses." Oftedal's work (*et al.* 2002 in USFWS 2010) suggests that invasive weeds may adversely affect the physiological health of desert tortoises. Current information indicates that invasive species likely affect a large portion of the desert tortoise's range (Figure 4). Furthermore, high densities of weedy species increase the likelihood of wildfires; wildfires, in turn, destroy native species and further the spread of invasive weeds.

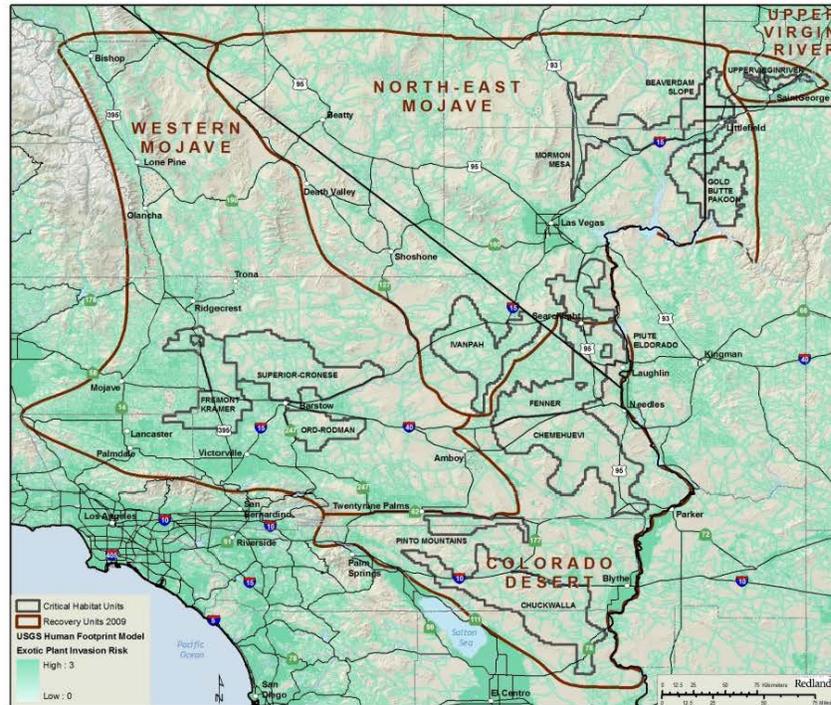


Figure 4. Invasion risk of non-native invasive plant species within the range of the desert tortoise.

Global climate change is likely to affect the prospects for the long-term conservation of the desert tortoise. For example, predictions for climate change within the range of the desert tortoise suggest more frequent and/or prolonged droughts with an increase of the annual mean temperature by 3.5 to 4.0 degrees Celsius. The greatest increases will likely occur in summer (June-July-August mean increase of as much as 5 degrees Celsius [Christensen *et al.* 2007 in USFWS 2010]). Precipitation will likely decrease by 5 to 15 percent annually in the region with winter precipitation decreasing by up to 20 percent and summer precipitation increasing by up to 5 percent. Because germination of the desert tortoise's food plants is highly dependent on cool-season rains, the forage base could be reduced due to increasing temperatures and decreasing precipitation in winter. Although drought occurs routinely in the Mojave Desert, extended periods of drought have the potential to affect desert tortoises and their habitats through physiological effects to individuals (i.e., stress) and limited forage availability. To place the consequences of long-term drought in perspective, Longshore *et al.* (2003) demonstrated that even short-term drought could result in elevated levels of mortality of desert tortoises. Therefore, long-term drought is likely to have even greater effects, particularly given that

the current fragmented nature of desert tortoise habitat (e.g., urban and agricultural development, highways, freeways, military training areas, etc.) will make recolonization of extirpated areas difficult, if not impossible.

The USFWS notes in the 5-year review that the combination of the desert tortoise's late breeding age and a low reproductive rate challenges our ability to achieve recovery. When determining whether a proposed action is likely to jeopardize the continued existence of a species, we are required to consider whether the action would "reasonably be expected, directly or indirectly, to reduce appreciably the likelihood of both the survival and recovery of a listed species in the wild by reducing the reproduction, numbers, or distribution of that species" (50 Code of Federal Regulations 402.02). Although the USFWS does not explicitly address these metrics in the 5-year review, we have used the information in that document to summarize the status of the desert tortoise with respect to its reproduction, numbers, and distribution.

In the 5-year review, the USFWS notes that desert tortoises increase their reproduction in high rainfall years; more rain provides desert tortoises with more high quality food (i.e., plants that are higher in water and protein), which, in turn, allows them to lay more eggs. Conversely, the physiological stress associated with foraging on food plants with insufficient water and nitrogen may leave desert tortoises vulnerable to disease (Ofstedal *et al.* 2002 in USFWS 2010), and the reproductive rate of diseased desert tortoises is likely lower than that of healthy animals. Young desert tortoises also rely upon high-quality, low-fiber plants (e.g., native annual plants) with nutrient levels not found in the invasive weeds that have increased in abundance across its range (Ofstedal *et al.* 2002; Tracy *et al.* 2004). Compromised nutrition of young desert tortoises likely represents an effective reduction in reproduction by reducing the number of animals that reaches adulthood. Consequently, although we do not have quantitative data that show a direct relationship, the abundance of weedy species within the range of the desert tortoise has the potential to affect the reproduction of desert tortoises and recruitment into the adult population in a negative manner.

Data from small-scale study plots (e.g., 1 square mile) established as early as 1976 and surveyed primarily through the mid-1990s indicate that localized population declines occurred at many sites across the desert tortoise's range, especially in the western Mojave Desert; spatial analyses of more widespread surveys also found evidence of relatively high mortality in some parts of the range (Tracy *et al.* 2004). Although population densities from the local study plots cannot be extrapolated to provide an estimate of the number of desert tortoises on a range-wide basis, historical densities in some parts of the desert exceeded 100 adults in a square mile (Tracy *et al.* 2004). The USFWS (2010) concluded that "appreciable declines at the local level in many areas, which coupled with other survey results, suggest that declines may have occurred more broadly."

The Desert Tortoise Recovery Office (USFWS 2014) applied estimated densities within desert tortoise conservation areas surveyed during range-wide monitoring since 2004 to the estimated acreages of remaining habitat within each recovery unit to estimate the change in numbers of individuals greater than 180 mm in carapace length (Table 2). This calculation assumes that densities inside the surveyed conservation areas are similar to densities in habitat outside these areas, but any bias will be less than would have resulted from applying densities from much smaller study plots to the entire range. Although we presume densities are generally higher within conservation areas, we

consider this a reasonable way to describe overall changes in the population given the lack of broad-scale data outside the conservation areas.

Table 2. Percent change of desert tortoise numbers within conservation area recovery units between 2004 and 2012.

Recovery Units	2004	2012	Change	Percentage of Change
Western Mojave	152,967	76,644	-76,323	-50
Colorado Desert	111,749	85,306	-26,443	-24
Northeastern Mojave	13,709	40,838	27,129	198
Eastern Mojave	68,138	42,055	-26,083	-38
Upper Virgin River	12,678	8,399	-4,280	-34
Total	359,242	253,242	-106,000	-30

The following table (Table 3) depicts acreages of habitat (as modeled by Nussear *et al.* 2009, using only areas with a probability of occupancy by desert tortoises greater than 0.5 as potential habitat) within various regions of the desert tortoise's range and of impervious surfaces as of 2006 (Fry *et al.* 2011); calculations are by Darst (pers. comm. 2014). All units are in acres.

Table 3. Remaining modeled desert tortoise habitat within each conservation area recovery unit after impervious surface acreage is subtracted from modeled acreage of desert tortoise potential habitat.

Recovery Units	Modeled Habitat	Impervious Surfaces* (percentage in parentheses)	Remaining Modeled Habitat
Western Mojave	7,585,312	1,989,843 (26)	5,595,469
Colorado Desert	4,950,225	510,862 (10)	4,439,363
Northeastern Mojave	3,012,293	386,182 (13)	2,626,111
Eastern Mojave	4,763,123	825,274 (17)	3,937,849
Upper Virgin River	231,460	84,404 (36)	147,056
Total	20,542,413	3,796,565 (18)	16,745,848

* Impervious surfaces include paved and developed areas and other disturbed areas that have zero probability of supporting desert tortoises.

The distribution of the desert tortoise has not changed substantially since the publication of the original recovery plan in 1994 (USFWS 2010) in terms of the overall extent of its range. Prior to 1994, desert tortoises were extirpated from large areas within their distributional limits by urban and agricultural development (e.g., the cities of Barstow and Lancaster, California; Las Vegas, Nevada; and St. George, Utah; etc.; agricultural areas south of Edwards Air Force Base and east of Barstow), military training (e.g., Fort Irwin, Leach Lake Gunnery Range), and off-road vehicle use (e.g., portions of off-road management areas managed by the BLM and unauthorized use in areas such as east of California City, California). Since 1994, urban development around Las Vegas has likely been the largest contributor to habitat loss throughout the range. Desert tortoises have been essentially removed from the 18,197-acre southern expansion area at Fort Irwin (USFWS 2012a).

In conclusion, we have used the 5-year review (USFWS 2010), revised recovery plan (USFWS 2011), and additional information that has become available since these publications to

review the reproduction, numbers, and distribution of the desert tortoise. The reproductive capacity of the desert tortoise may be compromised to some degree by the abundance and distribution of invasive weeds across its range; the continued increase in human access across the desert likely continues to facilitate the spread of weeds and further affect the reproductive capacity of the species. Prior to its listing, the number of desert tortoises likely declined range wide, although we cannot quantify the extent of the decline; since the time of listing, data suggest that declines continue to occur throughout most of the range, although recent information suggests that densities may have increased in the Northeastern Mojave Recovery Unit. The continued increase in human access across the desert continues to expose more desert tortoises to the potential of being killed by human activities. The distributional limits of the desert tortoise's range have not changed substantially since the issuance of the original recovery plan in 1994; however, desert tortoises have been extirpated from large areas within their range (e.g., Las Vegas, other desert cities). The species' low reproductive rate, the extended time required for young animals to reach breeding age, and the multitude of threats that continue to confront desert tortoises combine to render its recovery a substantial challenge.

ENVIRONMENTAL BASELINE

Action Area

The implementing regulations for section 7(a)(2) of the Act define the "environmental baseline" as the past and present impacts of all Federal, State, or private actions and other human activities in an action area, the anticipated impacts of all proposed Federal projects in an action area that have already undergone formal or early section 7 consultation, and the impact of State or private actions that are contemporaneous with the consultation in process (50 CFR 402.02). The action area is the basis of subsequent analyses of the environmental baseline, effects of the action, and levels of incidental take.

The action area for the proposed project includes the areas that would be affected by construction of the 63-mile transportation facility including a multi-lane freeway, high speed rail system, and Class I bicycle paths and/or Class III bicycle routes. The action area also includes a 1,000-foot radius extending from both sides of the HDC transportation facility to incorporate the facility's rights-of-way. We estimated that the HDC action area encompasses 4,718.96 acres with a total of 2,061.93 acres containing suitable tortoise habitat; the action area is split up by I-15 and contains 1,470.28 acres west of I-15 and 591.65 acres east of I-15. The proposed transportation facility is located between SR-14 in Los Angeles County and SR-18 and I-15 in San Bernardino County. The information in the Environmental Baseline section is from the biological assessment for the proposed action (Caltrans 2015a), unless otherwise noted.

Habitat Characteristics of the Action Area

The action area contains 29 vegetation communities and six land cover types consisting of paved areas associated with existing freeways (SR-14, U.S. Highway 395 [US 395], SR-18, and I-15), disturbed and developed areas (residential, commercial, and industrial structures), agricultural, rock outcroppings, and unvegetated washes. The principal plant communities observed were creosote-bush scrub, allscale scrub, Joshua tree woodland, and rubber rabbitbrush scrub. Riparian scrub and

riparian woodland occur primarily in the Mojave River area. Elevation within the action area ranges from 2,740 to 3,050 feet above mean sea level.

The 10-mile Antelope Valley segment of the action area lies between the Tehachapi Mountain range to the north, San Gabriel Mountains to the south and Victor Valley to the east. The 26-mile High Desert segment of the action area is located between 100th Street East to US 395 and Adelanto. The 27-mile Victor Valley segment of the action area follows the alignment of Air Expressway Boulevard between Caughlin Road in Adelanto and Dale Evans Parkway east of I-15 in Apple Valley and continues southeast to SR-18.

The Antelope Valley segment contains commercial and residential developments, agricultural fields, and utility structures in the western portion and relatively undisturbed desert habitat in the eastern portion. Several drainages and washes are present in the action area, including Little Rock, Big Rock, and Mescal Creeks, located on the eastern portion of the Antelope Valley segment. The High Desert segment action area contains El Mirage Dry Lake; water flows from the north to El Mirage Dry Lake from Sheep Creek within the San Bernardino Mountains. Hydrology indicators show flows average less than six inches in depth. The Victor Valley segment action area contains the Mojave River crossing at a vertical gorge; east of the river, the action area climbs a boulder slope through Bell Mountain Pass onto an alluvial fan. Numerous north-south washes cross the area, and east of I-15, the action area continues over a series of hills modified by an active mining area and on into the rocky foothills of the Granite Mountains.

Existing Conditions in the Action Area

The land in the action area is predominantly privately owned but also contains federal land managed by the BLM. Within the action area, major developments include paved and unpaved roads and utilities. Habitat degradation throughout the action area is mostly due to human disturbances such as off-road vehicle use, human habitation, and illegal trash dumping.

Paved and Unpaved Roads

I-15, US 395, and SR-18 are major travel routes within the action area and serve as substantial barriers to the movement of desert tortoises. Numerous secondary roads and unpaved roads also fall within the action area (e.g. Air Expressway and Quarry Roads) but are less travelled. Whether desert tortoises pass under these roadways in culverts is unknown, but desert tortoises have been reported to use culverts along Highway 58 (Boarman 1993).

All roads in the action area are unfenced and do not preclude entry by desert tortoises. We expect traffic along these roads likely results in the death or injury of desert tortoises. In addition to the paved and unpaved roads, there are a myriad of additional off-highway vehicle routes traversing the action area. These unpaved roads are not a barrier to movement, but we anticipate that their use results in injury and mortality of desert tortoises based on observations of similar routes in other portions of the Mojave Desert (Hughson and Darby 2011).

Caltrans implements numerous activities within its rights-of-way for I-15 that affect the action area. These activities include bridge replacements, the widening of median shoulders, and road

resurfacing. In some cases, the USFWS concurred with the determinations made by Caltrans (or, previously, by the Federal Highway Administration) that the proposed projects were not likely to adversely affect the desert tortoise or its critical habitat. In other cases, Caltrans and the Federal Highway Administration implemented actions with minor effects on desert tortoises and their critical habitat under the auspices of programmatic biological opinions issued by the USFWS (1994b, 2006, and 2013c). We are unaware of any desert tortoises being killed as a result of these activities within the action area.

Utilities

The disturbance caused by electrical transmission lines may remain evident for many years after construction and, on occasion, repair and inspection work results in new disturbances in the rights-of-way. The initial construction and ongoing maintenance result in the loss of habitat and can serve as a mechanism to introduce and spread non-native and invasive plant species.

The most substantial ongoing effect of electrical transmission lines is their ongoing use by common ravens for perching and nesting. The presence of this additional nesting substrate has likely contributed to the increase in their numbers in the desert. As previously discussed, common ravens prey on desert tortoises and are likely detrimental to the recovery of the species.

A large electrical transmission line crosses the action area in Victorville near the Mojave River in the eastern portion of the proposed HDC transportation facility. This line and an associated switching station affect a small portion of the action area. The presence of utility corridors and maintenance roads associated with utility rights-of-way within the action area has caused the loss of a relatively minor amount of desert tortoise habitat. The construction of the tower sites for the transmission lines disturbed or destroyed habitat. Unpaved roads generally run parallel to the power lines and provide access to utility company workers and the public; spur roads extend from these roads to each tower. The main and spur roads have resulted in the greatest habitat loss in association, but we do not have any quantitative information on the amount of habitat loss that these roads have caused. The use of these access roads by workers and the public results in the ongoing injury and death of desert tortoises due to vehicle strikes.

Status of the Desert Tortoise in the Action Area

We summarized the following information about desert tortoises within the action area from the biological assessment (Caltrans 2015a). Biologists conducted desert tortoise presence-absence surveys in 2008, 2011, and 2013, in accordance with the USFWS survey protocol (1992). In addition, five concentric transects were conducted around the project footprint alignment at 100, 300, 600, 1200, and 2400 feet. Focused desert tortoise presence-absence surveys were conducted in 2008, 2011 and 2012 in the Los Angeles County portion and 2011 and 2012 in the San Bernardino County portion of the action area, in accordance with the USFWS survey protocol (2010). Additionally, three concentric transects were conducted around the edge of the 100 percent coverage area at 656, 1,312, and 1,969 feet.

Between SR-14 and 240th Street East, surveyors did not observe any live desert tortoises or desert tortoise sign in 2008 and 2011. East of 240th Street East, surveyors recorded 14 burrows, four

carcasses, and eight pieces of scat in the action area. Outside of the action area, surveyors observed two live tortoises, 27 burrows, 12 carcasses, and 64 pieces of scat. In 2011, surveyors recorded an adult male about 3,000 feet east of the SR-18 bridge over the Mojave River and 1,500 feet north of the action area. In 2013, the surveyors observed another live desert tortoise approximately 1,000 feet north of the action area, around 3 miles east of Sheep Creek Road near El Mirage. The majority of desert tortoise sign and activity occurred in close proximity to the live individuals.

Desert tortoise density estimates in the HDC action area were estimated based on the Desert Tortoise Recovery Office's annual range-wide line distance monitoring surveys (Allison pers. comm. 2014 and Appendix 1). The nearest study stratum containing comparable habitat is the Fremont-Kramer Stratum. Desert tortoise densities were estimated using the most recent survey years (2011, 2012, and 2014) recorded for Fremont-Kramer and the results were averaged (USFWS 2013a, 2014, 2015a). For the area of suitable habitat between 240th Street East and I-15 and the area east of I-15, the lower confidence interval estimate was used because the habitat is of lower quality and is much more fragmented by development and disturbance than the Fremont-Kramer Stratum.

We estimated that the 2,061.93 acres of suitable tortoise habitat in the action area would likely support a total of 123 desert tortoises with 16 desert tortoises larger than 180 mm (11 west of I-15 and 5 east of I-15) and 107 desert tortoises smaller than 180 mm (74 west of I-15 and 33 east of I-15) at this time (Appendix 1). To provide an estimate of desert tortoises smaller than 180 mm in length, we used an indirect method for deriving a population estimate based on the adult population size and a life table produced for the desert tortoise on a study plot near Goffs, California (Turner *et al.* 1987).

As stated in Turner *et al.* (1987), the life table has limited predictive ability because it assumes invariant schedules of reproduction and death and constant annual rates of increase or decrease in size (Appendix 1). In addition, our use of the life table for estimating population size for individuals smaller than 180 millimeters assumes that current egg production and survival rates in the action area are similar to that on the Turner *et al.* (1987) study site in the early 1980s. However, differences in resource availability, threats, and a variety of other variables can result in differences in the overall mortality rate of individuals at different sites and times and thereby create differences in the proportion of the population composed of individuals in these smaller classes. When we consider this estimate in combination with the other information discussed in this section on threats and the existing condition of the action area, it is likely that the actual size of the population for these smaller size classes is much lower than that reflected in the calculation in Appendix 1.

The estimate provided above is based on the best available survey information for this area. However, given the results of the project site surveys, the published literature regarding desert tortoise densities adjacent to heavily used roads, and the degraded habitat in the action area, we expect the desert tortoise density and overall population size to be low.

EFFECTS OF THE ACTION

Effects of the action refer to the direct and indirect effects of an action on the species or critical habitat, together with the effects of other activities that are interrelated and interdependent with that action that would be added to the environmental baseline. Indirect effects are those that are caused by the proposed action and are later in time, but are still reasonably certain to occur. In the following

analysis, we considered the general manner in which the proposed action may affect desert tortoises and then evaluated the specific components of the proposed action. In the Conclusion section of the biological opinion, we considered the overall effects of the proposed action on the reproduction, numbers, and distribution of the desert tortoise.

Capture and Translocation of Desert Tortoises

An authorized biologist will perform clearance surveys immediately prior to and after fence installation and will temporarily pen all desert tortoises and their burrows in the project area, in accordance with the Desert Tortoise Field Manual (USFWS 2009) or most up-to-date USFWS guidance. An authorized biologist will pen desert tortoises and conduct health assessments. Once a desert tortoise passes a health assessment, it will be translocated to the Mojave Monkeyflower Area of Critical Environmental Concern or the southern portion of the Fremont-Kramer Critical Habitat Unit. Caltrans will monitor survivorship and movement activity for translocated desert tortoises for up to 5 years using radio telemetry.

We estimated that the 2,061.93 acres of suitable tortoise habitat would likely support a total of 123 desert tortoises (Appendix 1). We estimated that there would be 16 desert tortoises larger than 180 mm (11 west of I-15 and 5 east of I-15) and 107 desert tortoises smaller than 180 mm (74 west of I-15 and 33 east of I-15) at this time. Of these, we cannot predict the exact number that Caltrans would translocate from the action area at the time of HDC development; however, we are using these estimates as a means to perform a reasonable analysis of the greatest potential magnitude of effects. In general, we expect that Caltrans will find most, if not all, larger desert tortoises and some portion of the smaller desert tortoises that are present on the project site.

Capturing desert tortoises may cause elevated levels of stress that may render these animals more susceptible to disease or directly result in injury or mortality. Handling desert tortoises sometimes causes them to void the contents of their bladder, which may be a loss of important fluids that could be fatal (Averill-Murray 1999a in Boarman 2002). Averill-Murray (1999a in Boarman 2002) provided evidence that handling-induced voiding may adversely affect survivability even though the amount of fluid discharged is usually small. Because Caltrans will use only experienced biologists (i.e., authorized biologists) approved by the USFWS and approved handling techniques, captured desert tortoises are unlikely to suffer substantially elevated stress levels or be killed or injured.

Biologists previously considered translocation to be an ineffective tool in reducing the impacts of projects on desert tortoises and raised concerns regarding its numerous potential adverse effects (e.g., overcrowding, increased disease transmission, increased mortality, elevation of stress hormones, vulnerability to drought, etc.). Over the last 10 years, several researchers have undertaken studies to more carefully evaluate the effects of translocation on desert tortoises; some of these studies have included the monitoring of control and resident animals. Desert tortoises used as a control inhabit areas that are isolated from those occupied by translocated animals, and desert tortoises used as residents inhabit areas that contain translocated animals. These studies have indicated that translocated, resident, and control animals do not have significant differences in mortality rates or in levels of stress hormones. Additionally, the action area for the project under consideration in this biological opinion likely supports a very small number of desert tortoises, so we anticipate that any effects of translocation on either resident or translocated animals are likely to be

negligible. The potential exists that a small number of translocated or resident desert tortoises may die or be injured due to translocation and specific circumstances; however, we consider this likelihood to be extremely low.

The reproductive output of translocated desert tortoises is slightly lower than that of residents or controls for the first year after translocation. The specific situation of the proposed action mitigates these potential risks to a degree because biologists will translocate animals from severely degraded habitat to higher quality habitat for foraging and burrowing. By moving desert tortoises to an area containing higher quality habitat, we anticipate that the reproductive potential and thus, the reproductive output of the translocated desert tortoises may be higher at the recipient site a year after release.

Despite the overall success of well-planned efforts to translocate desert tortoises, moving desert tortoises is not without risk. The successful translocation of desert tortoises depends greatly on the techniques used. Research on translocated desert tortoises indicates that they tend to spend more time above ground and travel more than resident or control individuals. The extended time above ground can increase the exposure of desert tortoises to predators and weather extremes; we are aware that desert tortoises will sometimes walk along newly installed fences within their territories until they become overheated and die. For these reasons, the USFWS's (2009) guidance recommends that workers translocate desert tortoises when weather conditions are the most conducive to the desert tortoise's activity patterns (April and May and September and October, although the appropriate translocation may vary slightly before or after these months depending on the weather in any given year).

Translocation during the summer likely places desert tortoises at a greater degree of risk than during the winter because animals are more likely to become active during the cooler portions of summer days and then become overheated if they cannot find shelter as the temperature increases. Desert tortoises translocated during the winter may emerge from the burrows into which they are placed on a warm day and then be unable to find suitable shelter when the temperature drops again; these individuals are likely more vulnerable to predators and exposure to lower temperatures. Caltrans has not proposed to translocate desert tortoises only during times of the year when individuals are more active, but they have proposed to not capture, move, transport, release, or purposefully force to leave a burrow when the ambient air temperature is above 95°F. Caltrans will not capture a desert tortoise if the ambient air temperature will exceed 95°F before handling or processing is completed. If the ambient air temperature does exceed 95°F during handling or processing, Caltrans will pen the desert tortoises in a shaded environment that does not exceed 95°F and will not release until ambient air temperature declines to below 95°F.

Construction

If surveyors do not detect and translocate desert tortoises and eggs prior to the onset of ground-disturbing activities, they are likely to be injured or killed by heavy equipment. Desert tortoises smaller than 180 mm and buried eggs are very difficult to detect, and biologists are more likely to overlook these small tortoises and eggs during surveys than large desert tortoises.

