

07-VEN-33-L-5952
201.352
4H060K
December/2007

**SUPPLEMENTAL
FACILITY PROJECT STUDY REPORT**

To

Request Programming in the 2008 SHOPP

For

Building Construction

Adjacent to Route 33
In Ventura County at Postmile 11.2

APPROVAL RECOMMENDED:

Harry Messinger

PROJECT MANAGER

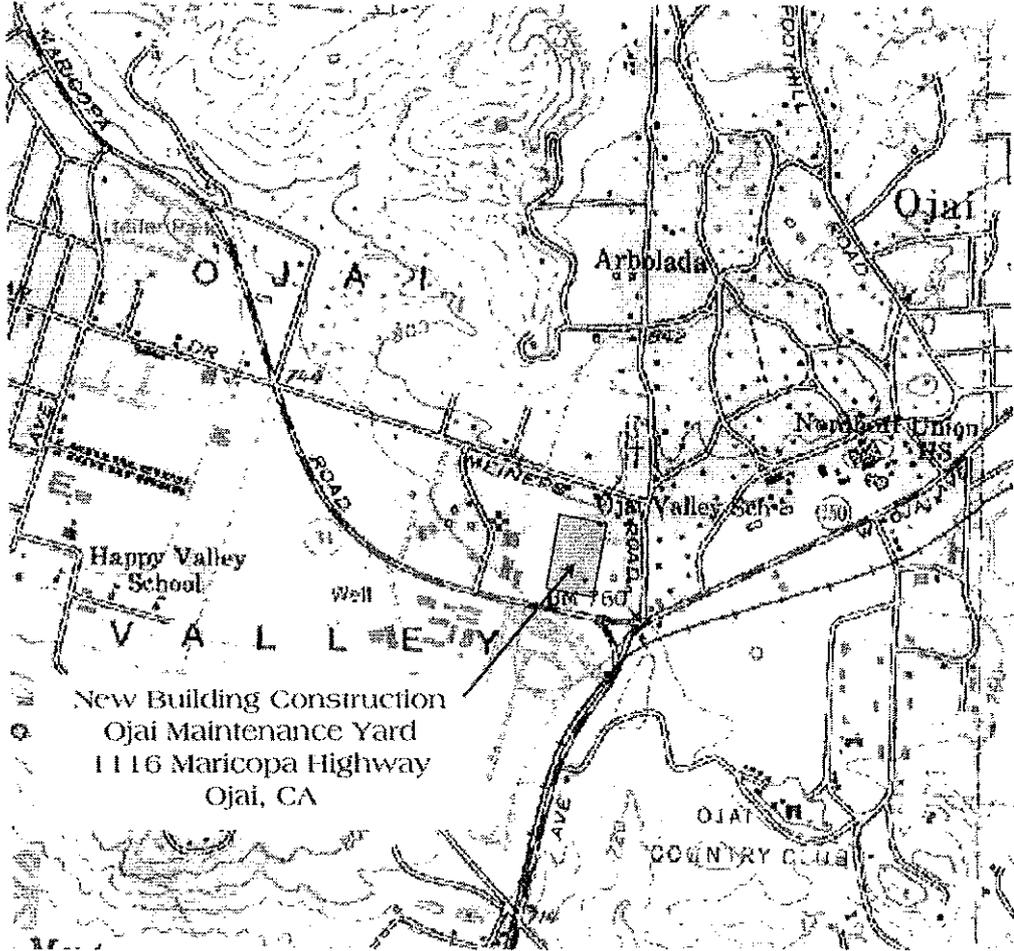
APPROVED:

[Signature]
DISTRICT DIRECTOR

12/20/07

DATE

Vicinity Map



North

Adjacent to Route 33
In Ventura Los Angeles County at Postmile 11.2

This Facility Project Study Report has been prepared under the direction of the following registered civil engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.


Dana Hendrix, REGISTERED CIVIL ENGINEER

12.14.2007
DATE



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INTRODUCTION

It is proposed to update the information contained in the improvement proposals approved in the Facility Project Report (FPR) dated October 9, 2001 (please see attachment A) for the Ojai Maintenance Station located at 1116 Maricopa Highway in the City of Ojai. The original Minor A project proposed to replace the existing Ojai Maintenance Station building, built in 1937, with an updated structure that meets the operational needs of the maintenance crew stationed here. The Minor A project PS&E was complete and Ready To List as of November 2002. The project was then shelved due to lack of funds. During the last six years a storage shed, built in the 1940's, has become operationally obsolete. This additional structure, subsequent storm water requirements and the rising cost of building construction have necessitated an update to the approved FPR.

PROJECT CHANGES

The scope of the project has changed to include replacement of the deteriorated shed and possible construction of permanent storm water treatment BMPs. Use of the original Minor A PS&E will lessen design time and shorten the project delivery schedule. Funding to demolish and rebuild the storage shed as well as build an Austin Sand Filter and Bioswale are included in the current cost projection of \$3,000,000 (please see attachment B).

FUNDING

"This project is proposed to be included in the 2008 State Highway Operation Protection Program for funding from the Maintenance Facilities Program (201.352). The current cost for the project as of January 2008 is \$3.0 million. The cost of the project in the "proposed program year" (2010/2011) is \$3.31 million. The escalation factor used is 5% per year".

SCHEDULE

Milestones	Delivery Date
Begin Environmental	09-25-2000
PA & ED	03-23-2011
Project PS&E	05-26-2012
Right of way Certification	01-18-2012
Ready to List	08-20-2012
Approve Contract	02-08-2013
Contract Acceptance	08-15-2014
End Project	11-09-2014

ATTACHMENTS

- A. FPR dated October 9, 2001
- B. Cost Estimate dated December 14, 2007
- C. SHOPP Output Table
- D. Storm Water Data Report (PID stage)
- E. Updated ND Memo and Updated Hazardous Waste Assessment Memo

07-VEN-33-L-5952

Attachment A



FACILITY PROJECT REPORT OJAI MAINTENANCE STATION

RIGHT OF WAY APPROVED:

Lawrence J. Staley
LAWRENCE J. STALEY, DISTRICT DIVISION CHIEF, RIGHT OF WAY

9/4/01
DATE

APPROVAL RECOMMENDED:

Abdi Saghafi
ABDI SAGHAFI, PROJECT MANAGER

09/15/01
DATE

APPROVAL RECOMMENDED:

Herby Lisade
HERBY LISADE, SR. TRANSPORTATION ENGINEER, HA 12 PROGRAM ADVISOR

8/9/2001
DATE

APPROVED BY:

Michael Miles
MICHAEL MILES, DISTRICT DIVISION CHIEF, MAINTENANCE

10/1/01
DATE

August 7, 2001
07-VENTURA-5724
07-604-4H0601
Ojai Maintenance Station
HA 12 2001/2002

This Project Report has been prepared under the direction of the following registered civil engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.



Registered Civil Engineer



Date



August 7, 2001
07-VENTURA-5724
07-604-4H0601
Ojai Maintenance Station
HA 12 2001/2002

INTRODUCTION

It is proposed to construct a replacement Office /Equipment Service Bay Building at the existing Ojai Maintenance Station. The maintenance facility is located at 1116 Maricopa Highway in the City of Ojai. The estimated cost of the proposed project is \$745,000.00, which will be funded from the State Highway Operation, and Protection Program (SHOPP) in the 2001/2002 fiscal year. This project is expected to be assigned the Project Development Processing Category 5 due to minimal economic, social and environmental significance.