The proposed action is likely to result in the injury or mortality of few, if any, desert tortoises because Caltrans will survey the project area to remove desert tortoises prior to and after completion of the exclusion fence. Biologists are more likely to miss small desert tortoises and eggs during surveys due to their small size and cryptic nature. However, the proposed action is unlikely to result in the injury or mortality of small desert tortoises and eggs because the action area likely supports a very low density of desert tortoises. Reproductive output, such as hatchlings and eggs, may be limited by density-dependent effects; for instance, desert tortoise densities below a certain threshold may cause a significant reduction in the reproductive output and similarly for a high tortoise density (USFWS 1994).

The Desert Tortoise Recovery Plan (USFWS 1994) describes a minimum viable population density of 10 adults per square mile to ensure that females are mated every year to provide for stable or increasing populations. Below that level, reproductive potential and output could be reduced by fewer mating opportunities and greater reproductive effort due to a greater distance and space between mating individuals. Our conclusion of a low tortoise density in the action area is based upon several years of declining population trends in the Western Mojave Recovery Unit, 4 years of presence/absence surveys with only two live tortoises observed in the study area, and a severely degraded habitat from illegal trash dumping and off-highway vehicle use. Due to the aforementioned factors, we expect there to be very few, if any, small desert tortoises and eggs.

Temporary exclusion fences can degrade over time or flooding and wind can damage their integrity; desert tortoises may be able to move through subsequent breaks in the fence and then travel into the construction area. Desert tortoises that move into the construction area would be unsuspected by the construction crew and may be injured or killed by heavy equipment. Caltrans has proposed to inspect the temporary exclusion fence twice per week to ensure its integrity, but they did not propose checking the fence immediately after rain events or storms to fix any damage. Consequently, the exclusion fence would have multiple chances to fail and some potential exists for desert tortoises to enter work areas through breaches in the exclusion fencing and be killed or injured. Given the frequency that Caltrans will inspect fences, the worker education program, and other avoidance and minimization measures that workers will implement, we anticipate that the level of injury and mortality would be low.

Operation and Maintenance

Caltrans proposes to implement numerous operations and maintenance activities on the HDC. Once construction is finished, a permanent desert tortoise-proof exclusion fence along the HDC transportation facility would replace the temporary exclusion fence. Fences can malfunction over time due to natural forces like flooding and erosion; a fence malfunction may allow desert tortoises to move through breaks in the fence and then travel into traffic. Any desert tortoise that travels onto the HDC roadway would most certainly be killed or injured. Caltrans has proposed maintaining the permanent fence as part of standard highway inspections, in perpetuity. It did not specifically propose checking the fence after large rain events or extreme storms to check for any breaks in the fence and fix the damage; the HDC will be a permanent transportation facility, so there would be multiple opportunities for fence malfunctions. Because of the low density of desert tortoises in the area and the fact that fence malfunctions would be localized, temporary, and infrequent over the life

of the project, we anticipate that few desert tortoises would be killed on the HDC during operations and maintenance.

Introduction of Invasive and Non-native Plant Species

Invasive and non-native plant species have evolved outside of the area into which they are introduced, so native herbivores do not recognize these species. Therefore, herbivory does not control these species and introduced species proliferate in the novel area. In addition, invasive and non-native plant species may outcompete native plant species for nutrients, water, and space. Some invasive and non-native plant species can cover the ground with dense vegetation growth and persist in a dried condition for months after the growing season. These conditions increase the risk that a wildfire caused by a lightning strike or human activity would spread farther and burn hotter than under natural conditions. Fires have killed desert tortoises that were outside of their burrows.

We cannot predict the degree to which invasive and non-native species would proliferate within or spread beyond the boundaries of the action area for several reasons. For example, above-average rainfall immediately after construction may encourage the spread of invasive and non-native species whereas drought may have the opposite effect. We cannot predict whether project equipment would introduce new species or whether such new species would be able to germinate, grow, and reproduce onsite.

The biological assessment (Caltrans 2015a) notes that 21 invasive and non-native plants species occur within the study area, and given the proximity of an interstate and multiple highways and state routes to this project, vehicles traveling along these routes would likely be a constant source of introductions of invasive and non-native plant species within the action area. Currently, there are no known management plans covering the project area for invasive and non-native plant species management. However, Caltrans has committed to complying with a weed abatement program that will minimize the potential for non-native introductions. The objective of the weed management program is to ensure that the presence of weed populations on and adjacent to the project site do not increase due to the project. Because of available technology, consistently and persistently applied, we predict that the proposed project would not lead to an increase in the number or amount of invasive and non-native species in the action area.

Increased Subsidies for Predators

Human activity in the desert often attracts common ravens and coyotes. Consequently, the proposed action has the potential to attract common ravens and coyotes; additional food sources for predators from roadkill or improperly secured trash may lead to an increase in their reproductive rates. Increased numbers of predators would likely lead to further predation on desert tortoises near the project. Caltrans proposes to secure trash and remove roadkill promptly to eliminate it as a source of food and ensure that water used for construction does not create standing water, thereby reducing the attractiveness of the area to predators, such as common ravens and coyotes. Implementation of these proposed measures should reduce the attraction of common ravens and coyotes to the work area.

Habitat Loss and Fragmentation

We estimated that a total of 1,554.83 acres of suitable desert tortoise habitat would be permanently lost due to this project. Desert tortoise home ranges may cross the action area, so the construction of the HDC transportation facility might separate individuals north and south of the facility into different populations by not allowing interbreeding and genetic mixing. Desert tortoises in this area are already limited in their ability to interbreed east-west due to numerous major roadways such as I-15 and US 395. Because desert tortoises have a continuous-distribution model of gene flow, separating individuals into isolated populations may have a deleterious effect on their genetic fitness. Over time, an isolated population with few individuals might have a reduced genetic diversity or reach a genetic bottleneck selecting certain alleles until they become fixed, thus reducing the genetic fitness of that population. A reduced genetic fitness can lead to decreased resistance to diseases and lower adaptability to environmental stochasticity and stressors. However, Caltrans has proposed the construction of 65 bottom sand-filled culverts along the transportation facility in tortoise habitat and permanent fencing that will lead desert tortoises toward culvert undercrossings. These culverts will decrease the probability of separate populations of northern and southern individuals and will allow interbreeding and genetic mixing of individuals on both sides of the transportation facility.

CUMULATIVE EFFECTS

Cumulative effects include the effects of future State, tribal, local, or private actions that are reasonably certain to occur in the action area considered in this biological opinion. Future Federal actions that are unrelated to the proposed action are not considered in this section because they require separate consultation pursuant to section 7 of the Act.

Most of the land in the action area is non-federally owned and held privately, while small portions are owned by the Federal government and managed by the BLM. We are unaware of any non-federal actions that are reasonably certain to occur in the action area (Johnson pers. comm. 2015b). Caltrans holds an easement for the operation and maintenance of the interstates.

Any future actions on Federal lands managed by the BLM would be subject to the consultation requirements of section 7(a)(2) of the Act and are therefore not considered cumulative effects. The BLM would be required to consult with the USFWS on any activity that it authorizes, funds, or implements on its lands under section 7(a)(2) of the Act. Therefore, we do not anticipate any cumulative effects associated with the proposed action.

CONCLUSIONS

Desert Tortoise

As we stated previously in the biological opinion, “jeopardize the continued existence of” means to engage in an action that reasonably would be expected, directly or indirectly, to reduce appreciably the likelihood of both the survival and recovery of a listed species in the wild by reducing the reproduction, numbers, or distribution of that species (50 Code of Federal Regulations 402.02). This regulatory definition focuses on how the proposed action would affect the reproduction, numbers, or distribution of the species under consideration in the biological opinion. For that reason, we have

used those aspects of the desert tortoise's status as the basis to assess the overall effect of the proposed actions on the species.

Additionally, we determine whether a proposed action is likely "to jeopardize the continued existence of the species" through an analysis of how a proposed action affects the listed taxon within the action area in relation to the range of the entire listed taxon. For the desert tortoise, this process involves considering the effects at the level of the action area, then at the level of the recovery unit, and then finally for the range of the listed taxon. Logically, if a proposed action is unlikely to cause a measurable effect on the listed taxon within the action area, it is unlikely to affect the species throughout the recovery unit or the remainder of its range. Conversely, an action with measurable effects on the listed entity in the action area may degrade the status of the species to the extent that it is affected at the level of the recovery unit or range-wide.

In the following sections, we will synthesize the analyses contained in the Effects of the Action section of this biological opinion to determine how it affects the reproduction, number, and distribution of the desert tortoise. We will then assess the effects of the proposed action on the recovery of the species and whether it is likely to appreciably reduce the likelihood of both the survival and recovery of the desert tortoise.

Reproduction

Caltrans will move all reproductive desert tortoises from the project area to translocation recipient sites approved by the USFWS. Translocated desert tortoises may exhibit decreased reproduction in the first year following translocation, but based on research conducted by Nussear *et al.* (2012), the reproductive rates of translocated desert tortoises are likely to be the same as those of resident animals in subsequent years. In addition, the action area's low density is likely hampering reproduction due to decreased frequency of mating contacts, and because translocated animals will be moved from a severely degraded habitat to higher quality habitat, the reproductive potential will likely increase for all translocated desert tortoises. Thus, the reproductive output of the translocated desert tortoises may be higher at the recipient site due to increased mating opportunities and higher quality habitat for forage and burrowing.

Desert tortoises are well adapted to highly variable and harsh environments and their longevity helps compensate for their fluctuating annual reproductive success (USFWS 1994a). Due to the adaptability and longevity of fertility in female desert tortoises, reproduction in the local area should not be impeded over time. Construction would occur over a brief period in each segment relative to the reproductive time span of female desert tortoises.

Because the HDC transportation facility would span 63 miles, it has the potential to separate populations and individuals north and south of the project. Over time, isolated populations with few individuals might have decreased genetic diversity or may reach a genetic bottleneck (Wilcox and Murphy 1985; USFWS 2011). Alleles may become fixed from the genetic bottleneck, thus reducing the genetic diversity and fitness of the population. A reduction in genetic diversity and fitness can lead to a decreased ability to resist diseases and lower adaptability to environmental stochastic factors and stresses. Because Caltrans will install culverts that will allow desert tortoises to freely move between both sides of the project, we expect that genetic differences would not accumulate

between populations north and south of the project. Consequently, the proposed action is not likely to have a measurable effect on reproduction of desert tortoises that live near the action area.

Numbers

The surveys numbers from the biological assessment allowed us to make an estimate that 16 large (i.e., desert tortoises larger than 180 mm) and 107 small (i.e., smaller than 180 mm) desert tortoises are currently present within the action area. We recognize that the information used for these estimates represents a single point in time and the number of individuals in these areas may change by the onset of construction due to fluctuations in environmental factors such as annual rainfall. Consequently, these numbers represent only an estimate meant to reasonably characterize and analyze the magnitude of effects; the overall number of animals on site may be different.

The proposed action is likely to result in the injury or mortality of few, if any, desert tortoises because Caltrans will survey the project area to remove desert tortoises prior to construction and after completion of the exclusion fence. Even though biologists are more likely to miss small desert tortoises and eggs during surveys due to their small size and cryptic nature, the proposed action is unlikely to result in injury or mortality of many small desert tortoises and eggs. Few, if any, large reproductive desert tortoises occur in the action area, so we expect that small desert tortoises and eggs would be uncommon.

Maintenance and operation activities have a low potential to kill desert tortoises given that few desert tortoises reside in the area, and because desert tortoise mortalities and injuries would only occur if a fence malfunctioned, such as during extreme weather conditions. Caltrans will inspect and fix, as needed, the temporary and permanent exclusion fence, so we anticipate desert tortoise mortalities and injuries would occur infrequently, if ever, due to maintenance and operation activities.

Although the proposed action is unlikely to result in the mortality of desert tortoises, we used a conservative approach to demonstrate the effect of the proposed action on desert tortoises in the Western Mojave Recovery Unit by assuming that HDC transportation facility construction would result in the mortality of all large desert tortoises residing in the action area. In this scenario, the loss of 16 larger desert tortoises from the estimated 76,644 present in the recovery unit (see USFWS 2014) would comprise 0.02 percent of the population (i.e., $16/76,644 \times 100 = 0.02$). This quantification would present a worst-case scenario because we expect that far fewer than 16 large desert tortoises are likely to be killed or injured as a result of the proposed action. Because we anticipate that implementation of the proposed action would injure or kill far less than 0.02 percent of the number of desert tortoises in the Western Mojave Recovery Unit, we conclude that it would have a negligible effect on the number of desert tortoises in the recovery unit. Subsequently, we also anticipate a negligible effect on the range-wide abundance and recovery of the species.

Distribution

The proposed action would prevent desert tortoises from using 1,554.83 acres of degraded habitat between SR-14, SR-18, and I-15 in the Western Mojave Recovery Unit. As we noted in the Status of the Desert Tortoise section of this biological opinion, the USFWS estimates that approximately 5,595,469 acres of modeled habitat remain in this recovery unit. Consequently, the proposed action

would result in the permanent loss of approximately 0.028 percent of the habitat in the Western Mojave Recovery Unit (1,554.83 acres/5,595,469 acres x 100) and the proposed action would have an even smaller effect on the amount of habitat available range-wide.

Effects on Recovery

The construction of the transportation corridor is affecting 2,061.93 acres of desert tortoise habitat in the Western Mojave Recovery Unit and 1,554.83 of those acres will be permanently disturbed. This loss of habitat will occur within an area that currently contains few desert tortoises and degraded habitat. Although the habitat in the Western Mojave Recovery Unit is important to the recovery strategy for the desert tortoise, the permanent effects associated with this project are exceedingly small when considered in the context of the recovery unit as a whole.

Caltrans has also committed to offsetting the loss of desert tortoise habitat by paying compensation at a 1 to 1 ratio for permanent, adverse effects (1,554.83 acres x 1 = 1,554.83 acres). Compensation will include one of the following measures or a combination of the following: 1) acquisition of land within a Desert Wildlife Management Area and/or 2) contribution of an equivalent monetary value towards recovery actions in Western Mojave Recovery Unit. Recovery actions can include restoration, closing roads, fencing installation or repairs, and purchase and discontinued use of BLM grazing allotments. All acquisitions or recovery actions associated with Caltrans' compensation requirements will be performed within the Western Mojave Recovery Unit. If acquiring lands or contributing monetarily to recovery actions, Caltrans will work closely with USFWS in selecting lands most beneficial to the conservation and recovery efforts. Caltrans will acquire compensation lands prior to initiation of field activities associated with construction of the HDC transportation facility, unless Caltrans can provide assurances in the form of a financial security. Caltrans will coordinate with the USFWS to determine the financial security needed to complete compensation obligations.

After reviewing the current status of the species, the environmental baseline for the action area, the effects of the proposed actions, and the cumulative effects, it is the biological opinion of the USFWS that the HDC transportation facility, as proposed, is not likely to jeopardize the continued existence of the desert tortoise. We reached this conclusion because:

1. The proposed action will not affect the reproductive capacity of desert tortoises in the action area, the Western Mojave Recovery Unit, or range-wide because Caltrans will move most large (reproductive) individuals to recipient sites containing better habitat. Research has demonstrated that such movements have only minor, short-term effects on reproductive capacity and the better quality of habitat in the recipient areas is likely to increase reproductive output overall.
2. The proposed action will have negligible adverse effect on the number of desert tortoises in the Western Mojave Recovery Unit and range-wide because the number of desert tortoises likely to reside in the action area is low, and Caltrans will implement numerous measures to minimize injury and mortality during the transportation facility construction and operation.

3. The proposed action will have negligible effects on the distribution of the desert tortoise because it would result in the habitat loss of approximately 0.028 percent in the Western Mojave Recovery Unit and even less range-wide. The loss of habitat would not affect desert tortoise movement or dispersal.
4. The effects of the proposed action will have minimal effects on the conservation function of the Western Mojave Recovery Unit; additionally, Caltrans will acquire desert tortoise habitat within a BLM Desert Wildlife Management Area at a 1 to 1 ratio or contribute monetarily to recovery actions within the recovery unit to offset these effects. This will have a beneficial effect on the recovery of the desert tortoise by consolidating and/or improving management of desert tortoises within areas identified as important to conservation of the species.

INCIDENTAL TAKE STATEMENT

Section 9 of the Act and Federal regulations pursuant to section 4(d) of the Act prohibit the take of endangered and threatened species, respectively, without special exemption. Take is defined as to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture or collect, or to attempt to engage in any such conduct. Harm is further defined by the USFWS to include significant habitat modification or degradation that results in death or injury to listed species by significantly impairing essential behavioral patterns, including breeding, feeding, or sheltering. Harass is defined by the USFWS as an intentional or negligent act or omission that creates the likelihood of injury to listed species by annoying it to such an extent as to significantly disrupt normal behavioral patterns which include, but are not limited to, breeding, feeding, or sheltering. Incidental take is defined as take that is incidental to, and not the purpose of, the carrying out of an otherwise lawful activity. Under the terms of section 7(b)(4) and section 7(o)(2), taking that is incidental to and not intended as part of the agency action is not considered to be prohibited taking under the Act provided that such taking is in compliance with the protective measures proposed by Caltrans and the terms and conditions of this incidental take statement.

The measures described below are non-discretionary; Caltrans must make these terms and conditions a mandatory condition of its proposed project for the exemption in section 7(o)(2) to apply. Caltrans has a continuing duty to regulate the activities covered by this incidental take statement. If Caltrans fails to require adherence to the terms and conditions of the incidental take statement through enforceable terms that are added to the proposed project, the protective coverage of section 7(o)(2) may lapse. To monitor the impact of incidental take, Caltrans must report the progress of the action and its impact on the species to the USFWS as specified in the incidental take statement [50 Code of Federal Regulations 402.14(i)(3)]. We also note that, because the USFWS considered the effects of the protective measures proposed by Caltrans in its analysis of the proposed action, these measures are also non-discretionary.

Construction of the HDC transportation facility

We estimated that 16 large and 107 small desert tortoises are currently present within the action area. Determining the exact number present within the project area at this time is not possible because desert tortoises are cryptic (i.e., individuals spend much of their lives underground or concealed under shrubs); they are inactive in years of low rainfall; and their numbers and distribution within the

action area may have changed since the surveys were completed and are likely to change further over the course of project implementation because of hatchings, deaths, immigration, and emigration. The numbers of hatchlings and eggs are even more difficult to quantify because of their small size, the location of eggs underground, and the fact that their numbers vary depending on the season; that is, at one time of the year, eggs are present but they become hatchlings later in the year.

Determining the amount or extent of the forms in which the take is likely to occur (killed, injured, or captured) is also difficult. As we noted previously, Caltrans would likely capture and translocate most of the large individuals (i.e., individuals greater than 180 mm in length) within the project area from harm's way. Furthermore, Caltrans proposes to implement measures that will minimize the mortality or injury of desert tortoises. However, occasionally even large animals remain undetected during monitoring; any undetected animals are likely to be killed or injured during construction. Some potential also exists for individuals to re-enter work areas through damaged fences. Some carcasses may be inadvertently buried by heavy equipment and others may be scavenged; consequently, not all animals that are killed or injured during construction are likely to be detected.

Therefore, we anticipate that all desert tortoises within the project area (i.e., the proposed HDC transportation facility) are likely to be taken during construction. We anticipate that most desert tortoises within this area are likely to be captured and translocated to nearby suitable habitat; however, the potential exists that desert tortoises may be killed or injured during implementation of this portion of the proposed action. Because we cannot precisely quantify the number of individuals that are likely to be killed, injured, or captured during construction of the proposed project, we will consider the amount or extent of take to be exceeded if two desert tortoises are killed or injured within the project area. We are not establishing a re-initiation criterion for the number of large or small desert tortoises that would be moved out of harm's way during construction. Additionally, we are not establishing a re-initiation criterion for the loss of eggs.

Operations and Maintenance

We cannot accurately predict how many desert tortoise may attempt to enter the completed HDC facility through damaged fences during Operations and Maintenance, or whether animals that gain access to the transportation facility will be killed or moved from harm's way. We acknowledge that Caltrans will not find every animal killed or injured during project activities. For these reasons, we will consider the amount or extent of take to be exceeded if two desert tortoises are killed or injured within the transportation facility or along the temporary or permanent fence in a calendar year. We are not establishing a re-initiation criterion for the number of desert tortoises that would be moved out of harm's way during operations and maintenance.

The exemption provided by this incidental take statement to the prohibitions against take contained in section 9 of the Act extends only to the action area as described in the Environmental Baseline section of this biological opinion.

REASONABLE AND PRUDENT MEASURE

The USFWS believes the following reasonable and prudent measures are necessary and appropriate to minimize take of desert tortoises during the implementation (i.e., construction, maintenance, and operation) of the HDC project:

1. Caltrans must ensure that the level of incidental take anticipated in this biological opinion is commensurate with the analysis contained herein.
2. Caltrans must complete a disposition plan for each translocated desert tortoise and should follow USFWS's guidance with site-specific exceptions as described in disposition plan.
3. Caltrans must reduce the potential for desert tortoises to be injured or killed by: flagging burrows before exclusion fence installation, overheating or predation after translocation, entering the construction area if a storm damages the exclusion fence, by leaving a temporary pen during and after a storm event, by reducing the likelihood that common ravens would nest onsite, and by mechanical clearing of weeds.

Our evaluation of the proposed action includes consideration of the protective measures proposed by Caltrans in the biological assessment and re-iterated in the Description of the Proposed Action section of this biological opinion. Consequently, any changes in these protective measures may constitute a modification of the proposed action that causes an effect to the desert tortoise that was not considered in the biological opinion and require re-initiation of consultation, pursuant to the implementing regulations of the section 7(a)(2) of the Act (50 Code of Federal Regulations 402.16).

TERMS AND CONDITIONS

To be exempt from the prohibitions of section 9 of the Act, Caltrans must comply with the following terms and conditions, which implement the reasonable and prudent measures described in the previous section, and the reporting and monitoring requirements. These conditions are non-discretionary.

1. The following term and condition implements reasonable and prudent measure 1:

To ensure that the proposed protective measures are effective and are being properly implemented, Caltrans must contact the USFWS immediately if it becomes aware that a desert tortoise has been killed or injured by project activities. At that time, Caltrans must review the circumstances surrounding the incident with the USFWS to determine whether the proposed protective measures and terms and conditions are effective and properly implemented or whether additional protective measures are required. Project activities may continue pending the outcome of the review, provided that the proposed protective measures and any appropriate terms and conditions of this biological opinion have been and continue to be fully implemented.

2. The following term and condition implements reasonable and prudent measure 2:

Caltrans must complete a disposition plan, in accordance with the Health Assessment Handbook (USFWS 2013b) or most up-to-date USFWS guidelines, for each translocated desert tortoise and should follow USFWS's guidance with site-specific exceptions as described in disposition plan.

3. The following term and condition implements reasonable and prudent measure 3:

- a. Caltrans must flag burrows before exclusion fence installation to show construction crews areas that must be avoided or where there should be more caution.
- b. If desert tortoises are translocated during the spring or fall active period, Caltrans must monitor individuals for at least 2 days to ensure their safety. If desert tortoises are translocated during the summer or winter inactive period, Caltrans must monitor these individuals for at least 7 days to ensure their safety. If a desert tortoise does not settle into a burrow within the respective time periods listed above, Caltrans must install shelters to provide shade as described in USFWS (2009) or most up-to-date USFWS guidance. The shelters must be a light color and larger than the cross-section of a large desert tortoise to allow for air flow; this design will reduce the likelihood that the shelter will concentrate additional heat. If a desert tortoise activity level seems to be causing it physiological stress (e.g., foaming from the mouth), the authorized biologist must immediately place the animal in the shade to reduce its body temperature. After temperature falls below 95°F (and is unlikely to rise again before dawn), the desert tortoise must again be placed in the shade of a shrub or burrow; monitoring must resume the following day before the desert tortoise becomes active. If the desert tortoise again begins to experience hyperthermia, the authorized biologist must place it in a clean holding container, bring it to a location with controlled temperature, and contact the USFWS for further guidance.
- c. Caltrans must inspect the temporary and permanent desert tortoise-proof exclusion fences immediately after heavy rain events to ensure its integrity. If Caltrans cannot repair the fence immediately after a storm, Caltrans must inspect the area inside the fence to assess whether desert tortoises gained entry prior to repair. Caltrans must translocate any desert tortoises found inside the exclusion fence at this time as described in this biological opinion.
- d. Caltrans must immediately create multiple openings in temporary pens to allow desert tortoise movement in the event of rain.
- e. Caltrans must inspect any machinery that has been idle for more than a day during the nesting season (generally February through May) to ensure that common ravens have not begun to construct a nest. Caltrans must remove any common raven nest before they lay eggs. If the birds lay eggs before the nest is removed, Caltrans must examine the area under the nest on a daily basis for as long as it is active to determine if the occupants are eating desert tortoises; if desert tortoise carcasses are observed, Caltrans must contact the USFWS within 24 hours. Caltrans must remove the nest after the young have fledged.
- f. Common raven inactive nests must be removed from any permanent structures along the HDC in a timely manner throughout the operations phase of this project.
- g. If Caltrans determines that the mechanical removal of non-native and invasive plants is necessary and desert tortoises may be present, Caltrans must conduct this work with an authorized biologist present. The authorized biologist must inspect the work

area for desert tortoises and translocate them as described in this biological opinion prior to the onset of mechanical clearing.

REPORTING REQUIREMENTS

Within 60 days of the completion of the proposed action, Caltrans must provide a report to the USFWS that provides details on the effects of the action on the desert tortoise. Specifically, the report must include information on any instances when desert tortoises were killed, injured, or handled, the circumstances of such incidents, and any actions undertaken to prevent similar mortalities or injuries from re-occurring. In addition, Caltrans must provide an annual report by January 31 each year during the construction period with the above information; if animals are moved from harm's way during this period, Caltrans must include that information in these reports.

We also request that Caltrans provide us in the final and annual reports the names of any biological monitors who assisted the authorized biologists and an evaluation of the experience they gained on the project. This information would provide us with additional reference material in the event these individuals are submitted as potential authorized biologists for future projects.

DISPOSITION OF DEAD OR INJURED DESERT TORTOISES

As part of this incidental take statement and pursuant to 50 CFR 402.14(i)(1)(v), upon locating a dead or injured desert tortoise, initial notification within 3 working days of its finding must be made by telephone and in writing to the Palm Springs Fish and Wildlife Office (760-322-2070). The report must include the date, time, location of the carcass, a photograph, cause of death or injury, if known, and any other pertinent information.

Caltrans must take care in handling injured animals to ensure effective treatment and care, and in handling dead specimens to preserve biological material in the best possible state. Caltrans must transport injured desert tortoises to a qualified veterinarian for treatment. Should any treated desert tortoise(s) survive, the Caltrans must contact the USFWS regarding the final disposition of the tortoise(s).

Caltrans must take care in handling dead specimens to preserve biological material in the best possible state for later analysis, if such analysis is needed. The USFWS will provide the appropriate guidance when Caltrans provides notice that a desert tortoise has been killed by project activities.

CONSERVATION RECOMMENDATIONS

Section 7(a)(1) of the Act directs Federal agencies to use their authorities to further the purposes of the Act by carrying out conservation programs for the benefit of endangered and threatened species. Conservation recommendations are discretionary agency activities to minimize or avoid adverse effects of a proposed action on listed species or critical habitat, to help implement recovery plans, or to develop information.

We recommend that Caltrans refrain from translocating desert tortoises during their period of summer or winter inactivity by avoiding occupied burrows until desert tortoises become active again in the fall or spring.

RE-INITIATION NOTICE

This concludes formal consultation on the High Desert Corridor Transportation Facility construction in Los Angeles and San Bernardino Counties. As provided in 50 Code of Federal Regulations 402.16, re-initiation of formal consultation is required where discretionary Federal involvement or control over the action has been retained (or is authorized by law) and if: 1) the amount or extent of incidental take is exceeded; 2) new information reveals effects of the agency action that may affect listed species or critical habitat in a manner or to an extent not considered in this opinion; 3) the agency action is subsequently modified in a manner that causes an effect to the listed species or critical habitat not considered in this opinion; or 4) a new species is listed or critical habitat designated that may be affected by the action. In instances where the amount or extent of incidental take is exceeded, the exemption issued pursuant to section 7(o)(2) will have lapsed and any further take would be a violation of section 4(d) or 9. Consequently, we recommend that any operations causing such take cease pending re-initiation.

If you have any questions regarding this biological opinion, please contact Tara Callaway of my staff at (760)322-2070, extension 217 or by e-mail at Tara_Callaway@fws.gov.

APPENDICES

1. Calculations used to estimate the number of desert tortoises in the project area.
2. Solar projects for which the U.S. Fish and Wildlife Service has issued biological opinions or incidental take permits.

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Johnson, J. 2016c. Personal communication via email from Jeff Johnson of California Department of Transportation. Dated March 11.

Appendix 1. CalculationsEstimation of the Number of Desert Tortoises in the Project Area.

The HDC transportation facility action area covers 4,718.96 acres with 1,993.95 acres occurring between SR-14 and 240th Street East, which is not considered occupied by desert tortoise. A total of 2,725.00 acres occurs east of 240th Street East, the western boundary of occupied tortoise habitat within the transportation facility. The HDC action area contains 1,977.15 acres between 240th Street East and I-15 and 747.85 acres east of I-15. Between 240th Street East and I-15 and then east of I-15, 505.73 acres and 156.20 acres, respectively, are highly disturbed, developed, or are habitat types not suitable for desert tortoise. A total of 2,061.93 acres within the HDC transportation facility action area contain suitable tortoise habitat with 1,470.28 acres west of I-15 and 591.65 acres east of I-15.

Our calculations include 2,061.93 acres of suitable tortoise habitat within the action area, and we used density estimates of desert tortoises larger than 180 mm per square kilometer from data collected in 2011, 2012, and 2014 in the Fremont-Kramer Stratum (USFWS 2013, 2014, and 2015). We concluded that the desert tortoise density in the action area was likely lower than that of the surrounding Fremont-Kramer Stratum due to the severe habitat degradation caused from illegal trash dumping and off-highway vehicle use. In our calculations, we used the lower 95 percent confidence interval of 1.9 desert tortoises per square kilometer to compute the number of desert tortoises in the action area.

1 square kilometer = ~247 acres

Desert tortoises west of I-15:

$$\frac{X \text{ desert tortoises on site}}{1.90 \text{ desert tortoises on } 1 \text{ km}^2} = \frac{1,470.28 \text{ acres on site}}{247 \text{ acres in } 1 \text{ km}^2} = 11.31 \text{ desert tortoises}$$

We rounded the 11.31 to 11 desert tortoises larger than 180 mm.

Turner *et al.* (1987) determined that desert tortoises smaller than 180 mm comprised approximately 87 percent of a population of desert tortoises at Goffs in eastern San Bernardino County. To account for desert tortoises smaller than 180 mm, which are generally not detected by surveyors, we applied the following equation:

$$\frac{11 \text{ desert tortoise } > 180 \text{ mm on site}}{X \text{ total desert tortoises on site}} = \frac{13\% \text{ of total}}{100\%} = 84.62 \text{ desert tortoises}$$

We rounded 84.62 to 85 total desert tortoises west of I-15. Since we estimated that 11 animals are larger than 180 mm, we then estimated that 74 are smaller than 180 mm.

Desert tortoises east of I-15:

$$\frac{X \text{ desert tortoises on site}}{1.90 \text{ desert tortoises on } 1 \text{ km}^2} = \frac{591.65 \text{ acres on site}}{247 \text{ acres in } 1 \text{ km}^2} = 4.55 \text{ desert tortoises}$$

We rounded the 4.55 to 5 desert tortoises larger than 180 mm.

Turner *et al.* (1987) determined that desert tortoises smaller than 180 mm comprised approximately 87 percent of a population of desert tortoises at Goffs in eastern San Bernardino County. To account for desert tortoises smaller than 180 mm, which are generally not detected by surveyors, we applied the following equation:

$$\frac{5 \text{ desert tortoise } > 180 \text{ mm on site}}{X \text{ total desert tortoises on site}} = \frac{13\% \text{ of total}}{100\%} = 38.46 \text{ desert tortoises}$$

We rounded 38.46 to 38 total desert tortoises east of I-15. Since we estimated that 5 animals are larger than 180 mm, we then estimated that 33 are smaller than 180 mm. A total of 123 tortoises are estimated to occur in the HDC action area with 16 desert tortoises larger than 180 mm and 107 desert tortoises smaller than 180 mm.

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Appendix 2. Solar projects for which the U.S. Fish and Wildlife Service has issued biological opinions or incidental take permits.

The following table summarizes information regarding the solar projects that have undergone formal consultation with regard to the desert tortoise. In the Citations column, a single reference indicates that the acres of desert tortoise habitat and number of desert tortoises are estimates from the biological opinion. When the column includes two citations, the first is for the acreage of habitat and the estimated number of desert tortoises from the biological opinion and the second is for number of desert tortoises that were found onsite prior to or during construction.

Table 4. Solar projects which have undergone formal consultation in desert tortoise recovery units.

Project and Recovery Unit	Acres of Desert Tortoise Habitat	Desert Tortoises Estimated ¹	Desert Tortoises Observed ²	Citations ³
Eastern Mojave				
Ivanpah Solar Electric Generating System	3,582	1,136	175 ⁷	USFWS 2011a, Davis 2014
Stateline Solar	1,685	947	34	USFWS 2013a, LaPre 2014
Silver State North – NV	685	14 ⁶	4	USFWS 2010a, Cota 2013
Silver State South – NV	2,427 ⁴	1,020 ⁴	152	USFWS 2013a, Cota 2014
Amargosa Farm Road – NV	4,350	4 ⁶	-	USFWS 2010e
Western Mojave				
Abengoa Harper Lake	Primarily in abandoned agricultural fields	4 ⁶	-	USFWS 2011b
Chevron Lucerne Valley	516	10	-	USFWS 2010b
Northeastern Mojave				
Nevada Solar One - NV	400	5	5	Burroughs 2012, 2014
Copper Mountain North - NV	1,400	30 ⁵	30 ⁵	Burroughs 2012, 2014
Copper Mountain - NV	380	5	5	Burroughs 2012, 2014
Moapa K Road Solar - NV	2,141	186	157	USFWS 2012, Burroughs 2013
Colorado				
Genesis	1,774	8	0	USFWS 2010c, Fraser 2014a
Blythe	6,958	30	0	USFWS 2010d, Fraser 2014b
Desert Sunlight	4,004	56	7	USFWS 2011c, Fraser 2014a

Project and Recovery Unit	Acres of Desert Tortoise Habitat	Desert Tortoises Estimated ¹	Desert Tortoises Observed ²	Citations ³
McCoy	4,533	15	0	USFWS 2013b, Fraser 2014b
Desert Harvest	1,300	5	-	USFWS 2013c
Rice	1,368	18	1	USFWS 2011d, Fraser 2014a
Total	37,503	3,483	560	

1. The numbers in this column are not necessarily comparable because the methodologies for estimating the numbers of desert tortoises occasionally vary between projects. When available, we included an estimate of the numbers of small desert tortoises.
2. This column reflects the numbers of desert tortoises observed within project areas. It includes translocated animals and those that were killed by project activities. Project activities may result in the deaths of more desert tortoises than are found.
3. The first citation in this column is for the biological opinion or incidental take permit and is the source of the information for both acreage and the estimate of the number of desert tortoises. The second is for the number of desert tortoises observed during construction of the project; where only one citation is present, construction has not begun or data is unavailable at this time.
4. These numbers include Southern California Edison's Primm Substation and its ancillary facilities.
5. These projects occurred under the Clark County Multi-species Habitat Conservation Plan; the provisions of the habitat conservation plan do not require the removal of desert tortoises. We estimate that all 3 projects combined will affect fewer than 30 desert tortoises.
6. These estimates do not include smaller desert tortoises.
7. In the table attached to the electronic mail, the number of desert tortoises translocated from the project site is represented by the total number of translocated animals minus the number of animals born in the holding pens.

The USFWS completed biological opinions for the Calico and Palen projects. Caltrans for the Calico project, which was located in the Western Mojave Recovery Unit, has abandoned the project and the BLM has withdrawn the request for consultation (BLM 2013). The Palen project, which is located in the Colorado Desert Recovery Unit, has had several owners; most recently, the project proponent (Palen Solar Holdings, LLC) submitted a letter to the California Energy Commission in which it withdrew its application (California Energy Commission 2014). Another company may pursue a solar project at this location, although it has not filed applications with the BLM and California Energy Commission to date (Fraser 2014c).

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Appendix M Project Level Conformity Determination Letter



U.S. Department
of Transportation
**Federal Highway
Administration**

**Federal Highway Administration
California Division**

January 04, 2016

650 Capitol Mall, Suite 4-100
Sacramento, CA 95814
(916) 498-5001
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In Reply Refer To:
HDA-CA

Ms. Carrie Bowen
District Director
California Department of Transportation
District 7
100 South Main Street, Suite 100
Los Angeles, CA 90012-3606

Attention: Andrew Yoon

Dear Ms. Bowen:

SUBJECT: Project Level Conformity Determination for the High Desert Corridor (CTIPS ID # LA0G665 & LA0G1099) Project

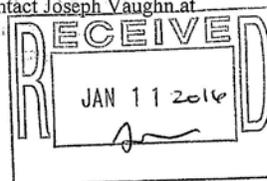
On November 18, 2015, the California Department of Transportation (Caltrans) submitted to the Federal Highway Administration (FHWA) a complete request for a project level conformity determination for the High Desert Corridor Project. The project is in an area that is designated Non-Attainment or Maintenance for CO, Ozone and Particulate Matter (PM₁₀, PM_{2.5}).

The project level conformity analysis submitted by Caltrans indicates that the project-level transportation conformity requirements of 40 CFR Part 93 have been met. The project is included in the Southern California Association of Governments' (SCAG) current Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP), as amended. The design concept and scope of the preferred alternative have not changed significantly from those assumed in the regional emissions analysis.

As required by 40 CFR 93.116 and 93.123, the localized PM_{2.5} and PM₁₀ analyses are included in the documentation. The analyses demonstrate that the project will not create any new violations of the standards or increase the severity or number of existing violations.

Based on the information provided, FHWA finds that the High Desert Corridor Project conforms with the State Implementation Plan (SIP) in accordance with 40 CFR Part 93.

If you have any questions pertaining to this conformity finding, please contact Joseph Vaughn at (916) 498-5346 or by email at Joseph.Vaughn@dot.gov.



Sincerely,

A handwritten signature in black ink, appearing to read "Vincent P. Mammano". The signature is written in a cursive style with a large, prominent initial "V".

For: Vincent P. Mammano
Division Administrator

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Appendix N Sensitive Noise Receptor and
Barrier Locations

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THE HIGH DESERT CORRIDOR PROJECT

FROM STATE ROUTE 14 (PM 42.4) IN LOS ANGELES COUNTY
TO STATE ROUTE 18 (PM 84.4R) IN SAN BERNARDINO COUNTY, CALIFORNIA
EA-26000 (0712000035)

LEGEND



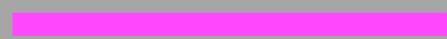
10 MINUTE NOISE SITE



24 HOURS NOISE SITE



MODELED SITE



PRIVATE WALL



PROPOSED SOUNDWALL (SW)



EXISTING SOUNDWALL (SW)



EXISTING SOUNDWALL (SW) TO BE REMOVED

Leq

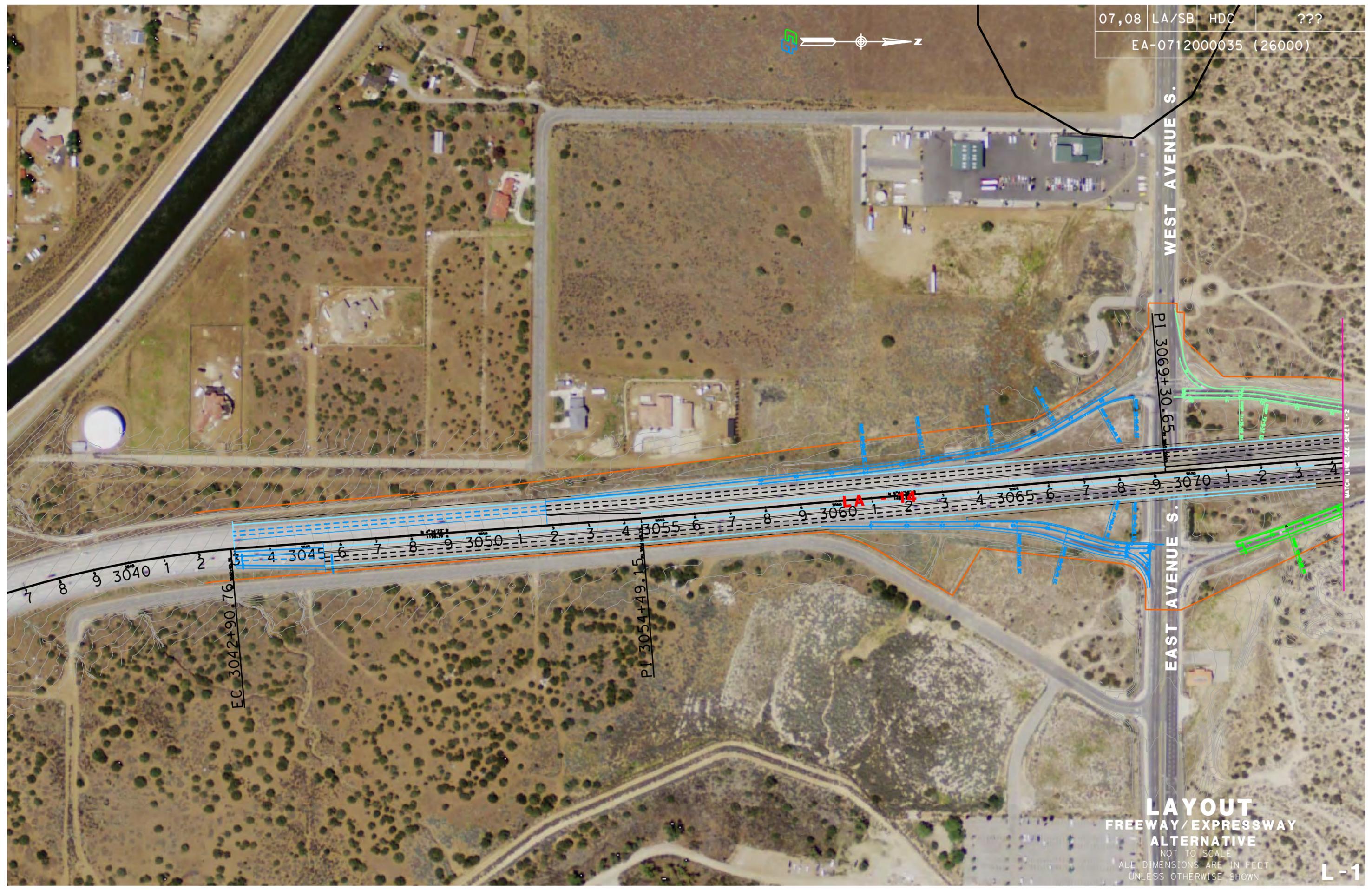
EXISTING WORST-HOUR NOISE LEVEL (MAIN OR VARIATION)

Leq

FUTURE WORST-HOUR NOISE LEVEL (MAIN OR VARIATION)

FMNL

FIELD MEASUREMENT NOISE LEVEL



LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE
NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN



PELONA VISTA PARK

P-2
Leq=57
Leq=50

P-1
Leq=62
Leq=65

LA - 14
3105 6 7 8 9 3110

LA - 14
3075 6 7 8 9 3080 1 2 3 4 3085 6 7 8 9 3090 1 2 3 4 3095 6 7 8 9 3100 1 2 3 4 3105 6 7 8 9 3110

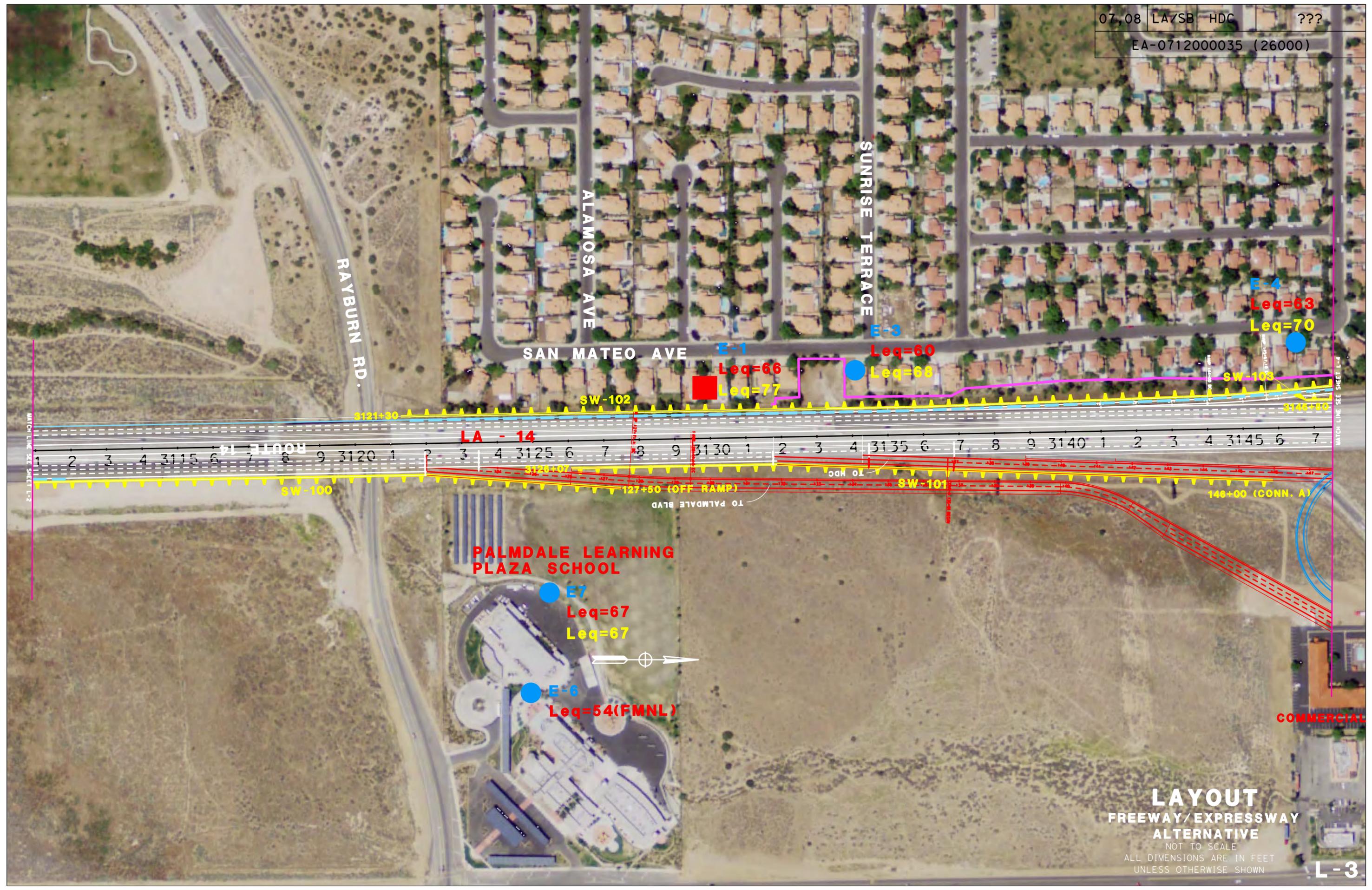
EXISTING PRIVATE WALL

MOUNTAINSIDE DR.