BACKGROUND

Caltrans District 7 Maintenance Division has identified the existing Ojai Maintenance Station building, constructed in 1937, as being unable to meet the needs of its ten-member crew. The building consists of a small office and one unisex restroom with no showers. The existing equipment bays are too small to accommodate the crews' maintenance vehicles; therefore, the vehicles must be parked and maintained outside. The proposed new structure will bring the maintenance station into compliance with Caltrans' design standards and provide a safe and efficient environment for the workers.

EXISTING FACILITIES

The existing maintenance facility is located at the intersection of State Route 150 and State Route 33 in the city of Ojai. The parcel size is approximately 3.5 acres. There is one superintendent and nine crewmembers currently working at this facility. The station houses over 10 pieces of equipment including maintenance trucks.

DEFICIENCIES AND JUSTIFICATIONS

The existing office building and equipment bay are too small to accommodate the crews and their maintenance vehicles. The office building and the equipment bay have outlived their life expectancy. A new office building with male and female restrooms and a shower facility is highly recommended. At present time, all vehicles have to be parked outside due to restricted equipment bay space. There is also a mechanic at this facility that works on maintenance vehicles and

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HA 12 2001/2002

equipment outside of the existing equipment bay. This is not in compliance with current stormwater practices or with Caltrans' design standards. Therefore, a new equipment bay is also needed at this facility.

PROPOSAL DESCRIPTION

Caltrans proposes to construct a new Office /Equipment Service Bay Building with one supervisor's room, one crew room, one men's restroom and locker room, one women's restrooms and locker room, a shower facility, rooms for janitor, mechanics, HVAC/electrical, utility, and storage rooms and one equipment service bay. The proposed structure will total approximately 3,700 square feet (343.741 square meters).

ALTERNATIVES

Two alternatives were considered to rehabilitate the facility. The build alternative is the desired alternative.

Build:

The existing office building and equipment bay are too small to accommodate the crews and their maintenance vehicles. The existing Ojai Maintenance Station Building cannot be rehabilitated due to the age and condition of the structure. The district proposes to build a new facility building south of the existing building. The existing building will then be used as a warehouse/storage space.

No Build:

The operational efficiency and safety of the maintenance facility are diminished in its current condition. The current facility can not support the need of the existing crews. The facility needs to be either upgraded or closed down. Since this is the only facility in this area, closing it down is not an option.

ENVIRONMENTAL CERTIFICATION

An environmental evaluation has been conducted by District Environmental. Results of the evaluation are:

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Environmental Impact Report (EIR)— Results of the evaluation show that due to any known environmental impact, an Initial Site Assessment and a Negative Declaration are required. Please see Attachment C.

RIGHT OF WAY CERTIFICATION

This project will not require new right of way. All the proposed work is within the state's right of way. A Right of Way Data Sheet is included in this report. Existing Utilities will not be relocated and no easements will be necessary for this project.

SITE VISIT

Conducted by HQ and District 7 engineers. From HQ—Warren Lai and Jean Higaki.
From D07—Armand Wang and Herby Lissade.

LIST OF ATTACHMENTS

- A. Site Location
- B. Site Plan
- C. EIR- Negative Declaration
- D. Cost Estimate dated 4-16-01
- E. Right of Way Data Sheet

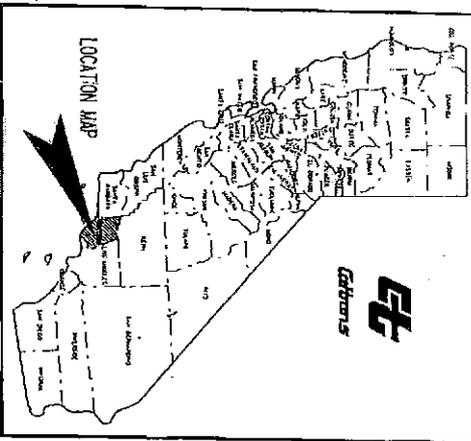
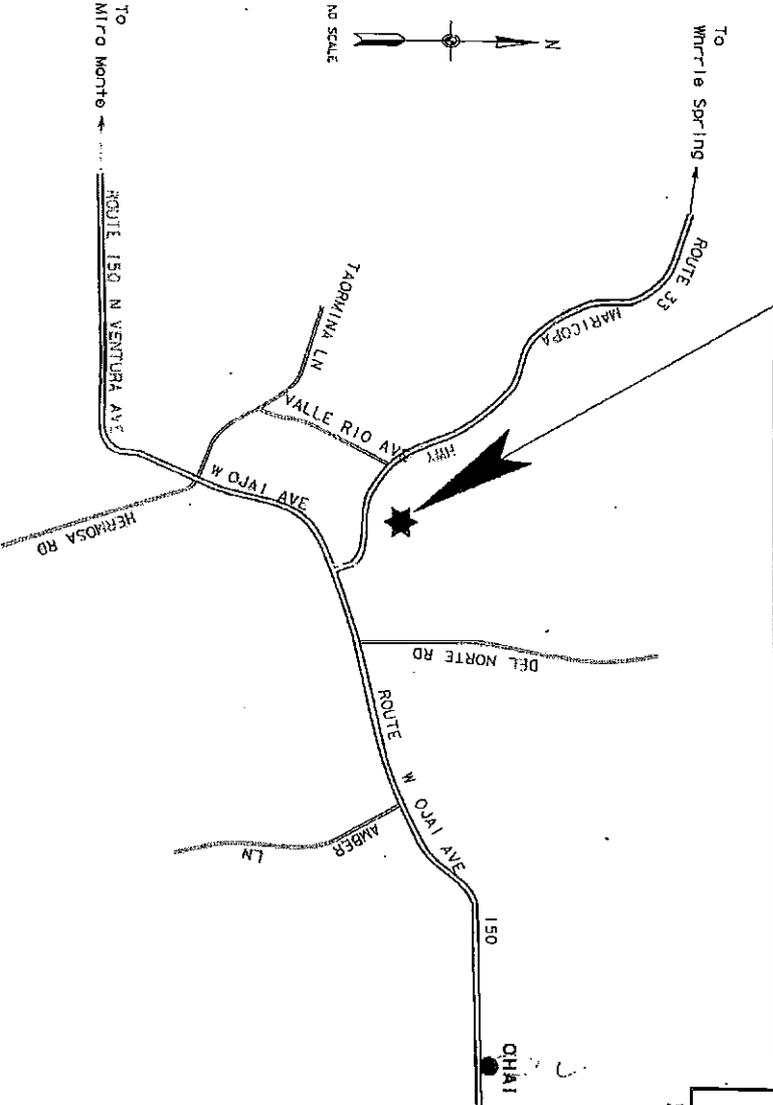
August 7, 2001
07-VENTURA-5724
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Ojai Maintenance Station
HA 12 2001/2002

ATTACHMENT A

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

PROJECT PLANS FOR BUILDING CONSTRUCTION
IN VENTURA COUNTY IN OJAI CITY
AT THE OJAI MAINTENANCE STATION
AT 1116 MARICOPA HWY