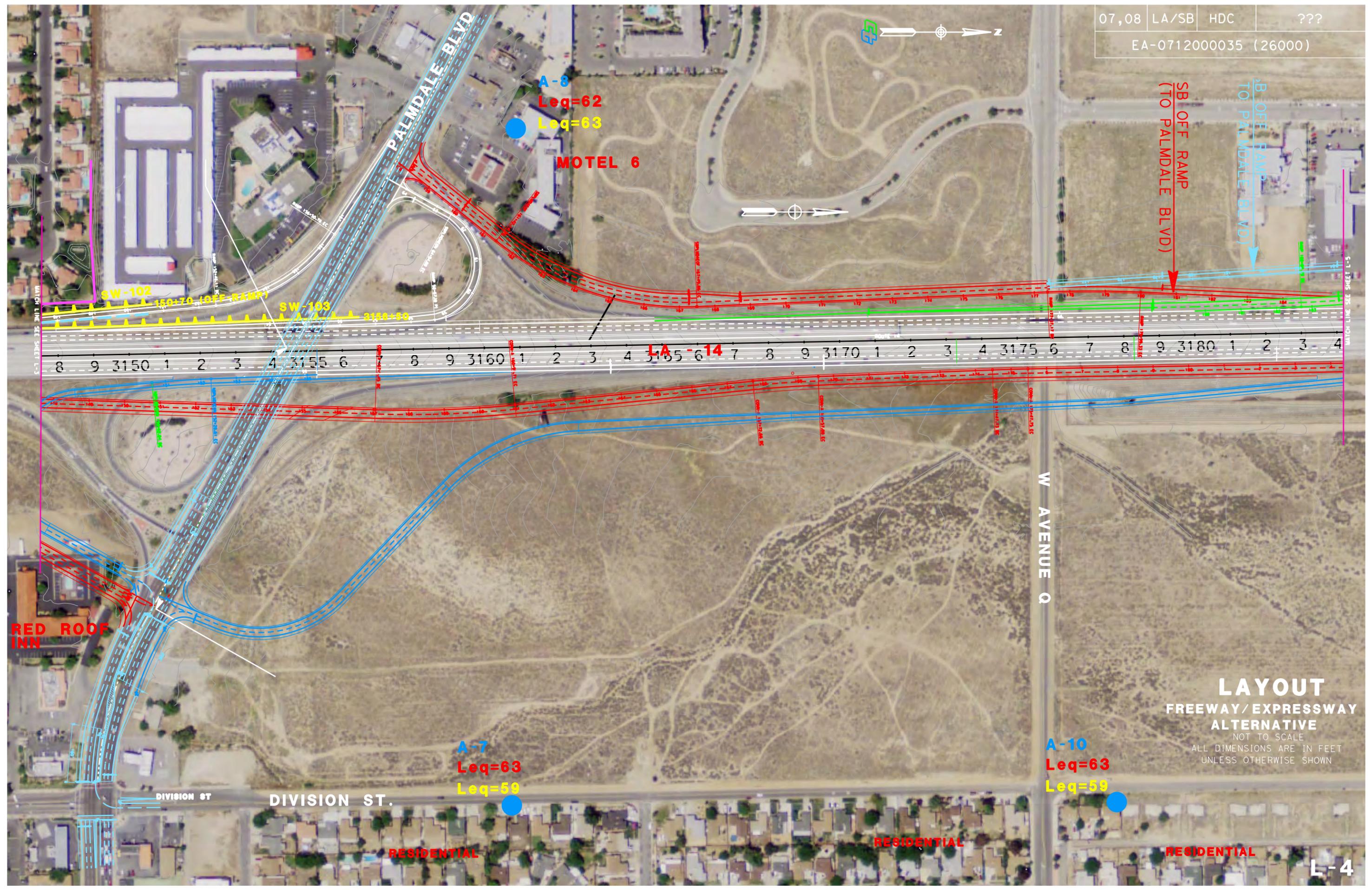
RESIDENTIAL

E-2
Leq=55
Leq=63

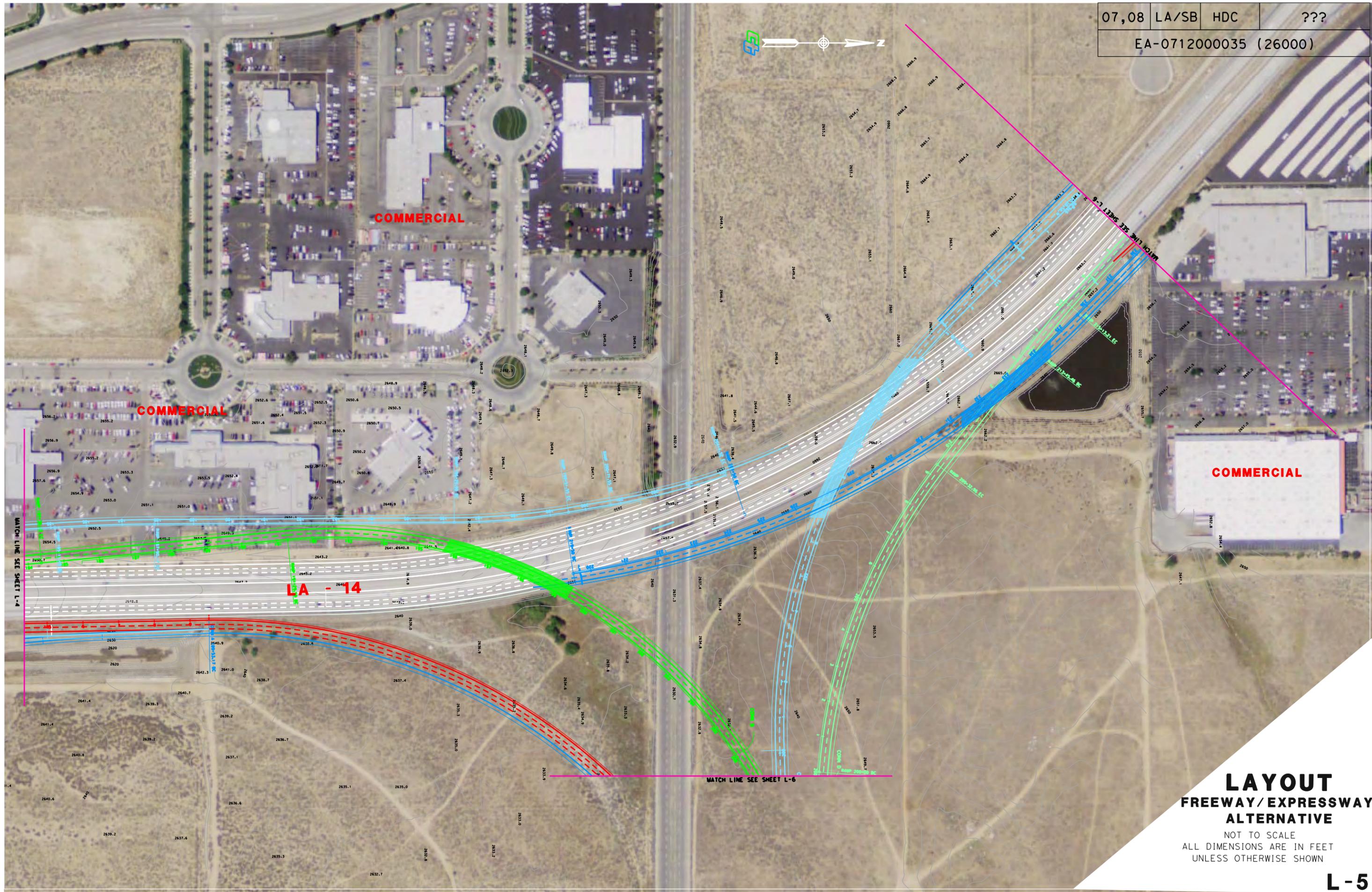
LAYOUT
FREWAY/EXPRESSWAY
ALTERNATIVE
NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN



LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE
 NOT TO SCALE
 ALL DIMENSIONS ARE IN FEET
 UNLESS OTHERWISE SHOWN



LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE
NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN



**LAYOUT
FREEWAY/ EXPRESSWAY
ALTERNATIVE**

NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN

COMMERCIAL

A-4
Leq=65
Leq=61

HAMPTON INN
A-5
Leq=68
Leq=64

A-1
Leq=68
Leq=66

COMMERCIAL

ANTELOPE VALLEY FRWY LA 14/138

WIENERSCHNITZEL

COMMERCIAL

MARRIOTT

M-5
Leq=71
Leq=70

A-6
Leq=72
Leq=71

A-0
Leq=68
Leq=68

A-3
Leq=71
Leq=70

RANCHO VISTA BLVD

CALLET ST
FANTASY ST.

RESIDENTIAL

RESIDENTIAL

LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE

NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN

15TH ST. W

W. AVE 04



RESIDENTIAL

ME10-1
Leq=63
Leq=65

ME10-3
Leq=62
Leq=64

13TH ST. W

ME5
Leq=62
Leq=65

E-10
Leq=71
Leq=71

RESIDENTIAL

RESIDENTIAL

RESIDENTIAL

RESIDENTIAL

SW-105

3294+00

LA9-14

MATCH LINE SEE SHEET L-7

MATCH LINE SEE SHEET L-9

EC 3294+12.71

RESIDENTIAL

E-8
Leq=58
Leq=62

ME8-1
Leq=62
Leq=65

ME8-2
Leq=60
Leq=62

12TH ST. W

RESIDENTIAL

ME9-1
Leq=53
Leq=57

RESIDENTIAL

RESIDENTIAL

RESIDENTIAL

W AVE. 0

W AVE. N-12

11TH ST. W

LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE
 NOT TO SCALE
 ALL DIMENSIONS ARE IN FEET
 UNLESS OTHERWISE SHOWN

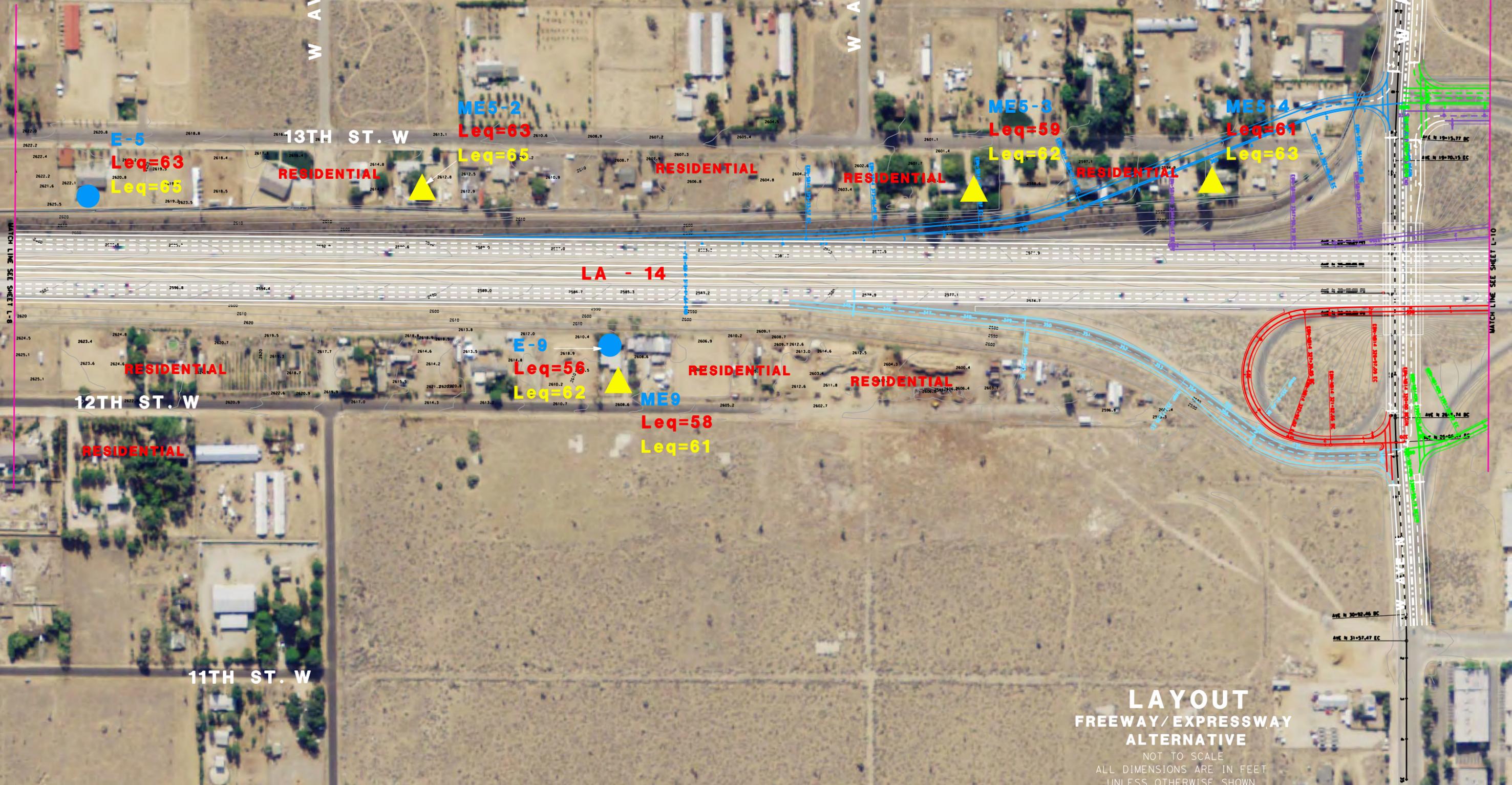
15TH ST. W

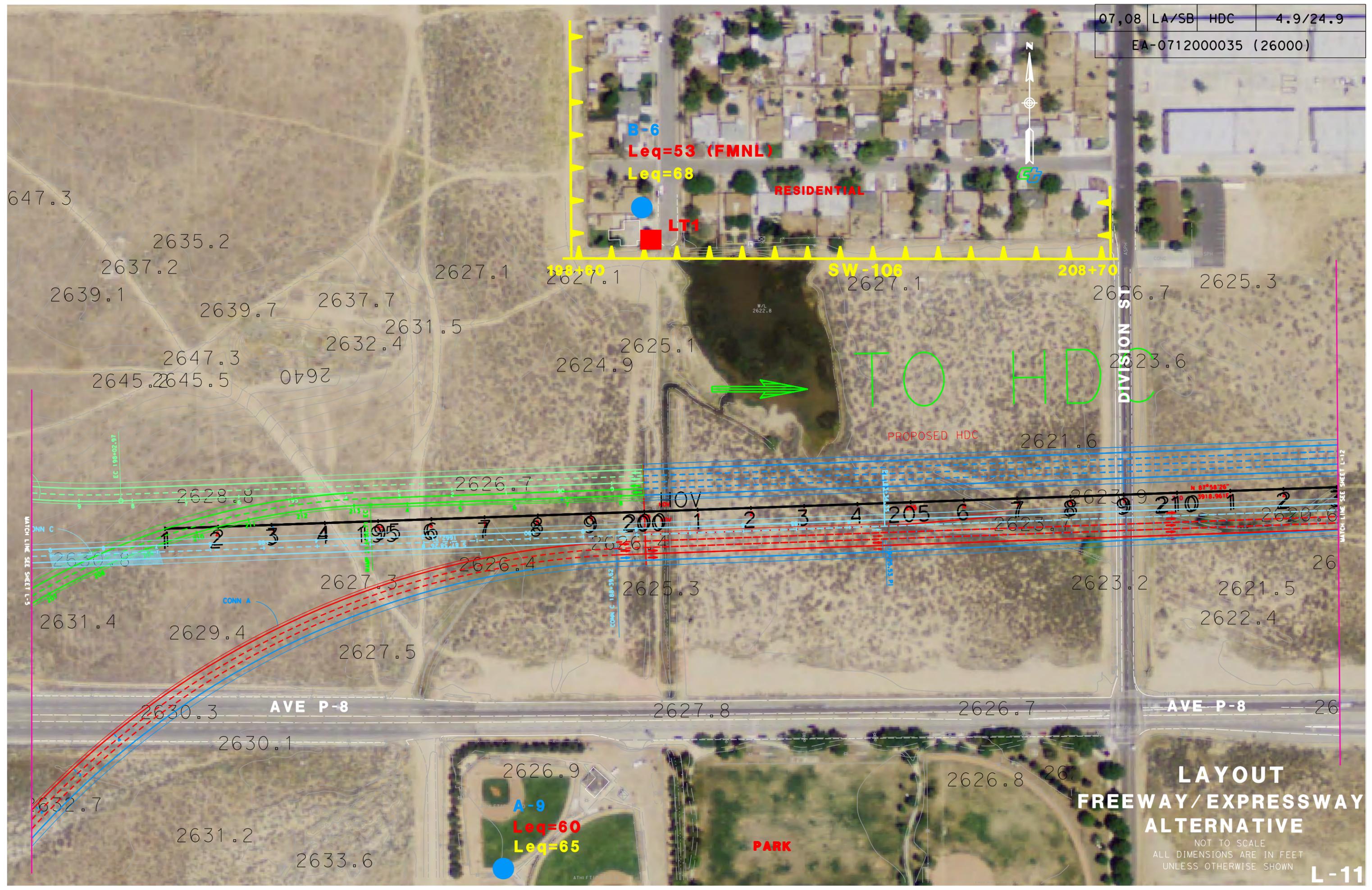
W AVE. N-8



W AVE. N-4

W AVE. N-1





TO HDC

**LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE**

NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN



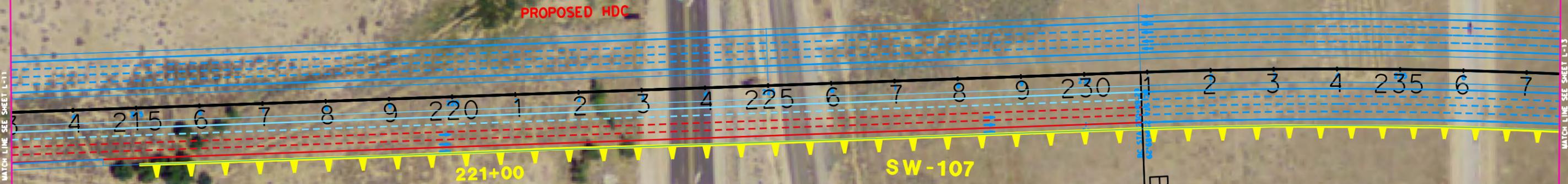
8TH ST E

SIERRA HWY

PROPOSED HDC

MATCH LINE SEE SHEET L-11

MATCH LINE SEE SHEET L-13



BC STA 230+89.29

AVE P-8

B-5
Leq=48 (FMNL)
Leq=66



LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE

NOT TO SCALE
 ALL DIMENSIONS ARE IN FEET
 UNLESS OTHERWISE SHOWN



SIERRA HWY

8TH ST E

PROPOSED HDC

MATCH LINE SEE SHEET L-11

MATCH LINE SEE SHEET L-13

219+00

SW-107

AVE P-8

B-5
Leq=48 (FMNL)
Leq=67

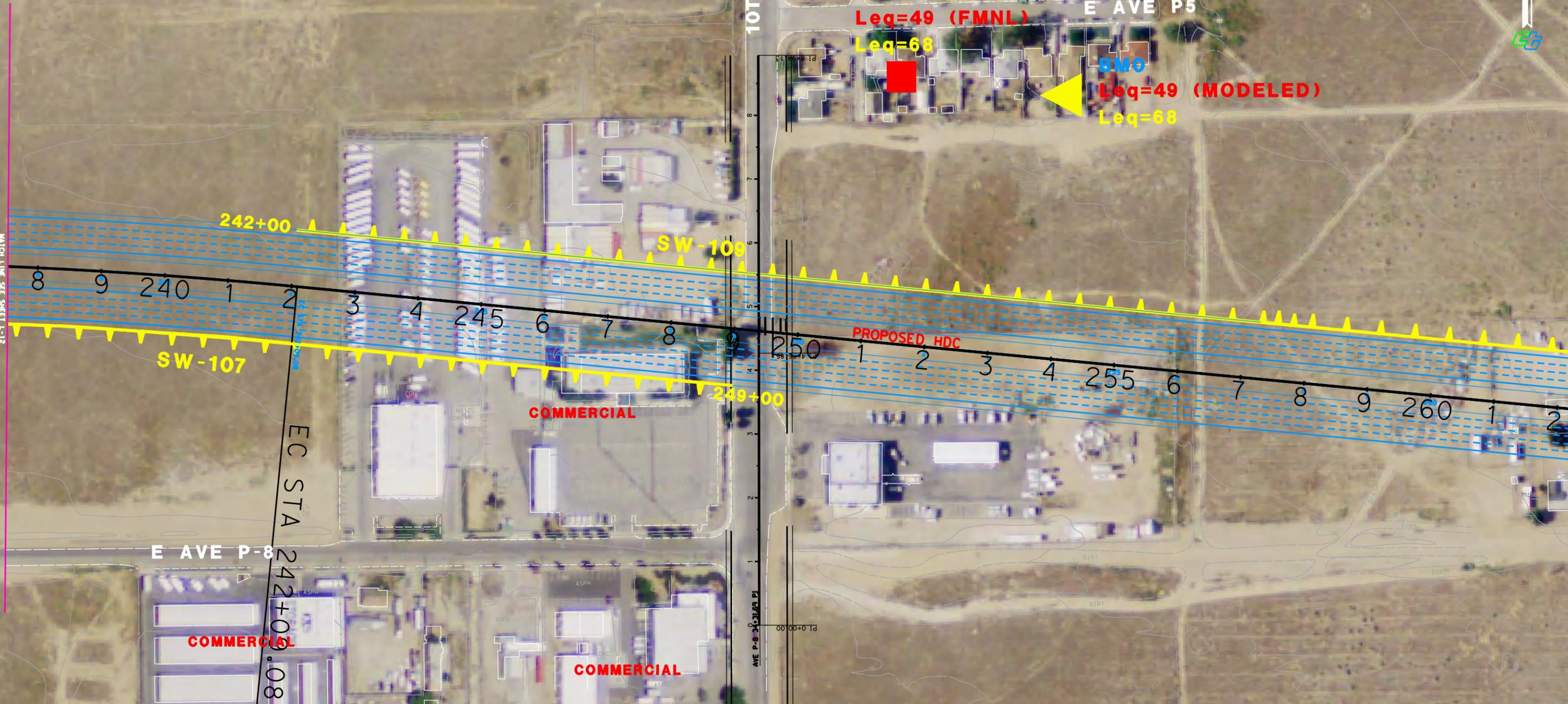
**VARIATION A
LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE**

NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN



10TH ST EAST

RESIDENTIAL
B0
Leq=49 (FMNL)
Leq=68
E AVE P5
BMO
Leq=49 (MODELED)
Leq=68

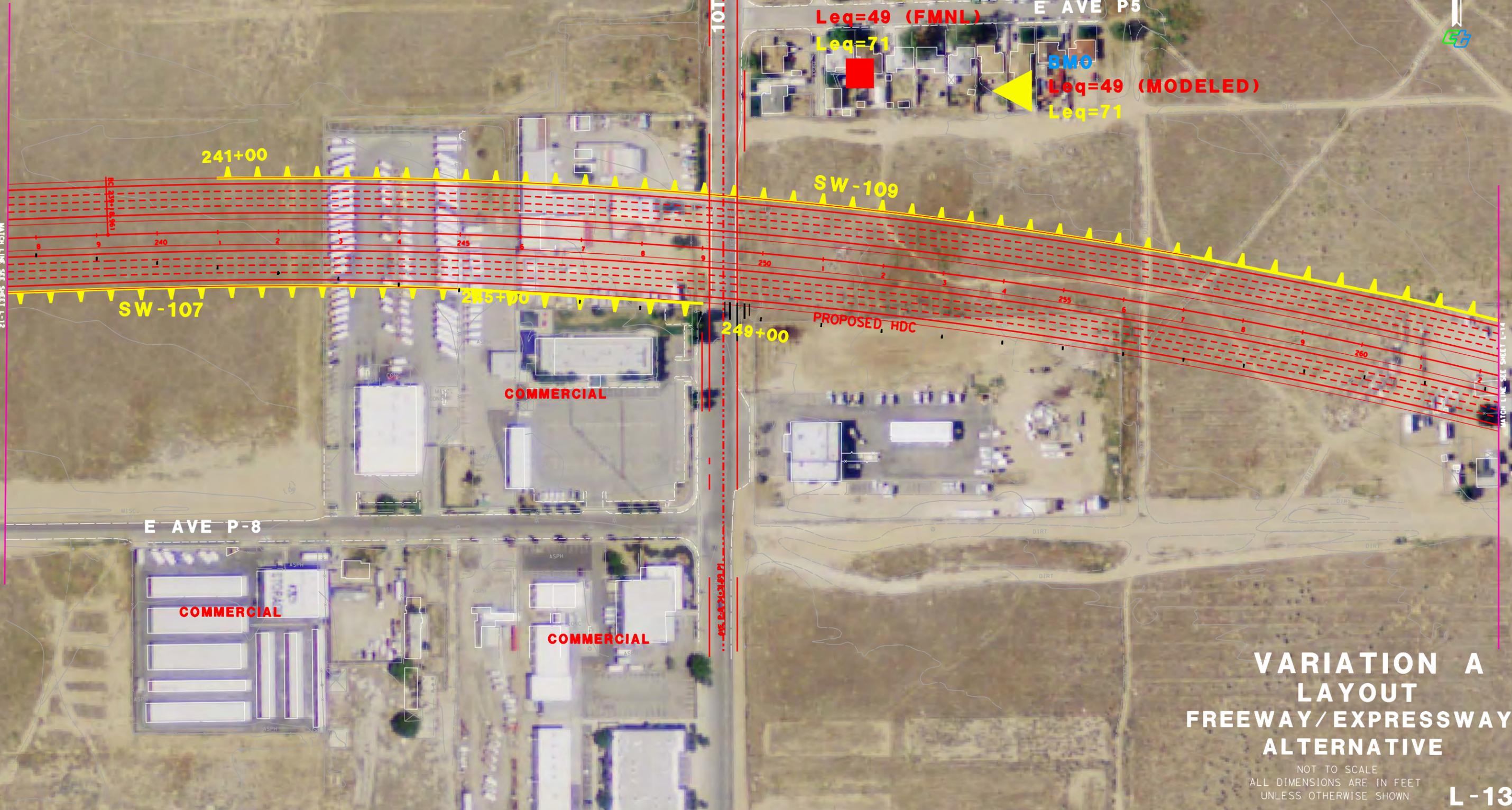


LAYOUT FREEWAY/EXPRESSWAY ALTERNATIVE

NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN



10TH ST EAST



VARIATION A LAYOUT FREEWAY/EXPRESSWAY ALTERNATIVE

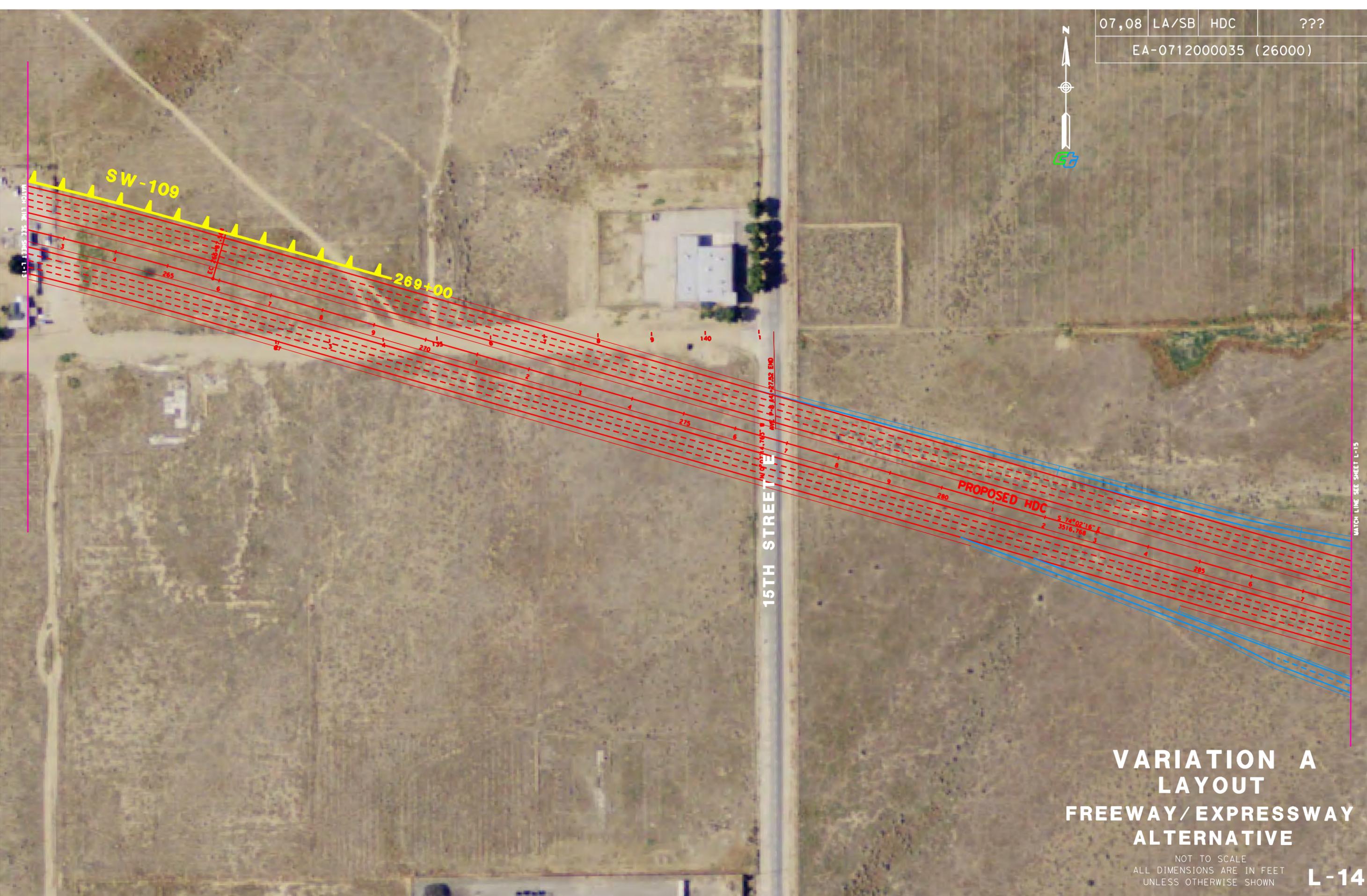
NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN



15TH STREET E
AVE P-8 141+27.52 END

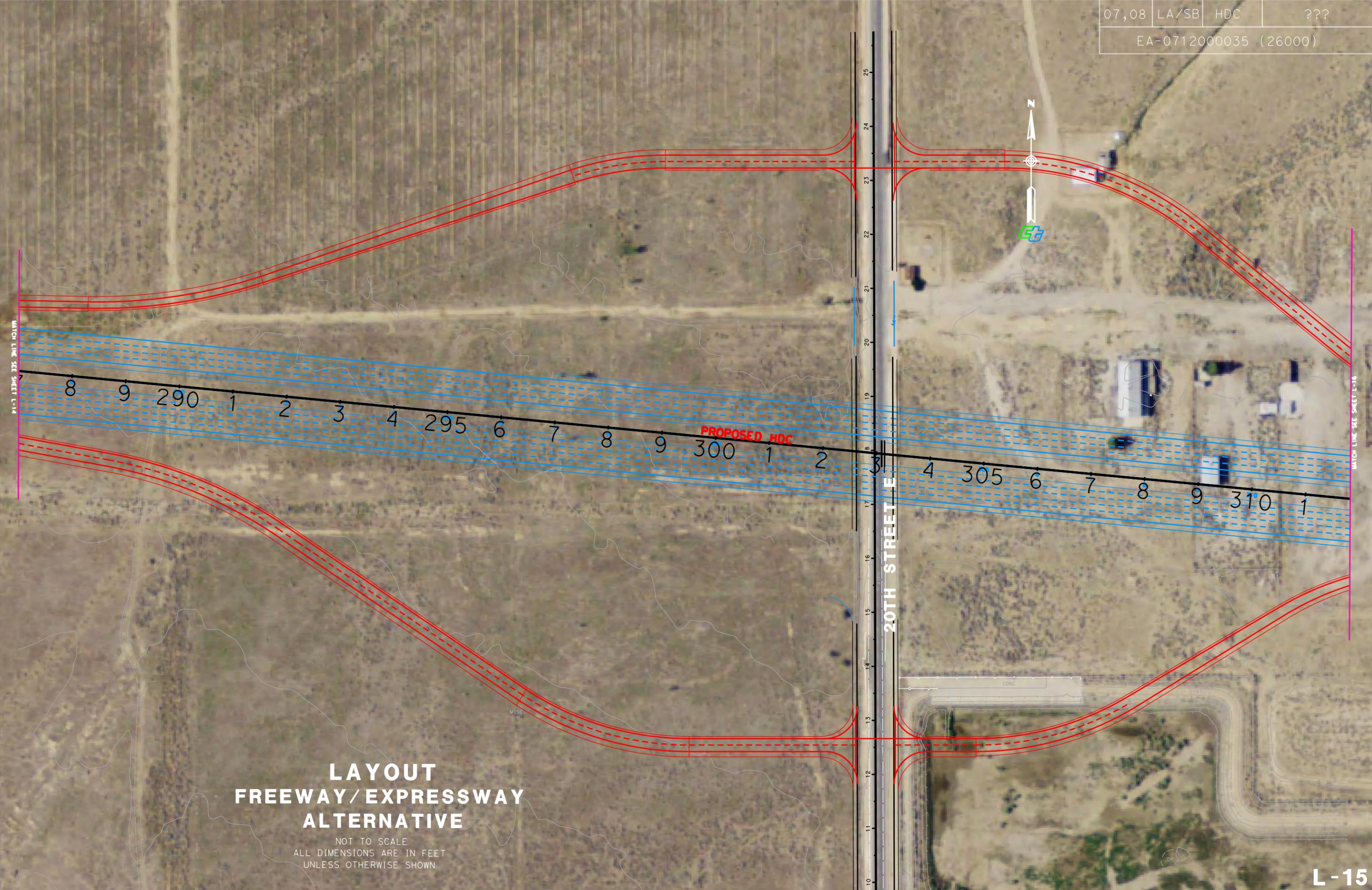
LAYOUT FREWAY/EXPRESSWAY ALTERNATIVE

NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN



**VARIATION A
LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE**

NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN



LAYOUT FREEWAY/EXPRESSWAY ALTERNATIVE

NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN

MATCH LINE SEE SHEET L-14

MATCH LINE SEE SHEET L-16



PROPOSED HDC

20TH STREET E

**VARIATION A
LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE**

NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN



VARIATION A
LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE

NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN

L-16

LT2



VARIATION A
LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE

NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN

07-08	LA/SB	HDC	???
EA-0712000035 (26000)			



E AVENUE P8

PROPOSED HDC

E AVENUE P-12

E AVENUE Q

45TH ST.

50TH ST.

60TH ST.

MATCH LINE SEE SHEET L-16

MATCH LINE SEE SHEET L-18

**LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE**

NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN

07-08	LA/SB	HDC	???
EA-0712000035 (26000)			



E AVENUE P8

PROPOSED HDC

45TH ST.

50TH ST.

E AVENUE Q

E AVENUE P-12

60TH ST.

**VARIATION A
LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE**

NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN

L-17

MATCH LINE SEE SHEET L-16

MATCH LINE SEE SHEET L-18



ATIVE 2

MATCH LINE SEE SHEET L-19

MATCH LINE SEE SHEET L-17

LAYOUT FREEWAY/EXPRESSWAY ALTERNATIVE

NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN



70TH ST.

E AVENUE P8

E AVENUE P8

PROPOSED HDC

2 3 4 635 6 7 8 9 640 1 2 3 4 645 6 7 8 9 650 1 2 3 4 655 6 7

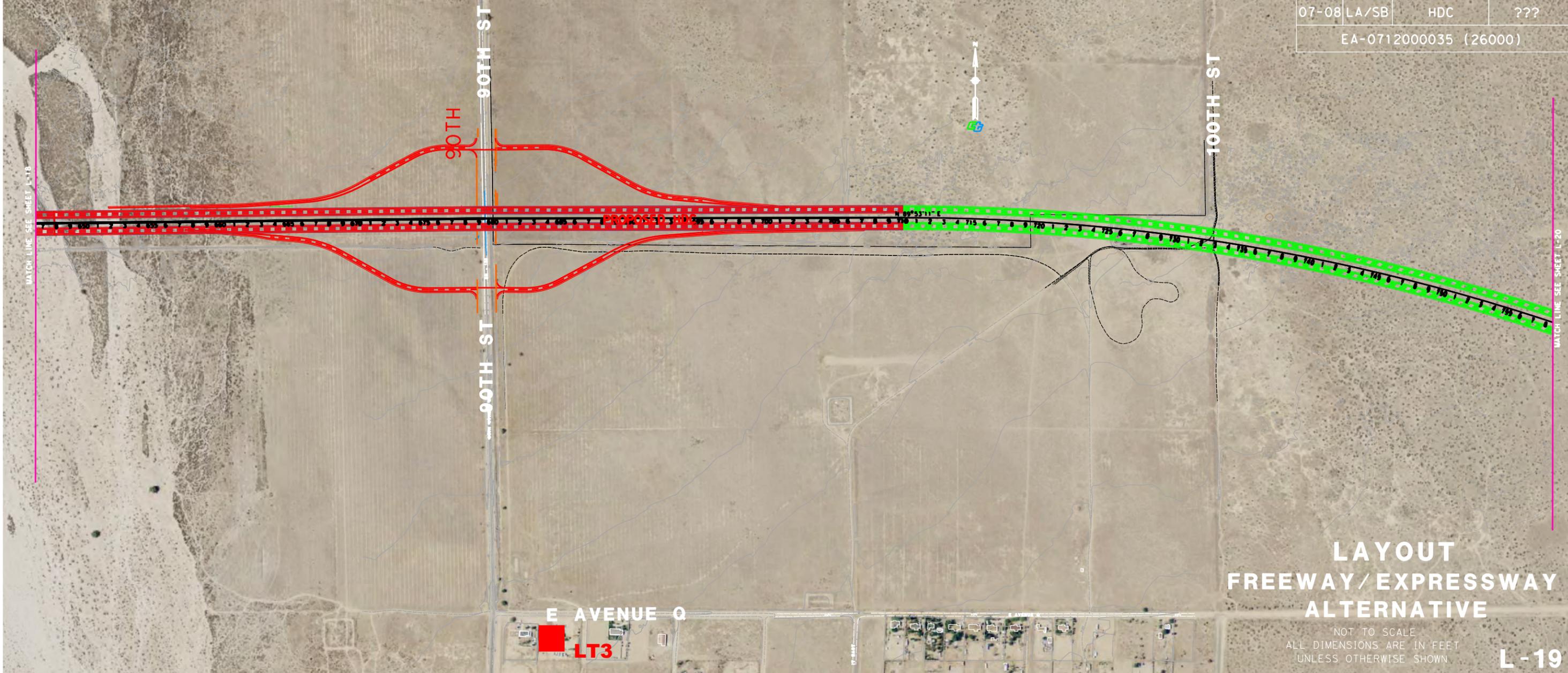
MATCH LINE SEE SHEET L-17

MATCH LINE SEE SHEET L-19

**VARIATION A
LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE**

NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN

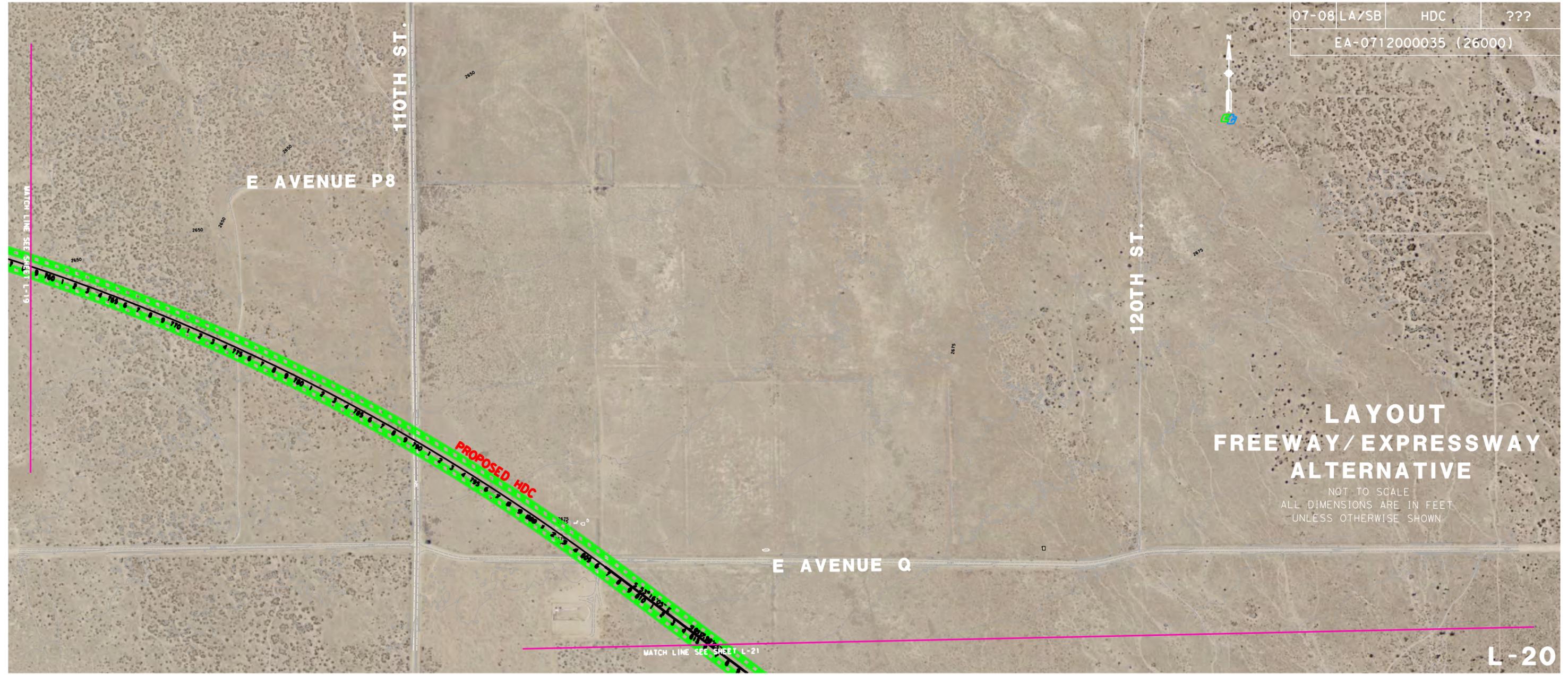
07-08	LA/SB	HDC	???
EA-0712000035 (26000)			



**LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE**

NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN

07-08	LA/SB	HDC	???
EA-0712000035 (26000)			



LAYOUT FREEWAY/EXPRESSWAY ALTERNATIVE

NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN

07-08 LA/SB HDC ???
EA-0712000035 (26000)



MATCH LINE SEE SHEET L-20

130TH ST.

PALMDALE BLVD

125TH ST.

AVENUE R

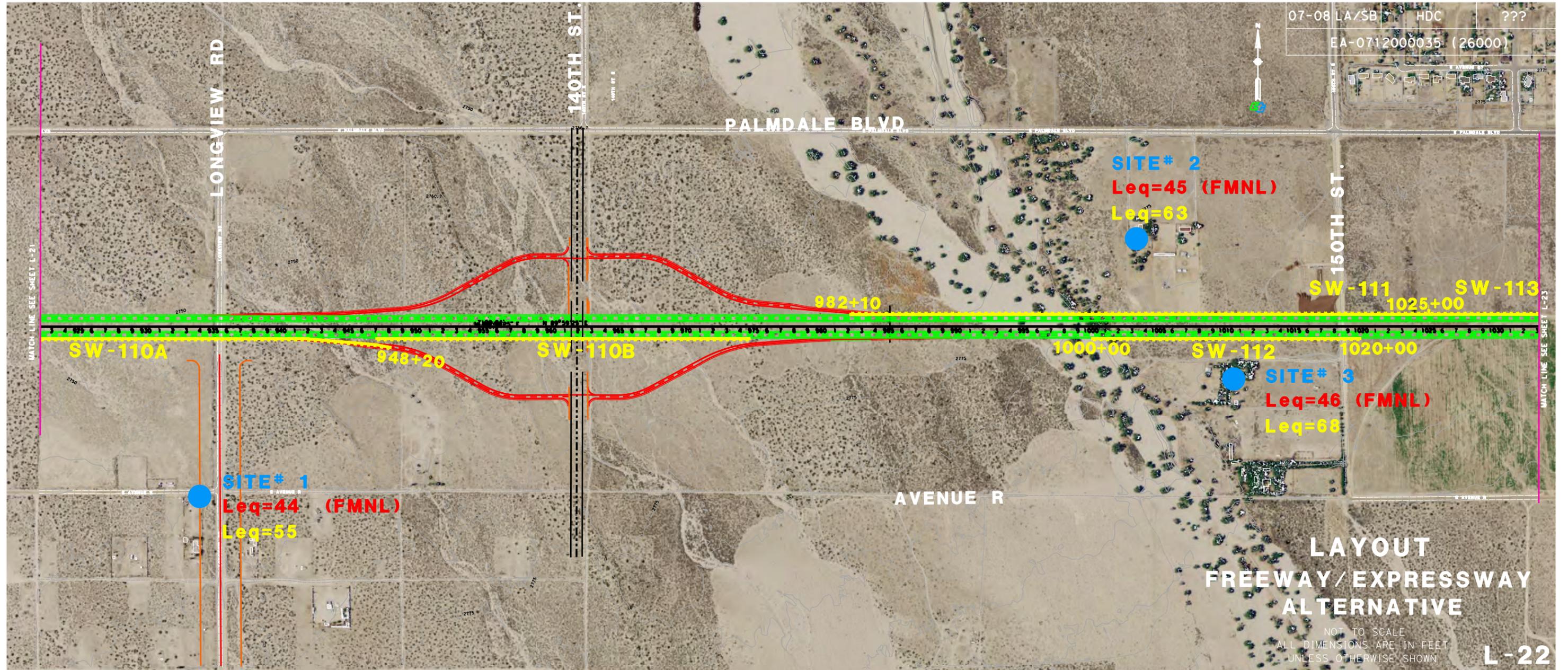
PROPOSED HDC
800+00

SW-110A
LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE

NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN

L-21

MATCH LINE SEE SHEET L-22



07-08 LA/SB HDC ???
EA-0712000035 (26000)

PALMDALE BLVD

SITE# 4
Leq=46 (FMNL)
Leq=62



SITE# M4
Leq=46 (MODELED)
Leq=67



SW-113

1070+00

PROPOSED HDC

170TH ST. E

172TH ST.

160TH ST.

165TH ST.

AVENUE R

LAYOUT FREEWAY/EXPRESSWAY ALTERNATIVE

NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN

MATCH LINE SEE SHEET L-22

MATCH LINE SEE SHEET L-24

07-08 | LA/SB | HDC | ???
EA-0712000035 (26000)

PALMDALE BLVD

190TH ST.



175TH ST.

E AVENUE R

180TH ST.

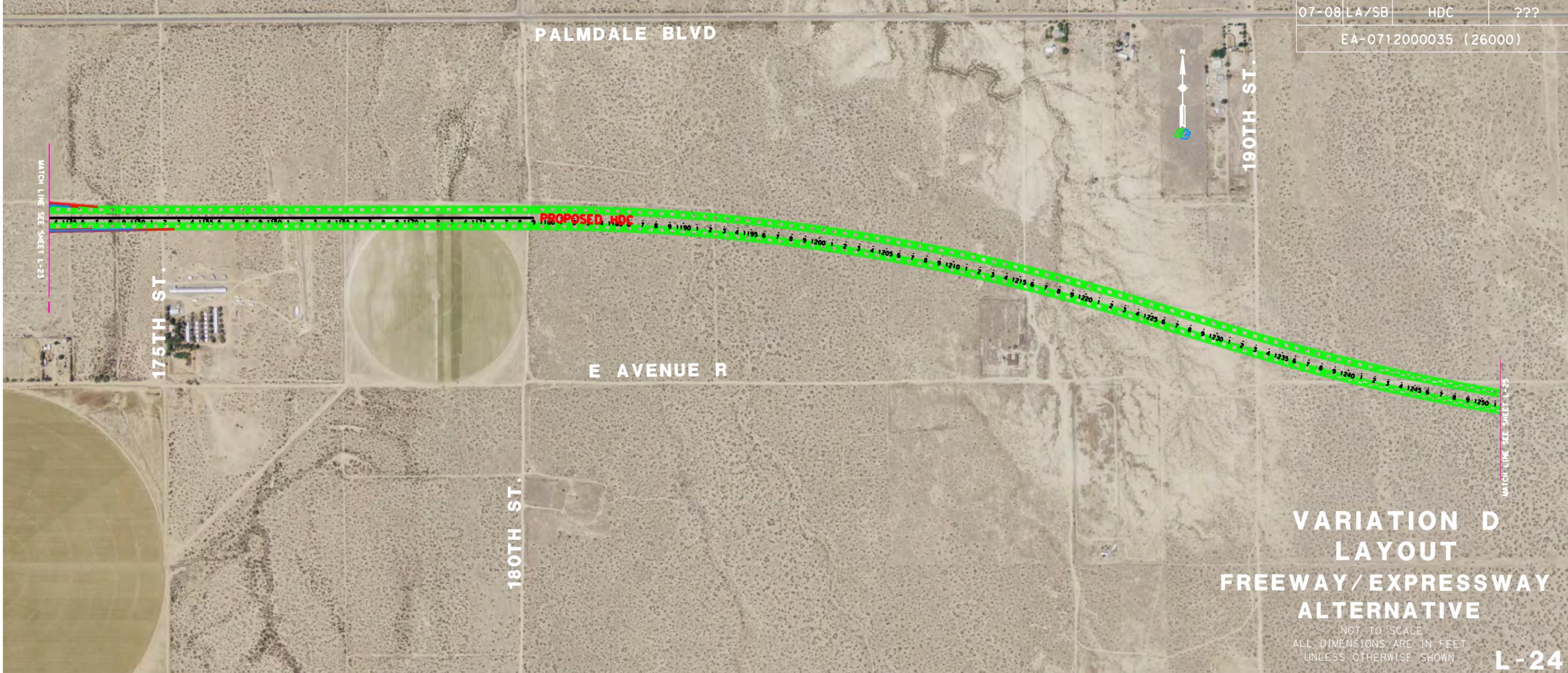
MATCH LINE SEE SHEET L-23

MATCH LINE SEE SHEET L-25



**LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE**

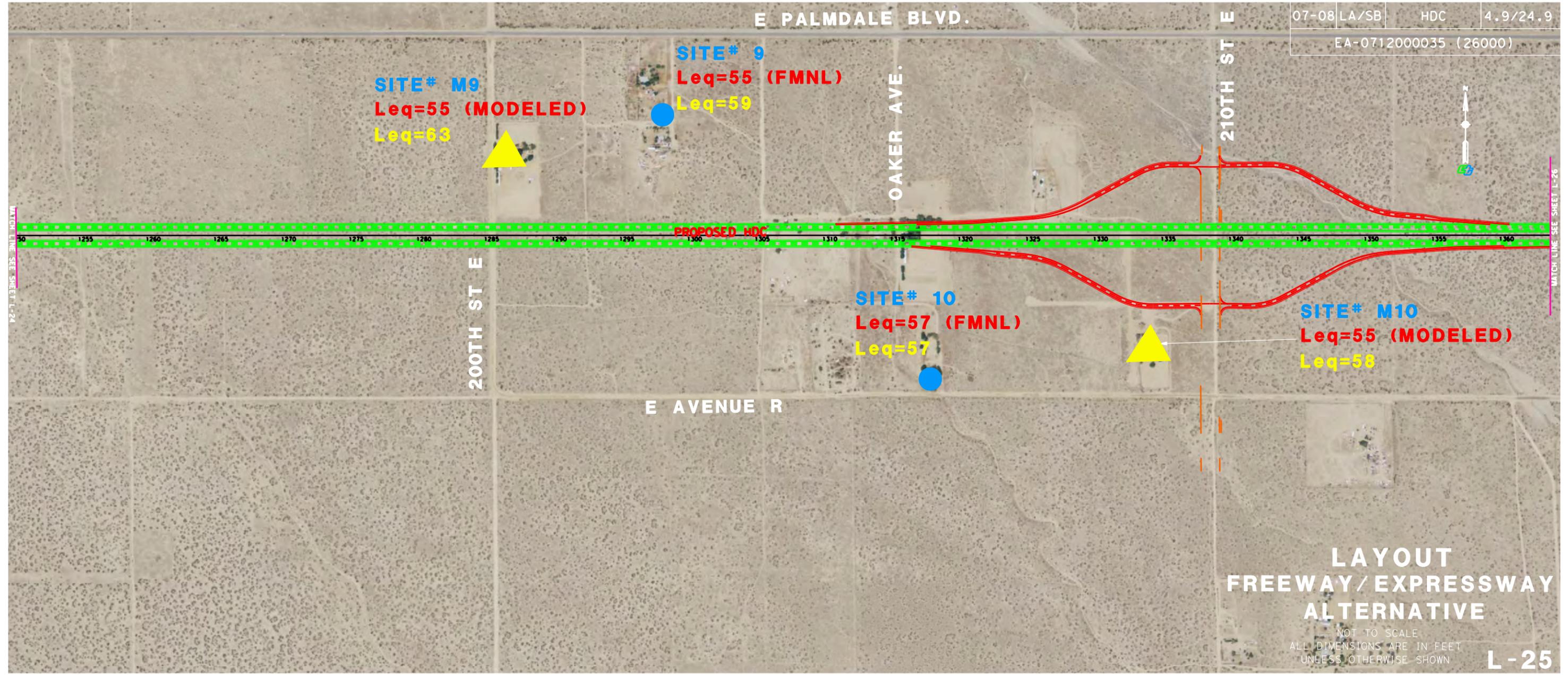
NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN



**VARIATION D
LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE**

NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN

L-24



E PALMDALE BLVD.