LOCATION OF CONSTRUCTION



DATE	COUNTY	ROUTE	PROJECT	SHEET	TOTAL
DT	CA	LETTS	TRIAL PROJECT	NO.	SHEETS



PS&E
District

LICENSED ARCHITECT
[Signature]
PLANS APPROVAL DATE



is the Class (or Classes) of license as specified

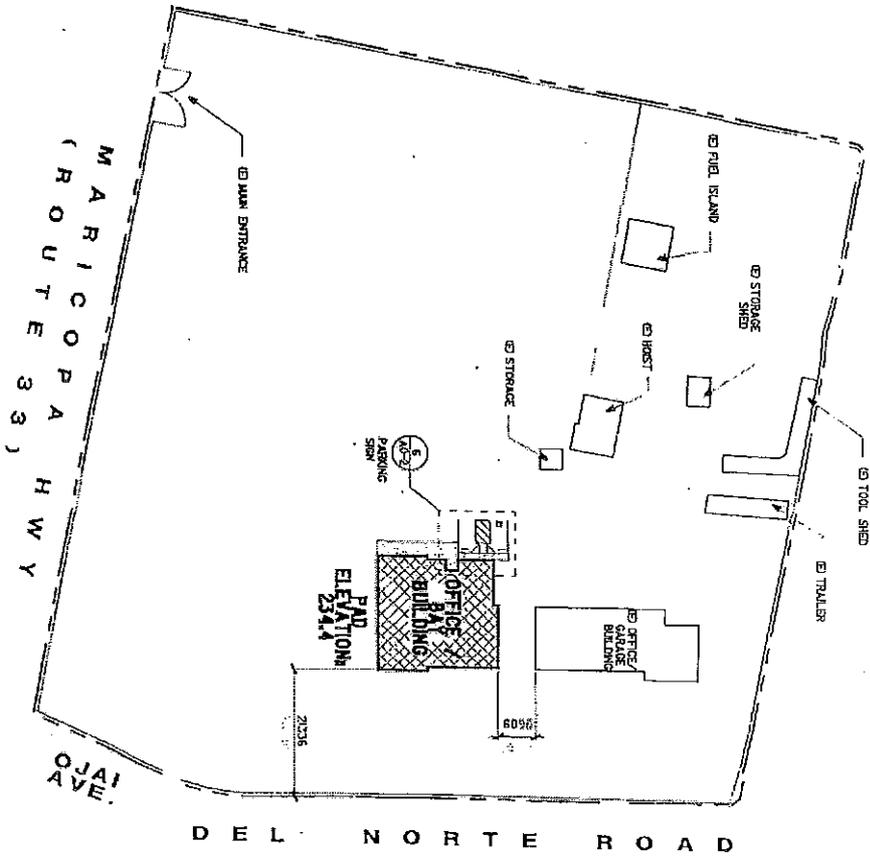
DESIGNER: STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION
PLANS REVISIONS: 0 10 20 30 40 50 60 70 80 90

CA 07-804
EA 07-4H0604

Contract No. 07-4H0604

August 7, 2001
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07-604-4H0601
Ojai Maintenance Station
HA 12 2001/2002

ATTACHMENT B



ACCESSIBLE ROUTE :

SITE MAINTENANCE SHALL PROVIDE A DESIGNATED FREE PARKING OF TRAVEL FOR PEOPLE WITH DISABILITIES. ANY CHANGES IN LEVEL, ALONG ANY PATH OF TRAVEL, SHALL NOT EXCEED 1:50. WHEN CHANGES DO OCCUR, THEY SHALL BE BEVELED WITH A SLOPE NO GREATER THAN 1:50. CURBS SHALL BE BEVELED AND GRASSY AREAS SHALL BE GRASS. VEHICLES PARKED AT PARTS OF TRAVEL SHALL BE BEVELED TO REMAIN OPEN DURING BUSINESS HOURS WITH ALL CAPITALIZED TEXT.



DATE	07/13/24	ROUTE	53201 TSE FRONT	SHEET	1007A
BY	L.A.	PROJECT	53201 TSE FRONT	OF	201
<p>APPROVED: <i>[Signature]</i></p> <p>PROJECT MANAGER: <i>[Signature]</i></p> <p>DATE: 07/13/24</p> <p>PROJECT: 53201 TSE FRONT</p> <p>SHEET: 1007A</p> <p>OF: 201</p>					
<p>THE DESIGN PROFESSIONAL'S SEAL IS A REQUIREMENT FOR THE SECURITY OF THE PUBLIC. THE DESIGN PROFESSIONAL SHALL BE RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED AND THE COMPLETION OF ALL REQUIRED DOCUMENTATION.</p>					



PROJECT NO.	53201 TSE FRONT	SHEET NO.	1007A
DATE	07/13/24	OF	201
PROJECT MANAGER	<i>[Signature]</i>	DATE	07/13/24
DESIGNER	<i>[Signature]</i>	PROJECT	53201 TSE FRONT
CHECKER	<i>[Signature]</i>	SHEET	1007A
DATE	07/13/24	OF	201

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
 ARCHITECTURAL DESIGN
 BRIDGE NO. X
 KM POST
 OJAI MAINTENANCE STATION
 SITE PLAN
 SHEET A0-4

August 7, 2001
07-VENTURA-5724
07-604-4H0601
Ojai Maintenance Station
HA 12 2001/2002

ATTACHMENT C

INITIAL STUDY



*FOR PROPOSED IMPROVEMENTS TO
THE OJAI MAINTENANCE STATION
EA 215800*

VENTURA COUNTY



*State of California
Department of Transportation - District 7
Division of Environmental Planning*

August 2001

DEPARTMENT OF TRANSPORTATION
OFFICE OF ENVIRONMENTAL PLANNING
DISTRICT 7, 120 SO. SPRING ST.
LOS ANGELES, CA 90012-3606



August 2, 2001

Responsible Agencies, Review Agencies,
Trustee Agencies and individuals interested
in the rehabilitation of the Ojai Maintenance
Station

File: Ojai Maintenance Station
Rehabilitation Project
EA 215800

Notice of Final Environmental Document
Negative Declaration

Enclosed is a copy of the final Negative Declaration (ND) for the proposed improvements to the Ojai Maintenance Station. The project would construct a new office building with restrooms and showers, abandon the existing septic tank sewer system and connect the site to the municipal sewer system, modify the existing storm drain system, construct a washrack and clarifier system for the vehicles, grade and pave a portion of the maintenance yard.

The California Department of Transportation (Caltrans) has determined that the proposed project will not have a significant impact on the environment. Accordingly, the Department has approved the project. This document is now being distributed and a Notice of Determination (NOD) will soon be filed with the State Clearinghouse pursuant to CEQA requirements.

A copy of the environmental document and studies can be reviewed on weekdays, Monday through Thursday, from 8:00 a.m. to 4:00 p.m. at Caltrans, District 7, Office of Environmental Planning, 120 S. Spring Street, Los Angeles, CA 90012. The document also may be reviewed at the Ojai Library, 111 East Ojai Ave., Ojai, CA 93023; the Avenue Library, 606 N. Ventura Ave., Ventura, CA 93001; the Oak View Library, 469 N. Ventura Ave., Oak View, CA 93022; The E.D. Foster Library, 616 E. Main St., Ventura, CA 93001; and the Meiners Oaks Library, 114 N. Padre, Ojai, CA 93023.