07-08 LA/SB HDC
EA-0712000035 (26000)



OAKER AVE.

210TH ST E

200TH ST E

SITE# 10
Leq=57 (FMNL)
Leq=65

SITE# M10
Leq=55 (MODELED)
Leq=60

E AVENUE R

PROPOSED HDC

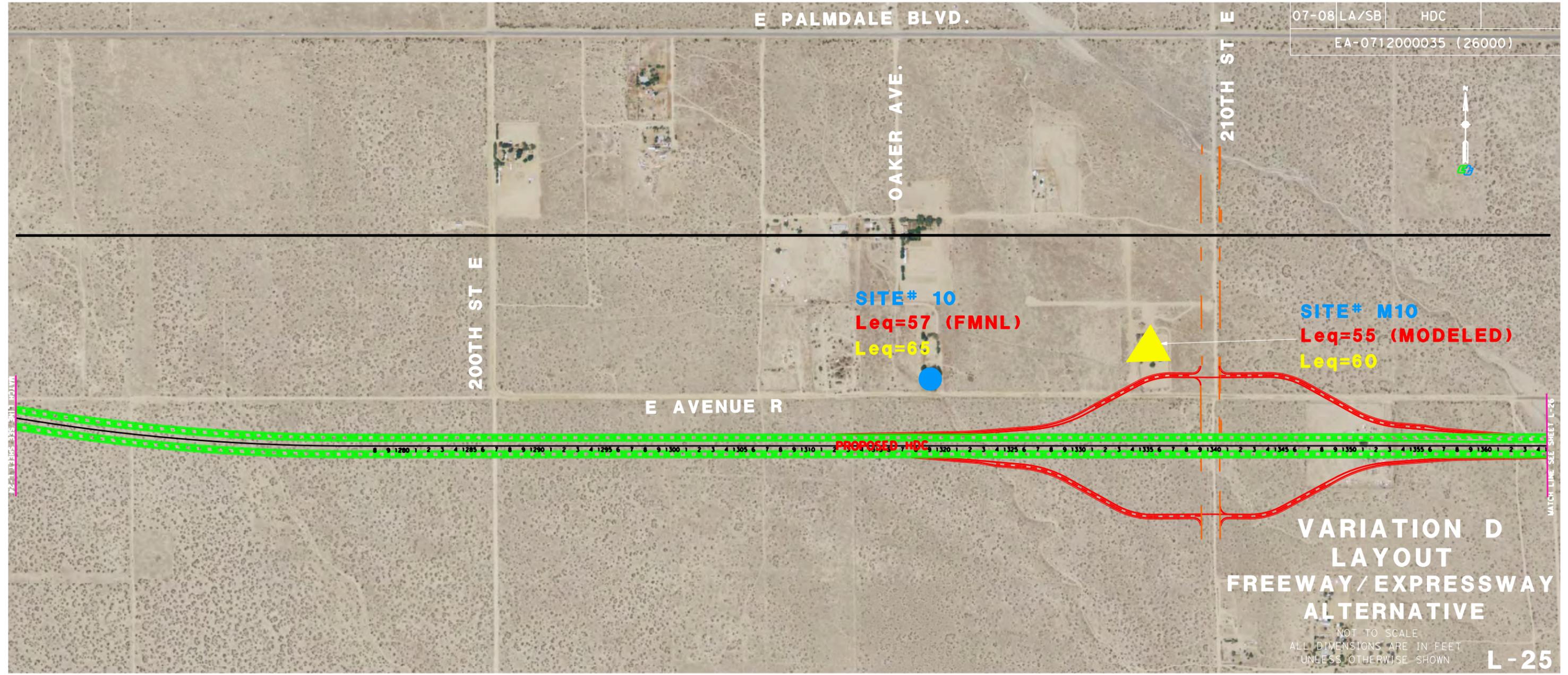
VARIATION D
LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE

NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN

L-25

MATCH LINE SEE SHEET L-24

MATCH LINE SEE SHEET L-26



E PALMDALE BLVD.

SITE# 11
Leq=55 (FMNL)
Leq=62



MATCH LINE SEE SHEET L-25

MATCH LINE SEE SHEET L-27

1365 1370 1375 1380 1385 1390 1395 1400 1405 1410 1415 1420 1425 1430 1435 1440 1445 1450 1455 1460 1465

E AVENUE R

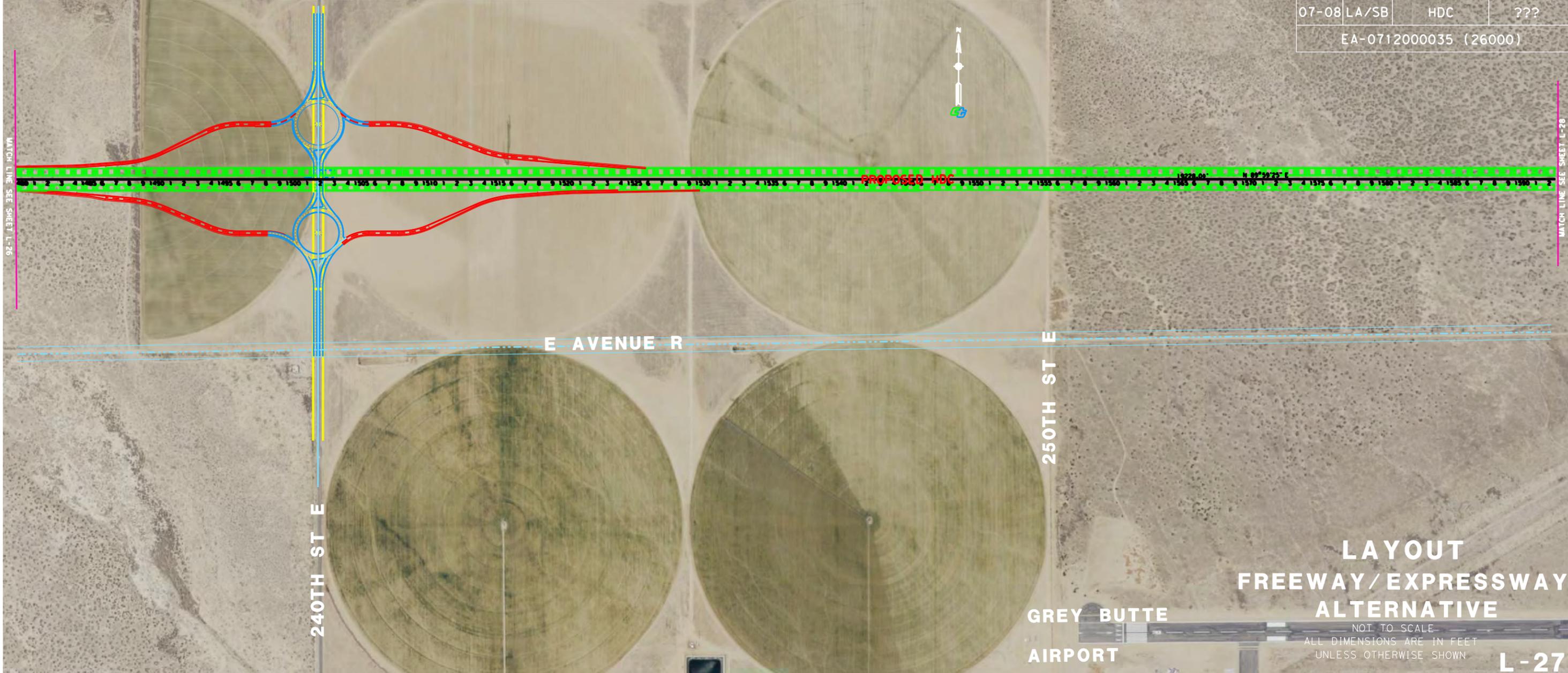
230TH ST E

235TH ST E

LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE

NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN

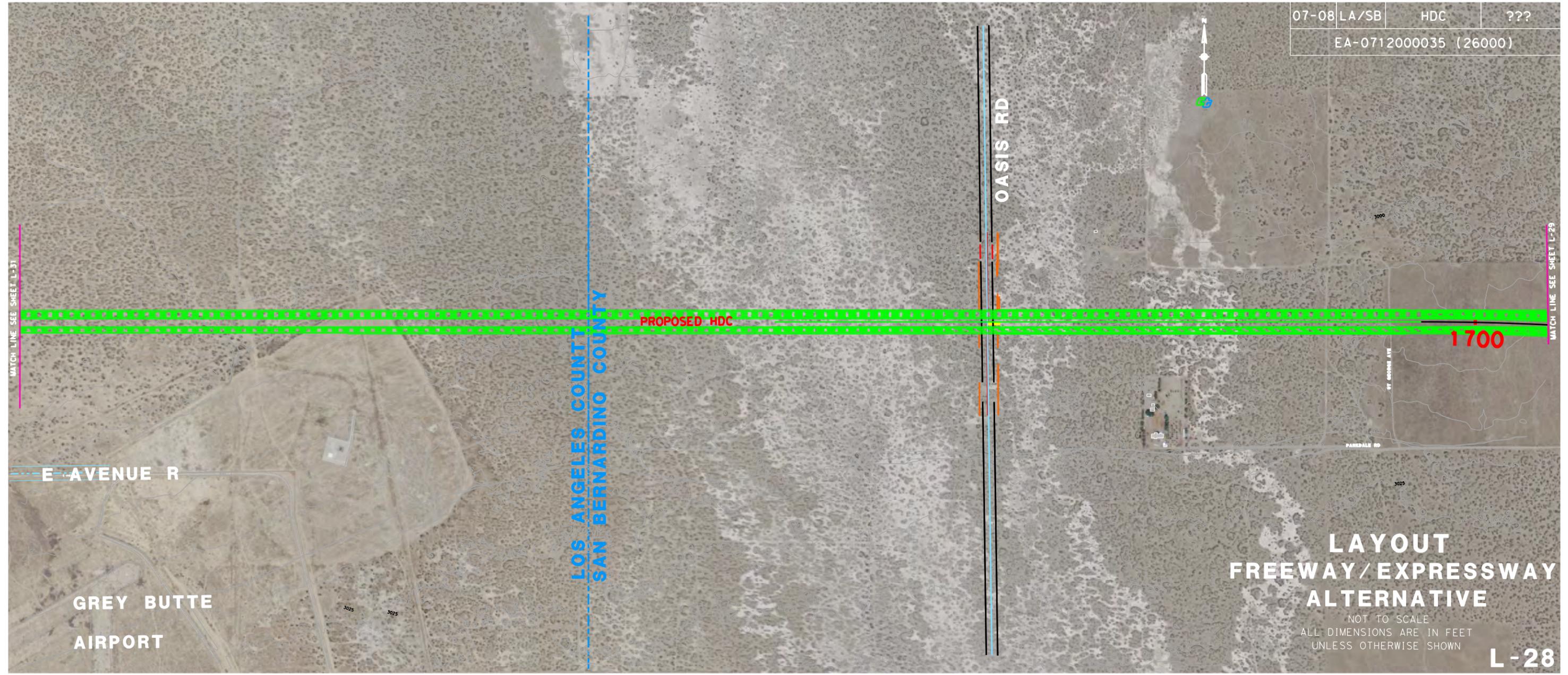
07-08	LA/SB	HDC	???
EA-0712000035 (26000)			

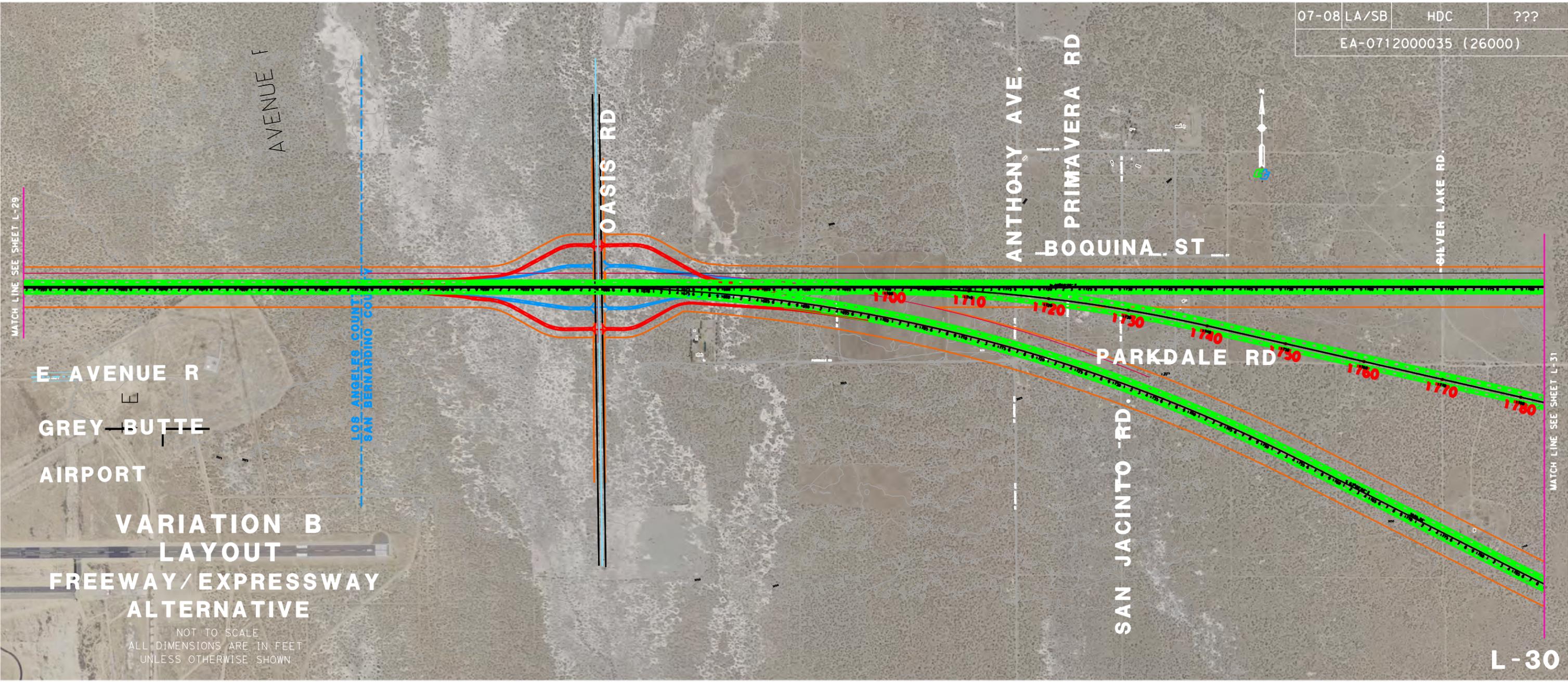


**LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE**

NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN

07-08	LA/SB	HDC	???
EA-0712000035 (26000)			





E AVENUE R
 GREY BUTTE
 AIRPORT

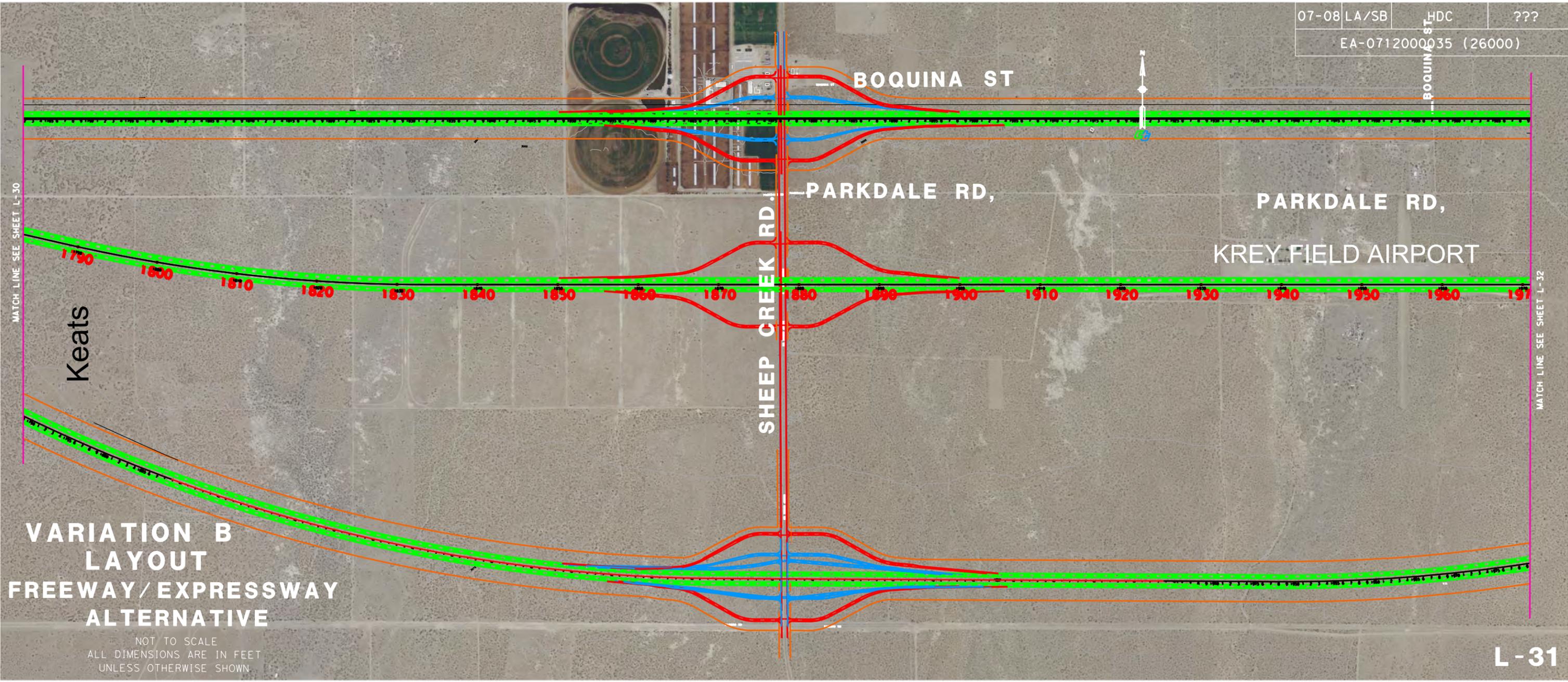
**VARIATION B
 LAYOUT
 FREEWAY/EXPRESSWAY
 ALTERNATIVE**

NOT TO SCALE
 ALL DIMENSIONS ARE IN FEET
 UNLESS OTHERWISE SHOWN

MATCH LINE SEE SHEET L-29

MATCH LINE SEE SHEET L-31

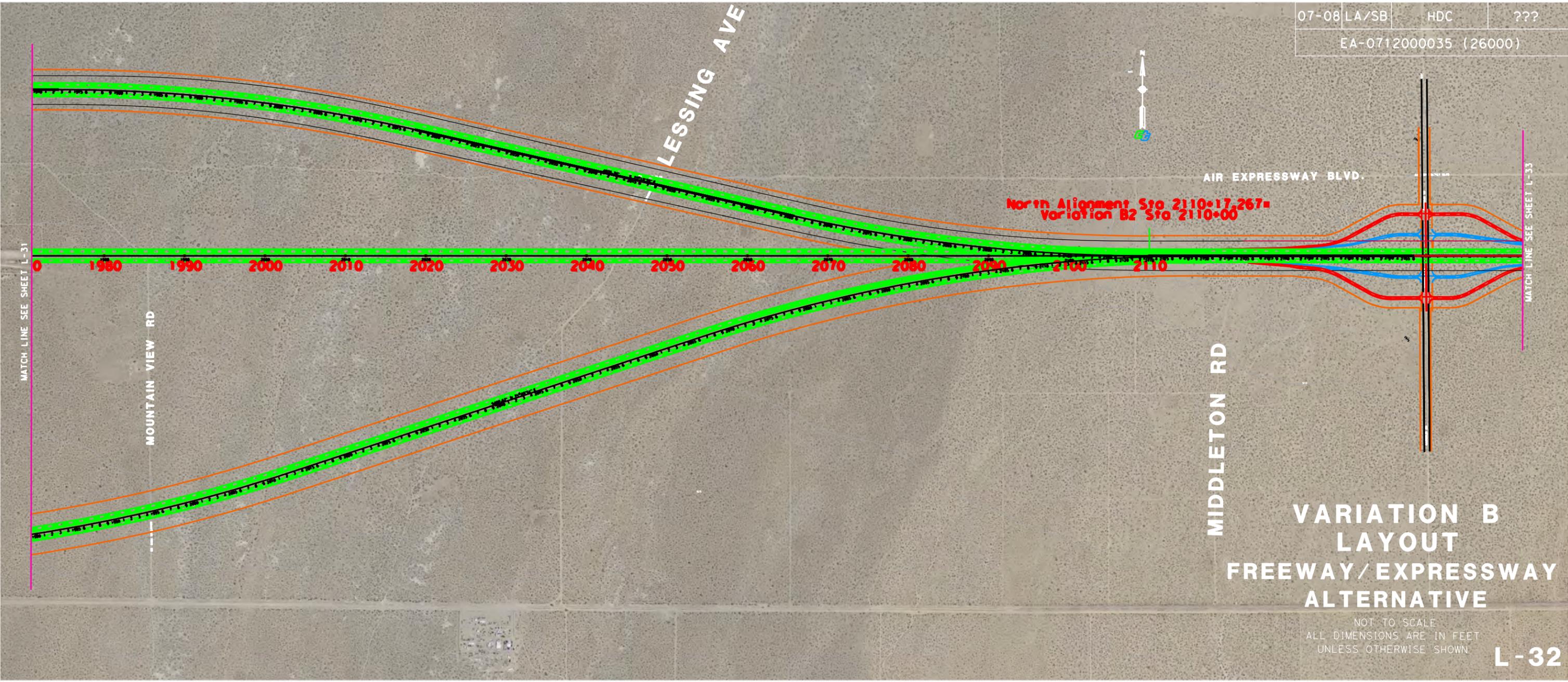
07-08	LA/SB	HDC	???
EA-071200035 (26000)			



**VARIATION B
LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE**

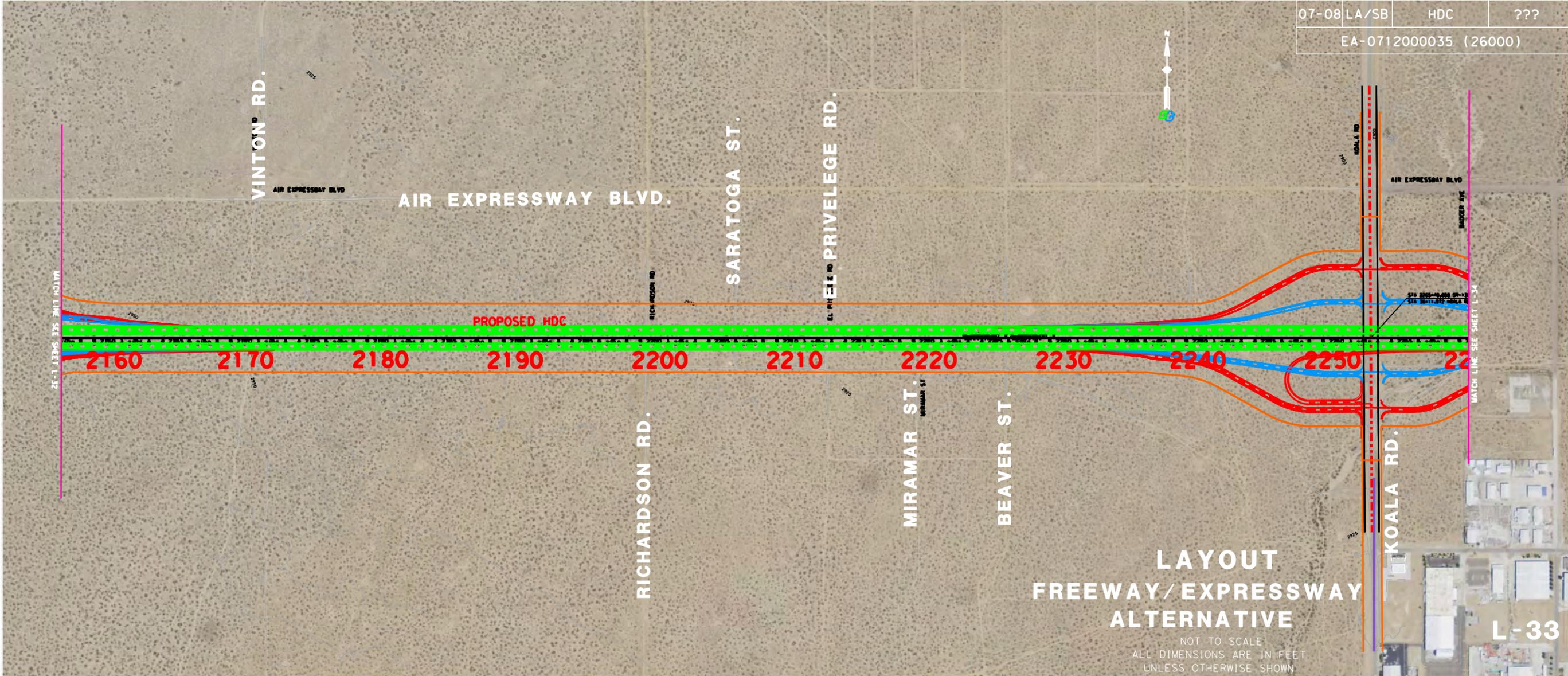
NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN

07-08	LA/SB	HDC	???
EA-0712000035 (26000)			



**VARIATION B
LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE**

NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN



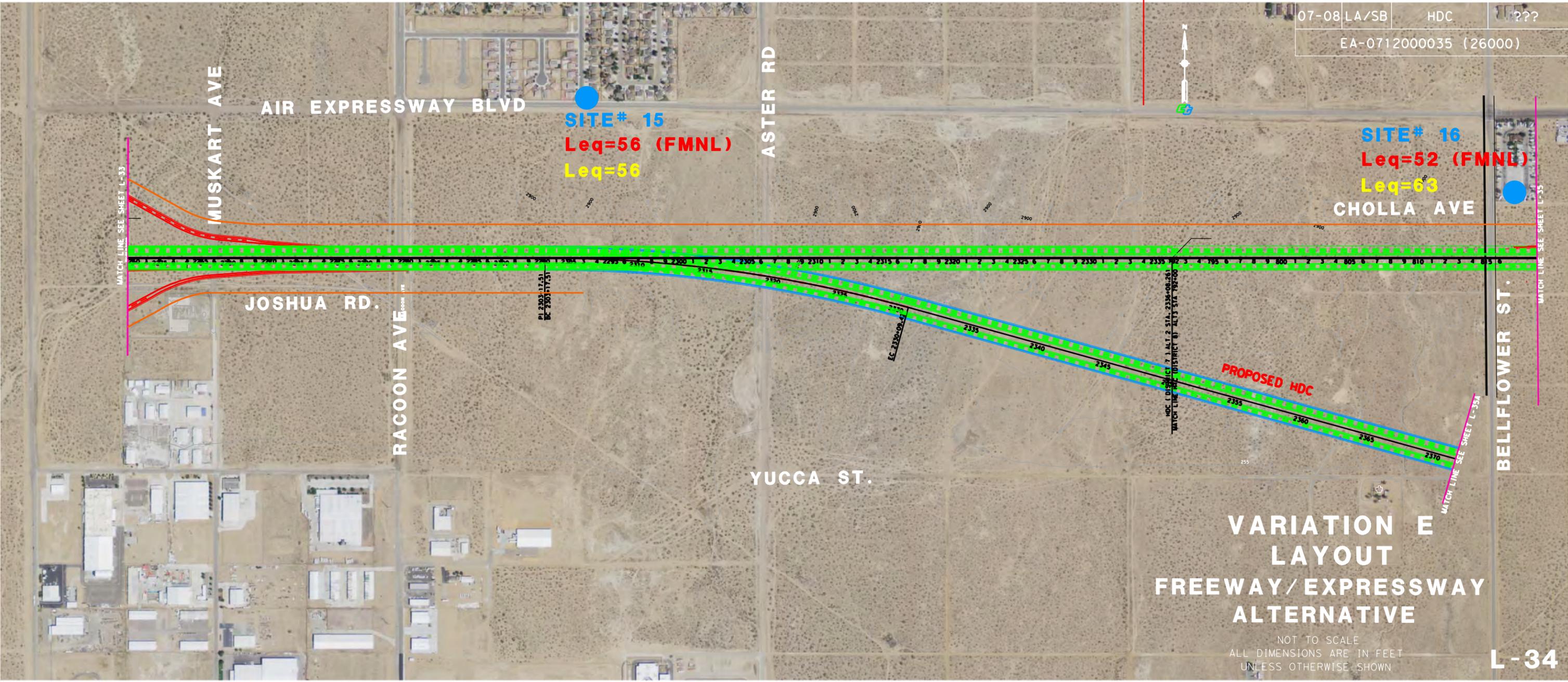
**LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE**

NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN

LT4

(1500' AWAY)

07-08	LA/SB	HDC	???
EA-0712000035 (26000)			



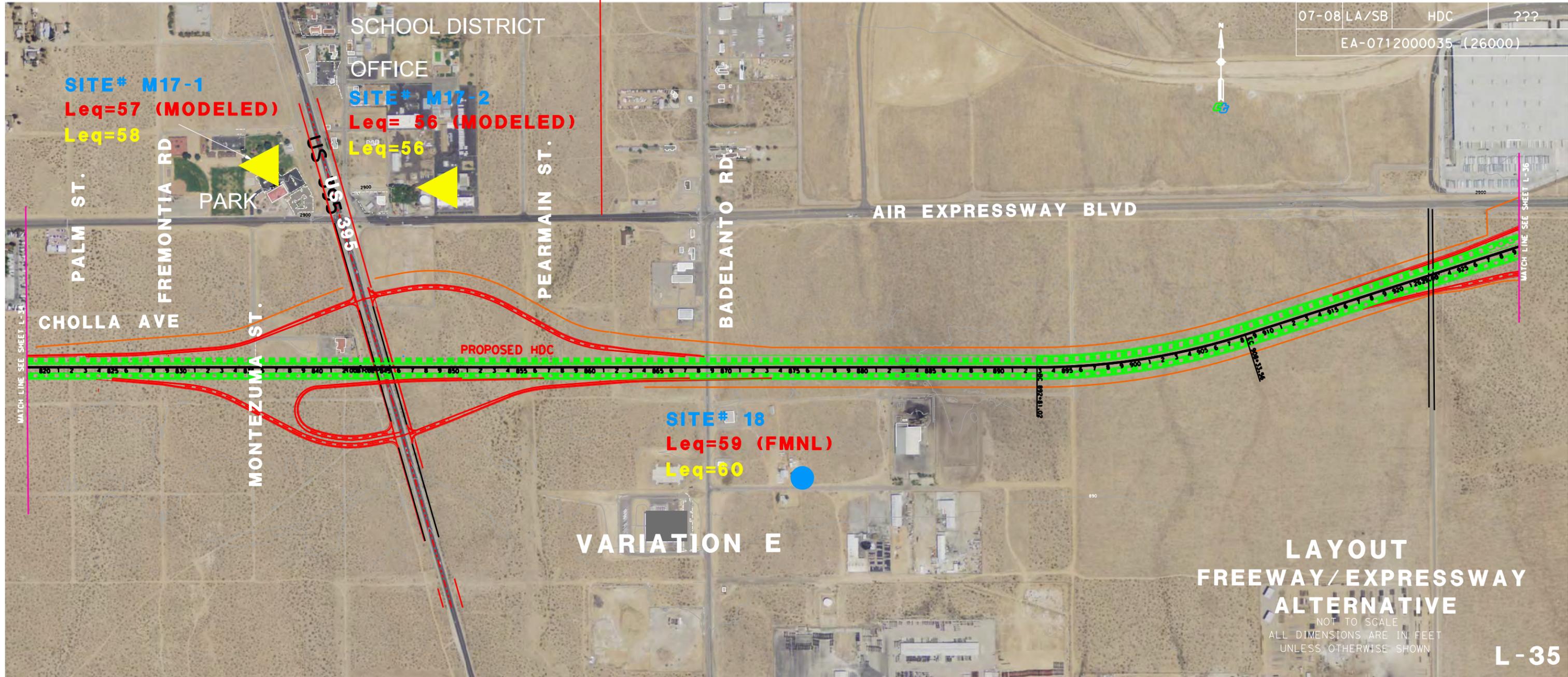
**VARIATION E
LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE**

NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN

■ LT5

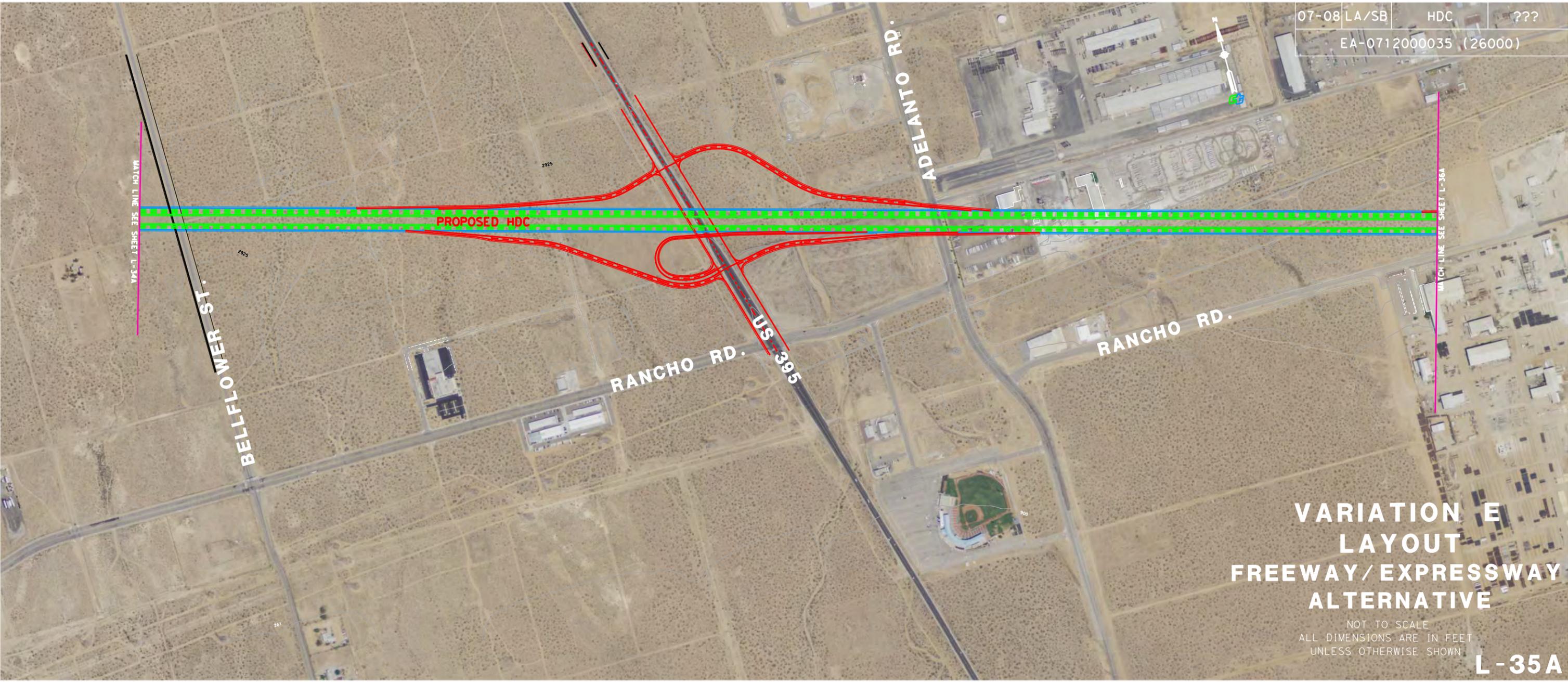
(1900' AWAY)

07-08	LA/SB	HDC	???
EA-0712000035 (26000)			



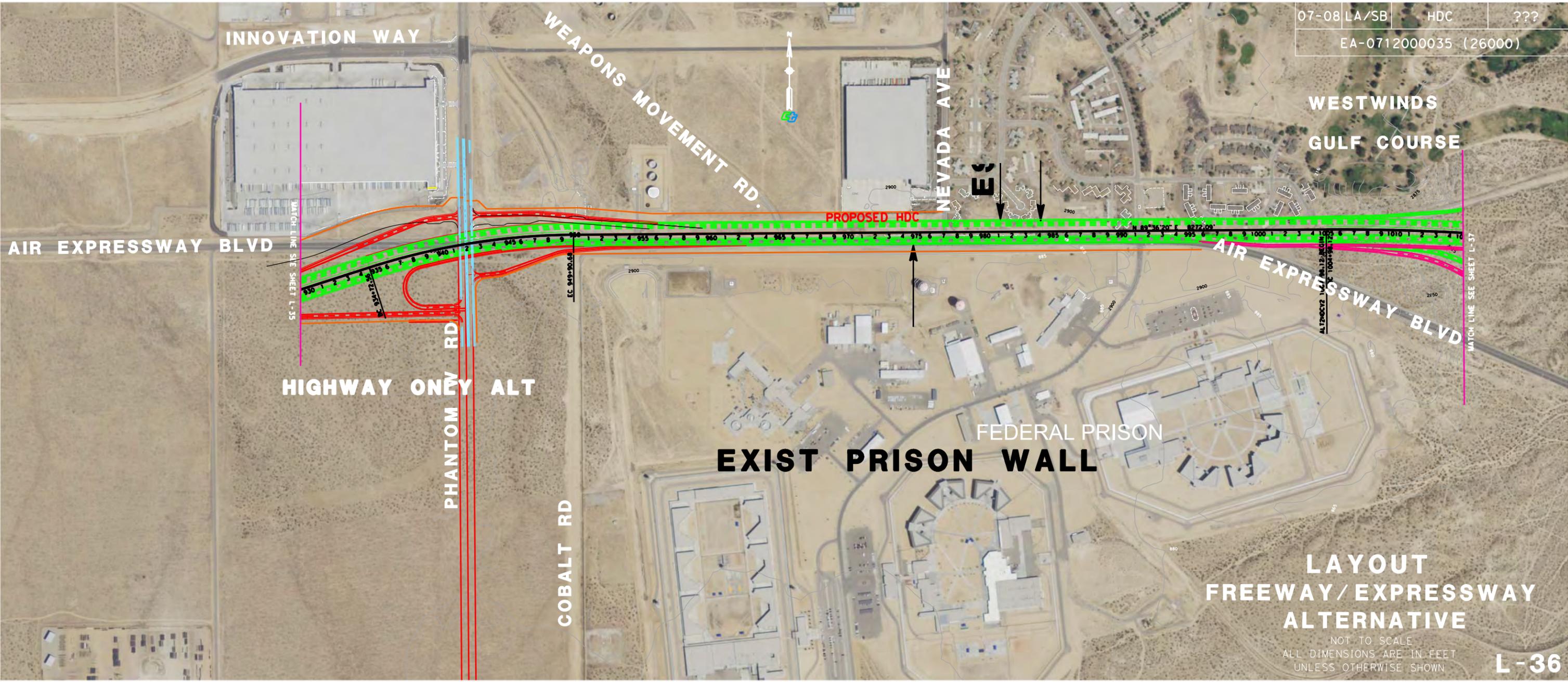
**LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE**

NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN



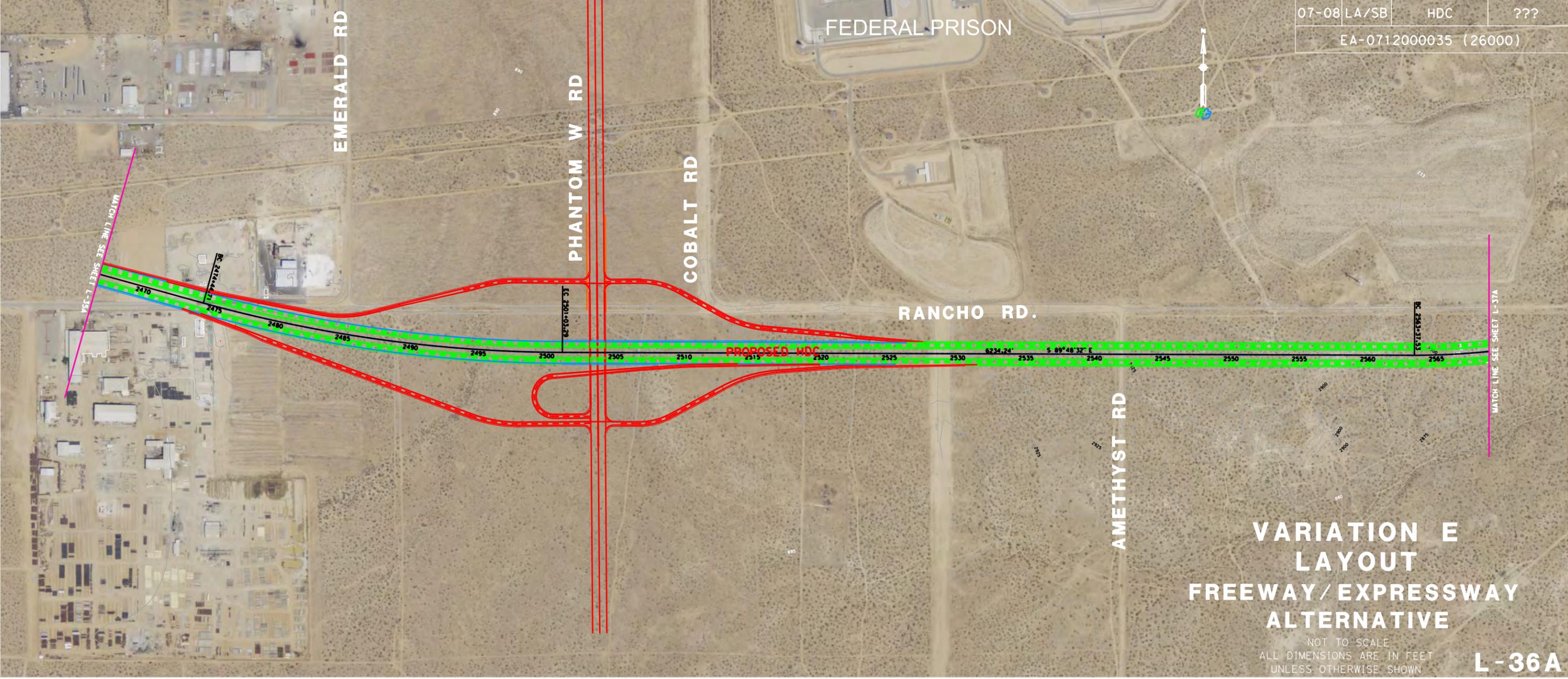
**VARIATION E
LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE**

NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN
L-35A



**LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE**
NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN

07-08	LA/SB	HDC	???
EA-0712000035 (26000)			



**VARIATION E
LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE**

NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN

L-36A

SITE# 20
Leq=64 (FMNL)
Leq=64

WESTWINDS
GULF COURSE

PAI

TUNNER RD

SITE# 19
Leq=49 (FMNL)
Leq=58

WATCH LINE SEE SHEET L-36

WATCH LINE SEE SHEET L-38

AIR EXPRESSWAY BLVD

EL EVADO RD

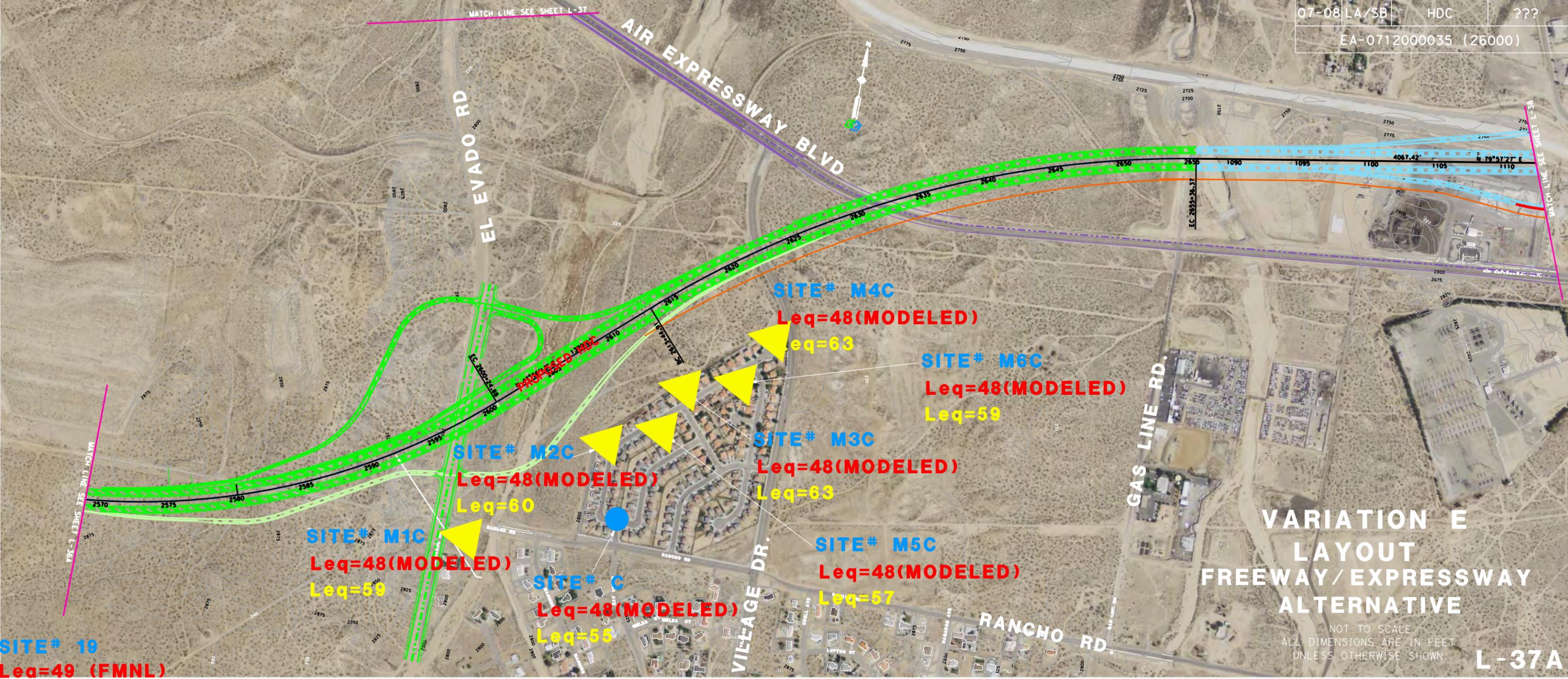
VILLAGE DR.

GAS LINE RD.

LAYOUT
FREWAY/EXPRESSWAY
ALTERNATIVE

NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN



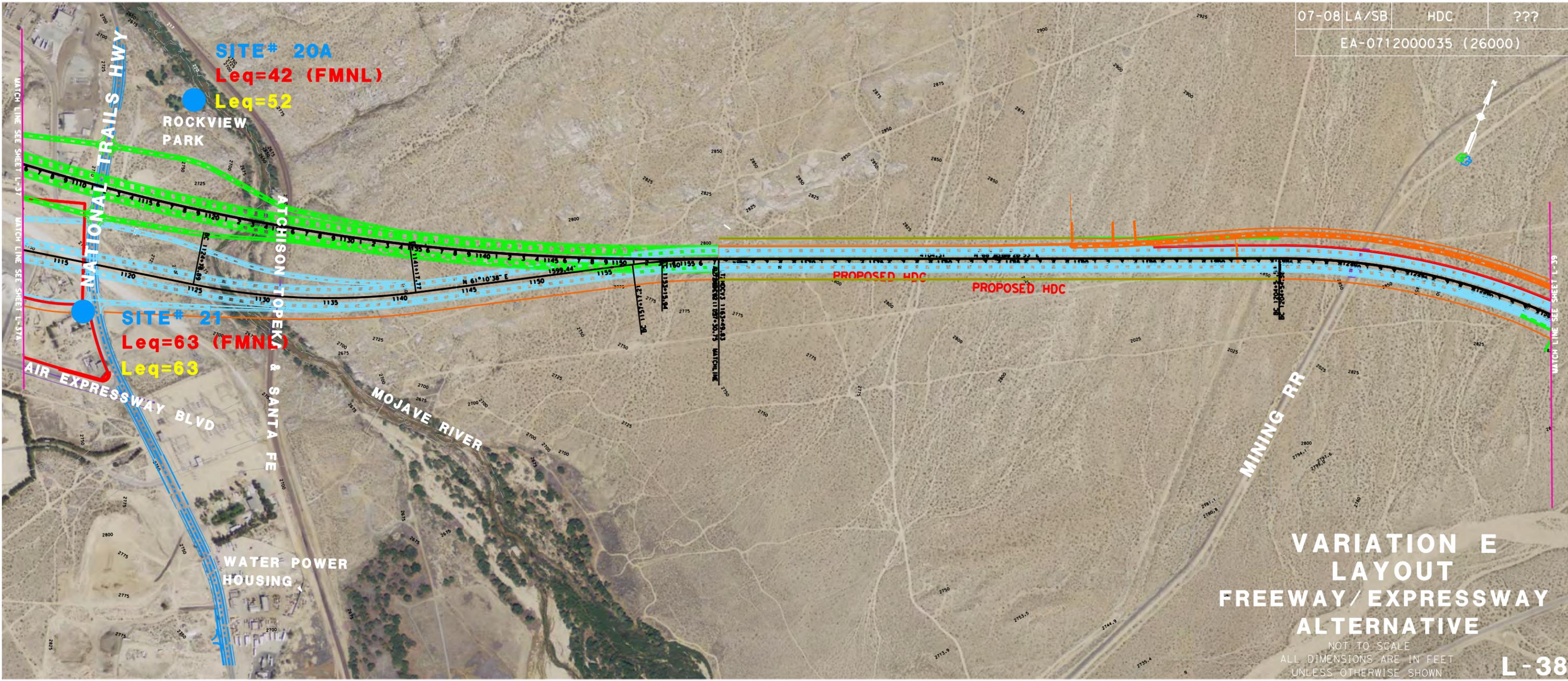


**VARIATION E
LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE**

NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN

L-37A

07-08	LA/SB	HDC	???
EA-0712000035 (26000)			