For additional information on this project, please contact Christopher Carroll at (213) 897-6466. Thank you for your interest in this important transportation project.

Sincerely,

A handwritten signature in cursive script that reads "Ron Kosinski".

Ron Kosinski, Deputy District Director
Division of Environmental Planning

Enclosure

NEGATIVE DECLARATION

Pursuant to: Division 13, Public Resources Code

Description

The California Department of Transportation (Caltrans) has prepared an Initial Study for improvements to the Ojai Maintenance Station in the City of Ojai, in Ventura County. The project proposes to construct a new office building with restrooms and showers, abandon the existing septic tank system, connect the site to the municipal sewer system, modify the existing storm drain system, construct a washrack and clarifier system for the vehicles and grade and pave a portion of the maintenance yard.

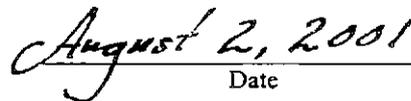
Determination

The California Department of Transportation (Caltrans) has prepared an Initial Study. On the basis of this study it is determined that the proposed action will not have a significant effect upon the environment for the following reasons:

- 1) There will be no significant effect on topography, exposure to seismic activity, or erosion as a result of this project.
- 2) Air quality, noise, energy, solid waste, or use of natural resources will not be effected by this project.
- 3) Floodplains, wetlands, and water quality will not be adversely impacted by this project.
- 4) Fish and wildlife such as endangered species, habitat or vegetation will not be impacted by this project.
- 5) No effect on agricultural lands, land use and growth will originate from this project.
- 6) No adverse effect on business and industry, economic stability, or employment will result from this project.
- 7) Neighborhoods, schools, public or recreational facilities, or heritage and scenic resources will not be impacted by this project.



RON KOSINSKI, Deputy District Director
Division of Environmental Planning
District 7 California Department of Transportation



Date

**PROPOSED IMPROVEMENTS TO THE
OJAI MAINTENANCE STATION**

**At the intersection of State Route 150 and State Route 33 in the
City of Ojai, Ventura County**

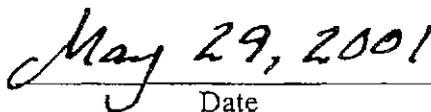
07-VENTURA

INITIAL STUDY

Submitted Pursuant to
(State) Division 13, Public Resources Code
by the
STATE OF CALIFORNIA
Department of Transportation



RON KOSINSKI, Deputy District Director
Division of Environmental Planning
California Department of Transportation
District 7 – Los Angeles



Date

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- Appendix F – Comments Received from the Public

1.0 PURPOSE AND NEED

Note: A vertical line in the margin indicates changes in the text from the original Draft Initial Study.

This Initial Study (IS) describes the purpose and need for the Ojai Maintenance Project, addresses alternatives to the project, and characterizes potential environmental effects pursuant to the requirements of the California Environmental Quality Act (CEQA).

Projects located in California that are undertaken by state agencies, utilize state funds, or require discretionary approval from state agencies are subject to the California Environmental Quality Act (CEQA) (PRC 21000-21178.1, et seq.).

1.1 Purpose of the Project

Caltrans is proposing to rehabilitate the Ojai Maintenance Station in Ventura County (Figures 1 and 2).

The purpose of the project is to:

- Bring the maintenance station into compliance with Caltrans' design standards
- Improve safety for the workers
- Serve as a measure to prevent stormwater pollution

Figure 1. Location Map

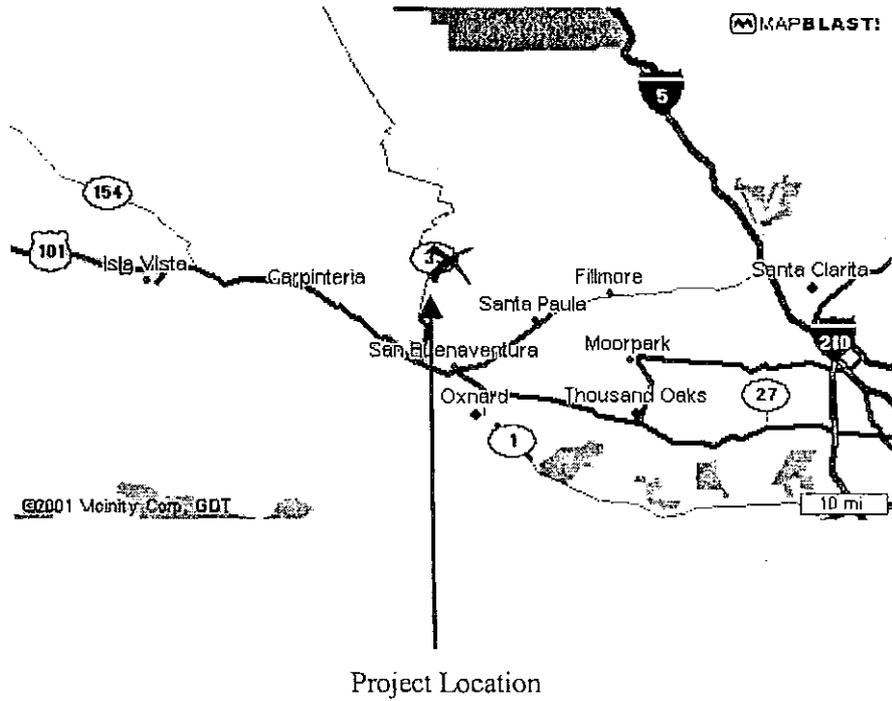


Figure 2. Vicinity Map

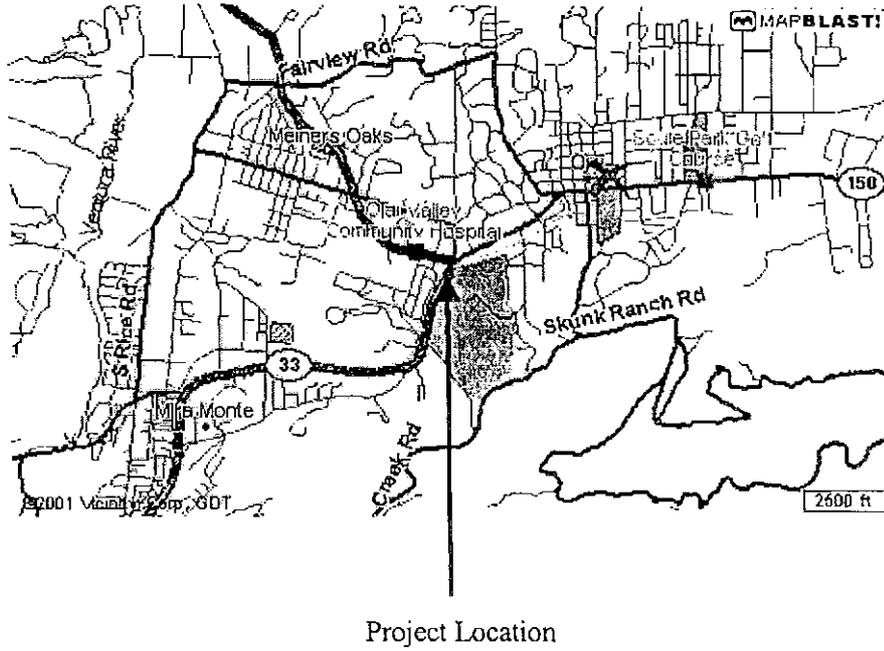


Figure 2a.

OJAI MAINTENANCE STATION SITE PLAN

PRELIMINARY LAYOUT PLAN
L-1

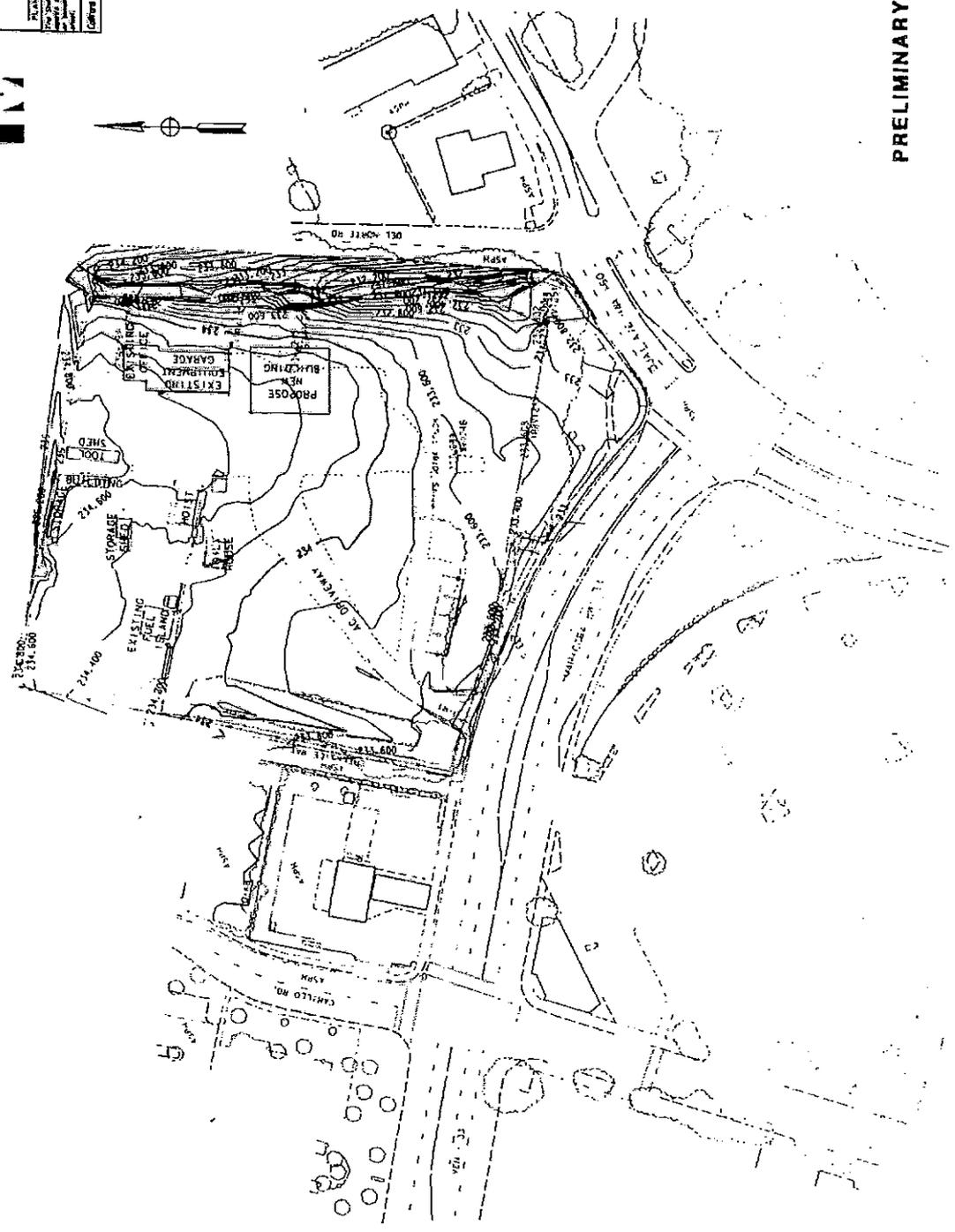
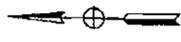
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REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION

California State License No. 10000



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION		PROJECT ENGINEER	CALCULATED/DESIGNED BY	CHECKED BY	DATE REVISID	DATE REVISID

CU 00000

EA 00000

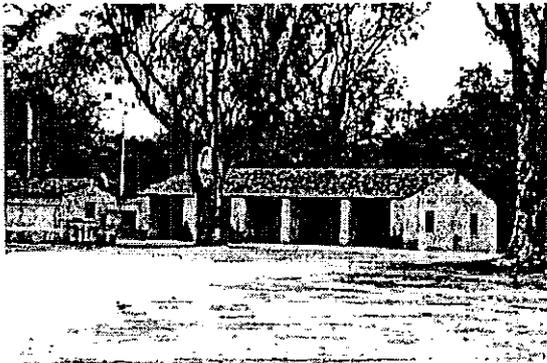
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FOR REDUCED PLANS ORIGINAL

1.2 Need for the Project

Currently, the maintenance station cannot support the needs of its ten-member crew. The building facility was constructed in 1937 and consists of a tiny office with only a small, unisex restroom with no showers (See Figure 3). The sewer system is not connected to the local sewer system, and the drainage system is inadequate. The existing equipment bays are too small to accommodate the crews and their maintenance vehicles; therefore, the vehicles must be parked outside. The yard is only partially paved, with the current vehicle wash system consisting of a standpipe located in the southeast portion in violation of the stormwater provision of the Clean Water Act. The proposed project will not involve the removal of four (4) coast live oaks.

Figure 3. Existing Station



2.0 ALTERNATIVES (INCLUDING THE PROPOSED PROJECT)

Caltrans proposes to rehabilitate the Ojai Maintenance Station in order to meet current design and safety standards. The proposed project would construct a new office building with restrooms and showers, abandon the existing septic sewer tank system and connect the site to the municipal sewer system, modify the existing storm drain system, construct a washrack and clarifier system, and grade and pave a portion of the maintenance yard. Included in the project are plans to construct a new wash rack for Caltrans vehicles and a new 3,700 square foot (343.741 square meters) building that would serve as the station's main office. The new building would include a 625 square foot (15.24 m) equipment bay, office, separate men and women's restrooms and showers, locker room, janitor room, mechanics room, HVAC/electric room and storage room. The proposed project will not involve the removal of four (4) coast live oaks.

2.1 No Build Alternative

The no-action alternative proposes to maintain the existing conditions of the maintenance station without any improvements. The estimated cost for this alternative in the year 2001 for this alternative is \$0.

This alternative is not consistent with the long-term objective of improving the overall operation and safety for the Ojai Maintenance Station. The maintenance station in its current condition is inconsistent with Caltrans' goal of protecting the environment and providing a safe and efficient work environment for its' employees.

This alternative was rejected since it would not:

- Comply with the stormwater provision of the Clean Water Act
- Provide a safe and efficient work environment for Caltrans' employees

2.2 Build Alternative

In order to rehabilitate the Ojai Maintenance Station, Caltrans would construct a new office building with restrooms and showers, abandon the existing septic tank sewer tank system and connect the site to the municipal sewer system, modify the existing storm drain system, construct a washrack and clarifier system for the vehicles, grade and pave a portion of the maintenance yard. The estimated cost for this alternative in the year 2001 is \$710,000. The funds would come from the HA12 Maintenance Facilities Program in the fiscal year 00/01.