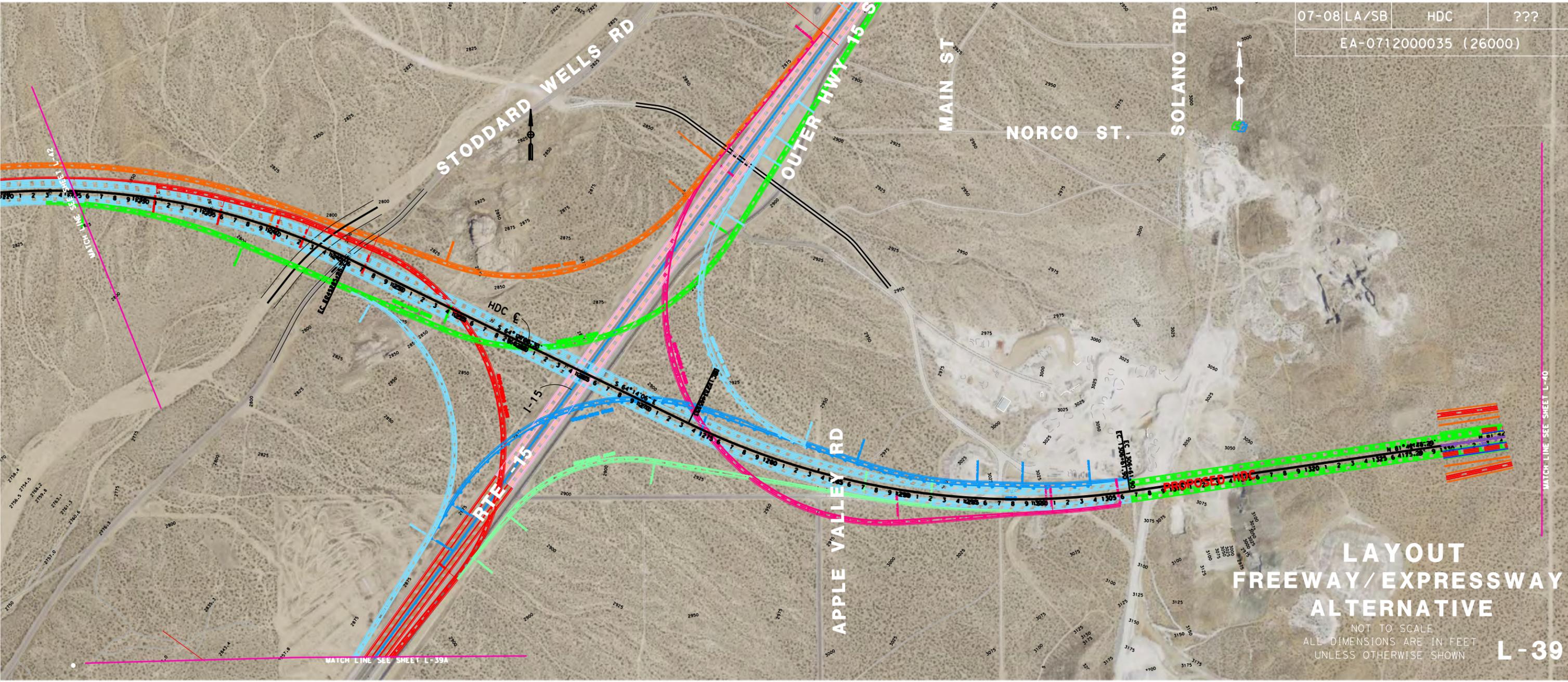


**VARIATION E
LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE**

NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN

L-38

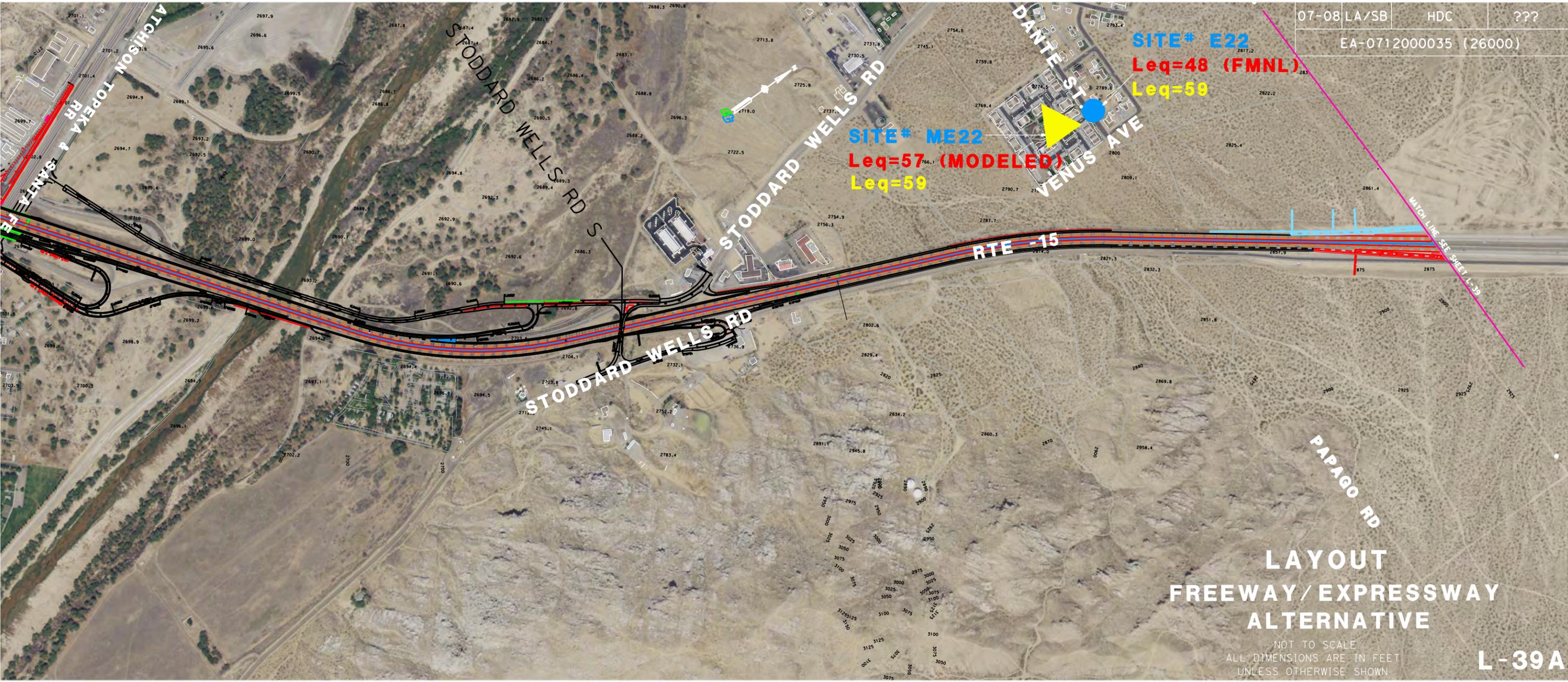
07-08	LA/SB	HDC	???
EA-0712000035 (26000)			



**LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE**
 NOT TO SCALE
 ALL DIMENSIONS ARE IN FEET
 UNLESS OTHERWISE SHOWN

L-39

07-08	LA/SB	HDC	???
EA-0712000035 (26000)			



**LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE**

NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN

L-39A

07-08	LA/SB	HDC	???
EA-0712000035 (26000)			



CHOCO RD

PROPOSED HDC

FALCHION RD

MATCH LINE SEE SHEET L-39

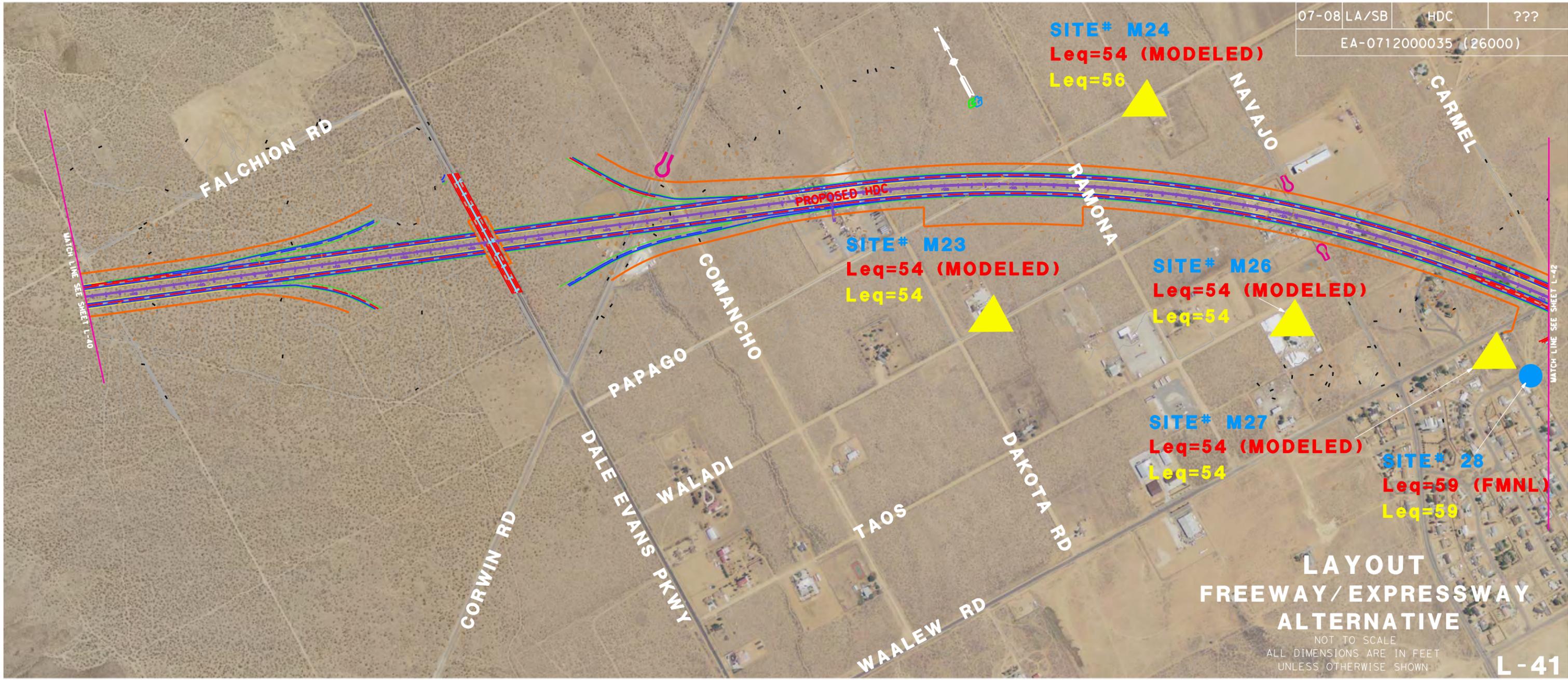
MATCH LINE SEE SHEET L-41

LAYOUT FREEWAY/EXPRESSWAY ALTERNATIVE

NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN

L-40

07-08	LA/SB	HDC	???
EA-0712000035 (26000)			

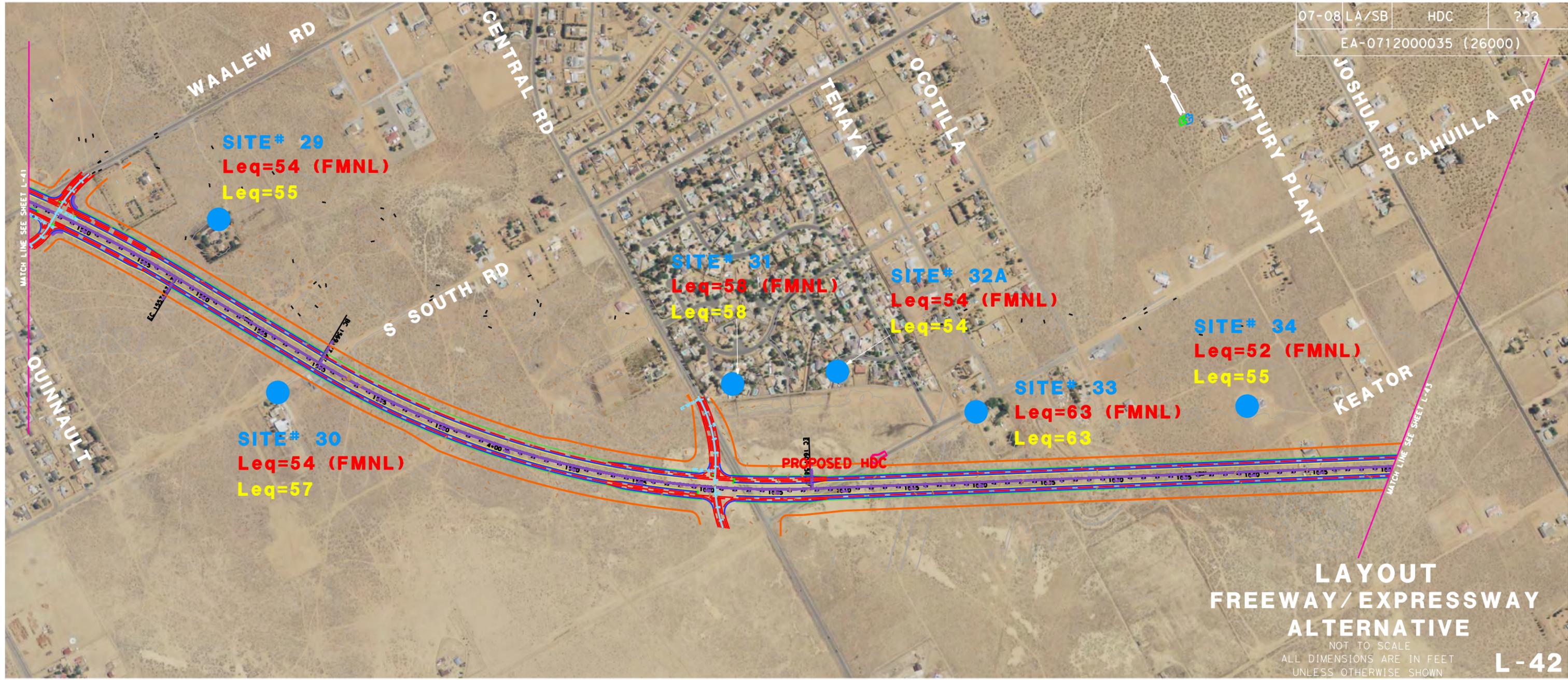


**LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE**

NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN

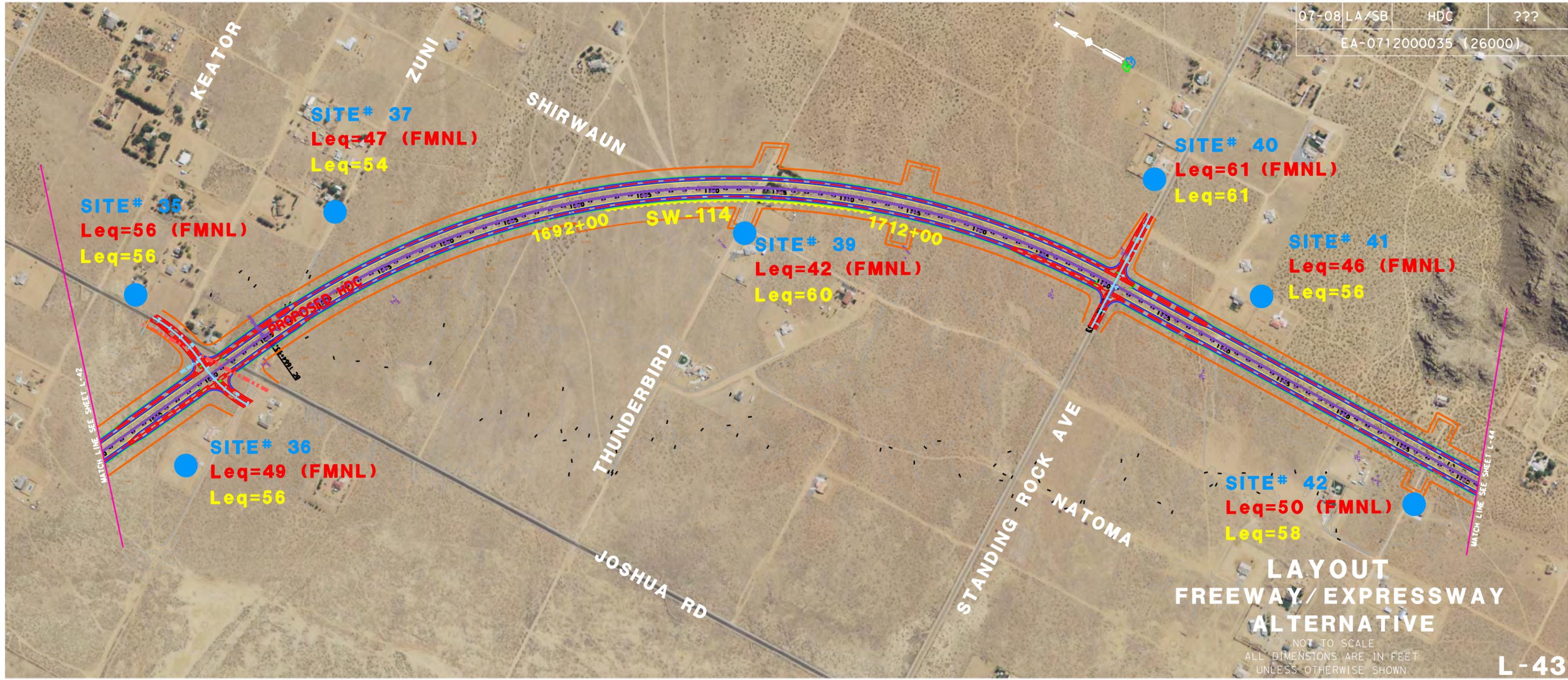
MATCH LINE SEE SHEET L-40

MATCH LINE SEE SHEET L-42



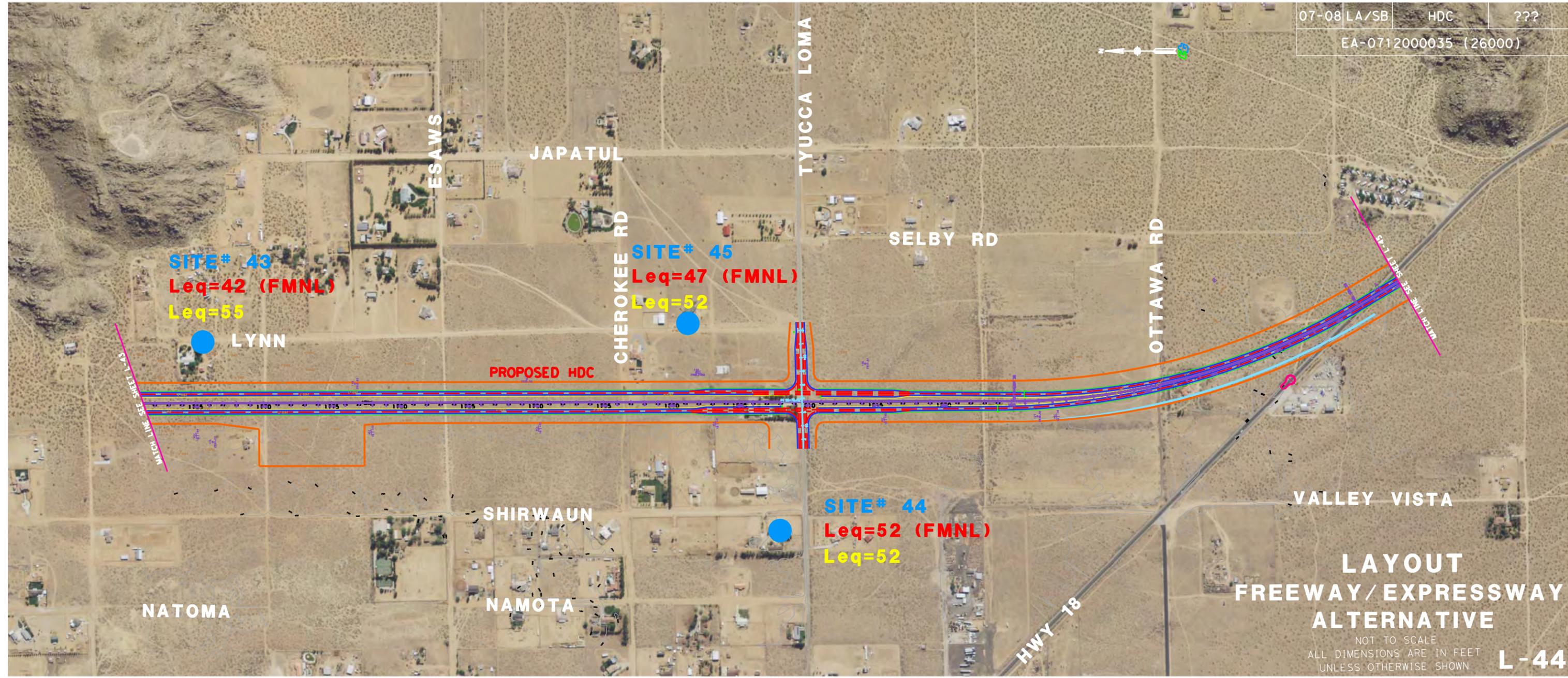
**LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE**

NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN



**LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE**

NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN



SITE# 43
Leq=42 (FMNL)
Leq=55
LYNN

SITE# 45
Leq=47 (FMNL)
Leq=52

SITE# 44
Leq=52 (FMNL)
Leq=52

PROPOSED HDC

**LAYOUT
FREEWAY/EXPRESSWAY
ALTERNATIVE**
NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN

SITE# 18-2
Leq=49 (FMNL)
Leq=53

MATCH LINE SEE SHEET L-44

HWY 18

PROPOSED HDC

NARRAGANSETT MUSTANG

DOVER RD

JAPATUL

BEAR VALLEY RD

LAYOUT FREEWAY/EXPRESSWAY ALTERNATIVE

NOT TO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN

LIST OF TECHNICAL STUDIES (Bound Separately)

Category	Study	Date Prepared
Project Description	Bike Path Study	June 2014
	Green Energy Feasibility Study Report	June 2014
	High-Speed Rail Feeder Service Study - Rail Options Considered and Withdrawn Report	May 2014
	Narrative on Phasing	November 2013
	Public-Private Partnership Program, High Desert Corridor	January 2013
	TSM Narrative	November 2013
Human Environment	Archaeological Survey Report (Supplemental)	April 2014
	Archaeological Survey Report	August 2014
	Community Impact Assessment	March 2016
	Draft Relocation Impact Report	August 2014
	Extended Phase I Testing Report	July 2014
	Extended Phase I and II Evaluation Report	July 2015
	Farmland Memo	August 2014
	Final Relocation Impact Report	October 2015
	Finding of Adverse Effect	December 2015
	Growth-Related Indirect Impact Analysis Report	June 2014
	Historic Property Survey Report for the High Desert Corridor, Los Angeles and San Bernardino Counties, California	August 2014
	Historic Property Survey Report (Supplemental)	July 2015
	Historical Resources Evaluation Report	August 2014
	Traffic Study	June 2014
	Traffic Study Update Memo	September 2014
Visual Impact Assessment	September 2015	
Physical Environment	Air Quality Report	April 2016
	Electromagnetic Radiation Technical Memo	May 2015
	Energy Technical Report	December 2015
	Geomorphology Report, Preliminary	June 2014
	Geotechnical Report, Preliminary, (San Bernardino County Section)	June 2012
	Geotechnical Report, Preliminary, (Los Angeles County)	October 2012
	Hydrology and Hydraulics Report, Preliminary	January 2016
	Initial Seismic Hazard Assessment Report (Los Angeles County Section)	November 2011
	Initial Site Assessment from 100 th Street East to San Bernardino County Line	August 2011
	Initial Site Assessment Los Angeles County Line to the Town of Apple Valley	September 2011
	Initial Site Assessment (Revised) from Route 14 to 100 th Street East	September, 2011
	Initial Site Assessment (Supplemental) from Los Angeles County Line to the Town of Apple Valley	August 2013
	Initial Site Assessment (Supplemental) between 100 th Street East and San Bernardino County Line	December 2013
	Initial Site Assessment Update from Route 14 to 100 th	January 2014

List of Technical Studies

Category	Study	Date Prepared
	Street East, prepared by Office of Environmental Design	
	Initial Site Assessment (Supplemental) High Speed Rail Route Victorville, California	April 2014
	Initial Site Assessment (Supplemental) Segment 2E and 2F from Route 14 to 100 th Street	September 2015
	Noise Abatement Decision Report	October 2015
	Noise Study Report (NSR) and HSR Vibration Impact Assessment	March 2016
	Paleontological Identification Report/Paleontological Evaluation Report	August 2014
	Water Quality Assessment Report	June 2014
Biological Resources	Bat Survey Report	August 2015
	Biological Assessment	August 2015
	Consolidation of Burrowing Owl Studies	November 2015
	Consolidation of Desert Tortoise Studies	November 2015
	Consolidation of Incidental Sensitive-Species Observations	October 2015
	Consolidation of Listed Riparian Bird Studies	October 2015
	Consolidation of Mohave Ground Squirrel Studies	November 2015
	Consolidation of Special-Status Plant Studies	October 2015
	Consolidation of Vegetation Community Studies	November 2015
	Federal Jurisdictional Delineation	August 2015
	HDC Preliminary Wildlife Corridor Evaluation	September 2011
	HDC Final Wildlife Corridor Evaluation	August 2012
	Natural Environment Study	June 2016
	Southwestern Willow Flycatcher, Yellow-billed Cuckoo, and Least Bell's Vireo Surveys for the High Desert Corridor Project Los Angeles and San Bernardino Counties, California	August 2015
	State Jurisdictional Delineation	November 2015