The following is proposed:

- Construction of a new 3,700 square foot (343.741 m) office building and showers
- Abandonment of the existing septic tank system and connect the site to the municipal sewer system
- Modification of the existing storm drain system
- Construction of a vehicle washrack and clarifier system
- Grading and paving a portion of the maintenance yard

2.3 History of the Project

This project was originally included in a proposed project to construct pre-wash pads and structural canopies at four maintenance stations in Ventura County (Camarillo, Moorpark, Ojai and Ventura). As originally intended, this project would have required only a Categorical Exemption (CE) under the California Environmental Quality Act (CEQA). During completion of environmental specialist studies, it was discovered that the Ojai Maintenance Station had leaking underground storage tanks and that the soil was contaminated by gasoline. The Hazardous Waste Unit is currently conducting a Site Investigation (SI) of the site, which is due to be completed by June 2001. No other specialist studies indicated problems on the site. Due to this hazardous waste discovery, the Ojai Maintenance Station was pulled out of the original project. A Negative Declaration (ND) is now required under CEQA.

2.4 Status of Other Projects or Proposals in the Area

The following are Caltrans projects in the vicinity of the Ojai Maintenance Station that are known to be under construction or in the planning stages:

- 1) Caltrans would rehabilitate the portion of State Route 150 between Santa Ana Canyon Road and Loma Drive. This project will involve Cold plane/AC overlay, shoulder rehabilitation, possible minor road realignment, drainage culverts, pullouts and signage (EA 22330K)
- 2) Caltrans would upgrade the rails and rehabilitate six (6) bridges along State Route 150 east and west of the project site (EA 118990)
- 3) Caltrans proposes to realign State Route 33 between Casitas and Larmier Roads (EA 23005K)
- 4) Caltrans proposes to widen bridges and upgrade bridge rails along State Route 33 between Ojai and Ventura (EA 11873K)
- 5) Caltrans would rehabilitate a portion of State Route 150 from Loma Drive to Lion Canyon Creek (EA 105481)
- 6) Caltrans proposes to modify the existing traffic signal at State Routes 150 & 33 (EA 3N6701)
- 7) Caltrans proposes to install a new traffic signal at State Routes 150 & 33 (EA 2N0921)
- 8) Caltrans proposes to upgrade the Tuthill guardrails along State Route 150 at KP 10.6/21.4 (EA 4G2401)

3.0 AFFECTED ENVIRONMENT

3.1 Topography

The topography of the site is mostly flat with a slight decline in elevation in a southwest direction. Along the eastern edge of the site there is a slight drop-off to a persistently flowing natural stream. The topography of the surrounding area is similar.

3.2 Geology

The geology of the site and surrounding area consists of thick, diverse sections of Tertiary sedimentary rock mixed with some volcanic and older crystalline rock which were deposited in large basins throughout the mountains of Ventura County. The mountains surrounding the Ojai Valley run in an east-west direction similar to other mountain ranges of Southern California. The San Andreas-San Jacinto fault zone crosses northern Ventura County in the mountains north of Ojai.

3.3 Water Resources

The Casitas Municipal Water District (CMWD) is the agency in charge for water delivery for the City of Ojai and the other communities in the Ojai Valley. The Lake Casitas Reservoir has a storage capacity of 254,000 acre-feet (31330.95 hm), and a yield of approximately 21,900 acre-feet (2701.37 hm) per year, making it the primary source for water storage in Ventura County. The reservoir is southwest of Ojai adjacent to State Route 150. Groundwater testing from established monitoring wells is currently in progress as mandated by the Regional Water Quality Control Board (RWQCB). The level of groundwater is about thirty (30) feet (9.14 m) below grade. The project site is within and served by the Casitas Municipal Water District (CMWD).

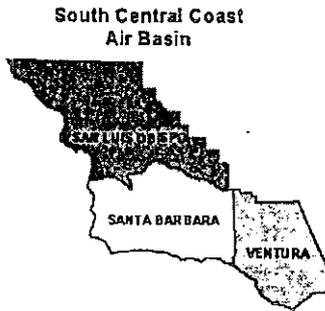
3.4 Biological Resources

The project site and surrounding area is composed of a mix of robust native landscape and old growth trees similar to the landscape found throughout the Ojai Valley. The periphery of the project site is almost entirely lined with these native landscape and old growth trees. The trees are probably sustained by the persistently flowing natural spring along the eastern edge of the project site. The stream's minor flowing water continues to a small county park and the Ojai Valley Inn golf course drainage system across the street from the maintenance station.

3.5 Air Quality Characteristics

The Air Pollution Control Program for the county is directed by the Ventura County Air Pollution Control District (APCD) in coordination with, and as part of, the federal, state, and regional air pollution control efforts. The APCD is organizationally within the Resource Management Agency and is governed by the Air Pollution Control Board (Board of Supervisors). At the regional level, Ventura County is part of the South Central Coast Air Basin. (See Figure 4).

Figure 4. South Central Coast Air Basin



Ventura County does not meet the federal air quality standards for ozone. It also exceeds the state standards for ozone and particulate matter. The requirements for cleaner vehicles and fuels have been primarily responsible for the reductions in CO, despite increases in population and the number of vehicle miles traveled each day. The project site and surrounding area are included in the South Coast Air Basin.

3.6 Hazardous Waste

A review of available information indicates that there is a potential for hazardous waste contamination at the project site. The location has been in continuous operation as a maintenance facility for approximately seventy (70) years. Soils at the site may have an accumulation of various contaminants related to maintenance activities. The potential contaminants include hydrocarbons, metals, herbicides and pesticides. During August 1992, four underground storage tanks (UST) were removed from this site. Petroleum hydrocarbon soil contamination was documented at that time. The VISTA Site Assessment (a computerized search of Federal, State and local standard environmental databases) reports this site as a former location of leaking underground storage tanks (LUST). Currently, monitoring of contaminated groundwater is in progress at the location of these former LUST's.

3.7 Community Setting

The Ojai Valley, which includes the City of Ojai and the communities of Meiners Oaks, Casitas Springs, Upper Ojai and Oak View, is primarily a rural area that for years has been known as a winter resort and weekend getaway for easterners and residents of Southern California. Along State Route 150, Ojai's main road, there are a wide variety of gift shops, restaurants, and other services that both tourists and residents use. The project site is located at the intersection of State Route 150 and State Route 33. Land uses immediately surrounding the site include residential, commercial and recreational.

Environmental Justice

This project has been developed in accordance with the Civil Rights Act of 1964, as amended, and Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations." The Executive Order requires each federal agency (or its designee) to take the appropriate and necessary steps to identify and address 'disproportionately high and adverse' effects of federal projects on minority and low-income populations.

Title VI requires that no person, because of race, color, religion, national origin, sex, age, or handicap, be excluded from participation in, denied benefits of, or be subjected to discrimination by, any federal aid activity. Executive Order 12898 broadens this requirement to mandate that disproportionately high and adverse health or environmental impacts to minority and low-income populations be avoided or minimized to the extent possible.

3.8 Historic and Cultural Resources

The Ojai Valley is archeologically and culturally significant to a variety of groups. The earliest inhabitants of the Ojai Valley, according to archeological studies, were members of a primitive race generally called the Oak Grove People who lived there from 10,000 to 7,000 years ago. Today, the City of Ojai works to keep the history alive by preserving its architecture and cultural heritage.

3.9 Noise

Under the Federal Noise Control Act of 1972 and Title 23, *Code of Federal Regulations*, Part 772 (23 CFR, Part 772), "Procedures for the Abatement of Highway Traffic and Construction Noise" sets forth traffic noise abatement procedures. It requires that a determination be made as to whether a project would significantly affect ambient noise levels of adjacent areas. If a substantial increase in noise levels would constitute a significant effect, mitigation measures are required. Likewise, under Caltrans Noise Policy (Policy and Procedure Memorandum P74-47, Freeway Traffic Noise Reduction, September 24, 1974) a determination must also be made with significant noise effects, mitigation measures must also be incorporated into the project.

Construction noise is only substantial in exceptional cases, such as during pile driving and *crack and seat* pavement rehabilitation operations. Standard Specifications (Section 7 and 42) and Standard Special Provisions provide limits on construction noise levels and are used as appropriate. Normally, construction noise levels should not exceed 86 dBA (L_{max}) at a distance of 15 m.

The Ojai Maintenance Station is located adjacent to a residential/commercial area and across the street from a golf course. On the north side, the station is adjacent to residential use.

4.0 ENVIRONMENTAL EVALUATION

Technical studies were conducted to provide background data and to assist in evaluating the environmental consequences of the proposed project. The following studies are incorporated by reference into the document.

- Cultural Resources Assessment (Archaeology), August 7, 2000
- Cultural Resources Assessment (Architectural History), December 12, 2000
- Hazardous Waste Evaluation, April 2, 2001
- Preliminary Environmental Analysis Report, September 27, 2000
- Biological Review, September 6, 2000

The Negative Declaration (ND) and technical reports are available for review at the Caltrans Office of Environmental Planning, 120 South Spring Street, Los Angeles, CA 90012 and at the Caltrans web site http://www.dot.ca.gov/dist07/pubs/enviro_docs.htm.

Also, the Initial Study (IS) is available at the following local libraries:

Ojai Library
111 East Ojai Ave.
Ojai, CA 93023

Avenue Library
606 N. Ventura Ave.
Ventura, CA 93001

Oak View Library
469 N. Ventura Ave.
Oak View, CA 93022

E.D. Foster Library
616 E. Main St.
Ventura, CA 93001

Meiners Oaks Library
114 N. Padre
Ojai, CA 93023

4.1 Environmental Factors Potentially Affected

A checklist was used to identify physical, biological, social and economic factors, which might be impacted by the proposed project. In many cases the background studies performed in connection with this project clearly indicate the project would not affect a particular item. The checklist achieves the important statutory goal of integrating the requirements of CEQA with the environmental requirements of other laws.

Title 14, California Code of Regulations Section 15064 provides the basic guidance to lead agencies in determining the significance of a project's effects or requiring mitigation to reduce the effect to less than significant in order to prepare a negative declaration. The checklist provides optional tools to assist Caltrans in determining the significance of particular effects.

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|---|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agricultural Resources | <input type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology / Soils |
| <input checked="" type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology / Water Quality | <input type="checkbox"/> Land Use / Planning |
| <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise | <input type="checkbox"/> Population / Housing |
| <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation / Traffic |
| <input type="checkbox"/> Utilities / Service Systems (Beneficial; see Aesthetics) | <input type="checkbox"/> Mandatory Findings of Significance | |

4.1.1 AESTHETICS

Would the Project:

- | | Potentially significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
|---|--------------------------------|---------------------------------------|------------------------------|-------------------------------------|
| a) Have a substantial adverse effect on a scenic vista? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

The proposed project would result in the rehabilitation of the Ojai Maintenance Station. The affected area is relatively flat. The visual features along the perimeter of the site include vegetation covering a chain link fence. The predominate land use north and east of the maintenance station is residential, including multi-family and single-family. West of the site, across State Route 33, a commercial/retail center exists. South of project site is a golf course.

There are no designated scenic vistas located in the immediate project area.

- | | Potentially significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
|--|--------------------------------|---------------------------------------|------------------------------|-------------------------------------|
| 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"/> |

There are no scenic resources in the proposed project area or in the immediate vicinity. The surrounding area is developed with commercial and residential land uses. State Route 150 and State Route 33 are eligible as scenic highways, but not officially designated.

Therefore, no damage to scenic resources would occur.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Substantially degrade the existing visual character or quality of the site and its surroundings? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Roadway travelers will see no change on the existing project site. Views of the project site are limited due to the lush vegetation surrounding the maintenance station.

The preservation of existing native trees, shrubs and groundcovers surrounding the site will be beneficial in maintaining the visual continuity of the maintenance station.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Given the fact that lush vegetation and old growth trees surround the project site, no impacts are expected.

4.1.2 AGRICULTURAL 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. Would the project:

- | | Potentially significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
|--|--------------------------------|---------------------------------------|------------------------------|-------------------------------------|
| 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 type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

The project proposes to rehabilitate the maintenance station within state right of way and would not result in the conversion of prime farmland to non-agricultural use. No impacts to agriculture land would occur as a result of project implementation.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

The proposed project site is not located on parcels of land under any Williamson Act contracts. Therefore, conflicts with existing zoning or any Williamson Act contracts would not occur.

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

The proposed project site is not located near existing agricultural land. The proposed project would not involve changes to the existing environment and would not result in the conversion of farmland to non-agricultural use. Therefore, no impacts would occur to farmlands or agricultural uses.

4.1.3 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:

	Potentially significant impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
--	--------------------------------	---------------------------------------	------------------------------	-----------

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

The proposed project would be constructed in the Ventura County Air Basin, currently designated as a non-attainment area for ozone (via transport) and fine particulate matter (PM₁₀). The Ventura County Air Pollution Control District (VCAPCD) has adopted an Air Quality Management Plan (AQMP), which sets forth strategies for attaining all national air quality standards by certain deadline dates and for meeting state standards at the earliest feasible date. There will be little or no difference in air quality resulting from the proposed rehabilitation project.

- | | | | | |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
| b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|

Air quality impacts due to implementation of the proposed project could occur during construction on a local scale. Construction impacts could include airborne dust from grading, dirt hauling, and gaseous emissions from heavy equipment, delivery and dirt-hauling trucks, employee vehicles, paints and coatings. Construction emissions, in particular PM₁₀ levels, could be significant. Localized operational impacts, i.e., carbon monoxide levels that exceed state or federal standards, could occur due to the introduction of additional motor vehicular traffic in close proximity to sensitive residential receptors.

Air impacts from construction activities are considered temporary. APCD requirements indicate that hot spot analyses are not required for temporary increases in emissions, due to construction-related activities. In accordance with Ventura County's Guidance for the Preparation of Air Quality Impact Analyses, this project is exempt from emission analysis pursuant to 40 CFR § 93.126. Air Quality impacts from the proposed project may temporarily occur during construction.

Measures to Minimize Harm

- 1) Project construction would be conducted in accordance with all federal, state and local regulations that govern construction activities and emissions from construction vehicles.
- 2) Pregrading/excavation activities would include watering the area to be graded or excavated before commencement of grading or excavation activities.
- 3) All trucks would be required to cover their loads as required by California Vehicle Code § 23114.
- 4) All grading and excavation material, exposed soil areas, and active portions of the construction site, including unpaved on-site roadways, would be treated to prevent fugitive dust. Treatment would include, but not necessarily be limited to, periodic watering, application of environmentally

safe soil stabilization materials, and/or roll compaction as appropriate. Watering should be done as often as necessary and reclaimed water used whenever possible.

- 5) Equipment idling time would be minimized.
- 6) Equipment engines would be maintained in good condition and in proper tune as per manufacturers' specifications.
- 7) Construction period would be lengthened during smog season (May through October), to minimize the number of vehicles and equipment operating at the same time.

	Potentially significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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 that exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The project would not generate increased traffic. Therefore, cumulative impacts to air quality from construction and operation of the proposed project would not result in a net increase of O₃ and PM₁₀.

d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Temporary exposure of residential receptors to pollutants could occur during construction. This impact is not expected to be substantial.

e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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During construction, exhaust emissions from diesel-powered equipment and vehicles and construction activities involving use of materials such as asphalt and coatings could create objectionable odors. However, such activities would be short-term and are not expected to affect a substantial number of people at any given time. Operation of the proposed project is not expected to generate objectionable odors affecting a substantial number of people.

4.1.4. BIOLOGICAL RESOURCES

Would the project:

	Potentially significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Have substantial adverse effects, 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Based on the findings in this report, this project would have no effect on state or federally listed threatened or endangered species.

Would the project:

Potentially significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
--------------------------------------	--	------------------------------------	--------------

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <p>b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Work at the maintenance station will not involve the removal of four (4) coast live oaks. In order to protect the trees and gain access to the proposed wash rack and clarifier system, the maintenance trucks will enter and exit the wash pads the same way. The washrack consists of two concrete pads, a pre-wash and wash pad covered by a structural canopy. The trucks enter the pre-wash pad for an initial wash followed by a more thorough cleaning on the wash pad. Access to the pads will occur from the east side of the site so that no trees are removed.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <p>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?</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

The construction would not have any effects on any federally protected wetlands.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <p>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?</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

The project, once completed, (i.e., the washrack and clarifier, new building) would not have any effect on wildlife movement. Construction activities could result in a temporary restriction in the movement of wildlife across the site; however, animals would avoid crossing the work area while people are present and construction activity is underway. Because most wildlife movement occurs at night and it is anticipated that most construction would occur during the day, this is not expected to result in a conflict.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <p>e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

The County of Ventura has a Tree Protection Ordinance, which restricts work in and around Oak and other protected trees. Work at the proposed maintenance station would not involve the removal of approximately four (4) coast live oaks in order to access to the proposed wash rack and clarifier system.

Invasive Species

Caltrans issued a memorandum dated October 29, 1998, which promotes prevention and control of the introduction and spread of invasive species. Nonnative flora can cause substantial changes to ecosystems, upset the ecological balance, and cause economic harm to our nation's agricultural and

recreational sectors. Appendix C lists species that are not native to California and should not be used for planting on Caltrans right of way due to potential adverse effects on native ecosystems

- 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?**

The proposed project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

4.1.5 CULTURAL RESOURCES

- Would the project:**
- | | Potentially
significant
Impact | Less Than
Significant
With
Mitigation | Less Than
Significant
Impact | No
Impact |
|---|--------------------------------------|--|------------------------------------|-------------------------------------|
| a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

A search of existing databases revealed that the proposed project area contains no historic structures. No demolition of existing structures is planned therefore no impacts on historic resources are expected.

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

An archaeological record search was conducted which found or concluded that no known cultural resources exist directly within the Area of Potential Effect (APE). The project is not expected to need Native American coordination.

Measures to Minimize Harm

- 1) As a standard practice, if buried cultural materials are encountered during construction work in the area will halt until a Caltrans archaeologist can evaluate the nature and significance of the find.
- 2) If human remains are exposed during construction, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County coroner has made the necessary findings as to origin and disposition, pursuant to Public Resources Code 5097.98.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Given that this project will have limited excavation, significant impacts to paleontological resources are not anticipated.

There are no unique geological features that would be destroyed either directly or indirectly by the proposed project.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| d) Disturb any human remains, including those interred outside of formal cemeteries? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

No cemeteries or known archaeological sites that could contain human remains have been identified in the immediate project area. However, if human remains were encountered, all legally required protocol would be followed. An archaeological review found no known archaeological sites exist directly within the Area of Potential Effect (APE) for this project.

4.1.6 GEOLOGY AND SOILS

Would the project:

	Potentially significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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 type="checkbox"/>	<input checked="" type="checkbox"/>

Implementation of the project would require minimal excavation, recompaction, and connection of drainage collection facilities. Grading would result in minor changes to surface topography.

Based on the review of several geological/seismologic reports of the area, the potential for ground rupture is small and is not considered to be a significant hazard for this project.

There are no geological or geotechnical conditions that would preclude the construction of this project. The construction of this project should have no adverse effect on the existing environmental conditions.

ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The project site is located in a seismically active area of Southern California. To reduce the risks from potential seismic hazards to acceptable levels, any project structures, (such as buildings), would be designed and constructed in accordance with applicable seismic standards and building codes.

iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Groundwater in this area is sufficiently deep to consider the potential for liquefaction to be negligible.

iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Due to the relatively flat topography, landslides are not anticipated.

	Potentially significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

This project would have little impact on sediment delivery. Compliance with National Pollutant Discharge Elimination System (NPDES) permit requirements for erosion control and implementation of sediment control measures such as Best Management Practices (BMPs) would reduce potential impacts. Consequently, significant soil erosion and loss of topsoil during construction is not anticipated. Once completed, the proposed project would result in a similar amount or slight increase in paved area, and therefore would not contribute to soil erosion or the loss of topsoil.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The potential for landslides, lateral spreading, subsidence, liquefaction or collapse is considered to be negligible.

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

Expansive soils are characterized by their ability to undergo significant change (shrink or swell) due to variations in moisture content. Changes in soil moisture content could result from rainfall, landscape irrigation, utility leakage, and/or perched groundwater and may result in unacceptable settlement or heave of structures, concrete slabs supported-on-grade, and/or pavements supported on these materials. The soils at the project site are non-expansive.

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

The proposed project would not result in the generation of additional wastewater or a need for new septic tanks. The project proposes to abandon the current sewer septic tank system and connect to the municipal sewer system.

4.1.7 HAZARDS AND HAZARDOUS MATERIALS

Would the project:

Potentially significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
--------------------------------------	--	------------------------------------	--------------

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

Hazardous waste may be transported from the proposed facility. Federal, state, and municipal laws regulate the transport of hazardous wastes. The impacts are not considered significant.

Would the project:

Potentially significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
--------------------------------------	--	------------------------------------	--------------

- 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?

A Site Investigation (SI) is needed to determine if contamination is present. The SI will include the collection and analysis of soil samples from the proposed areas of excavation. The test results will determine if special soil handling and disposal will be required in addition to identifying worker safety issues. Mitigation measures recommended in that investigation will be incorporated into the project.

Measures to Minimize Harm

- 1) The Site Investigation (SI) will determine the potential contaminants and mitigation measures.

- c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No schools exist within a one-quarter mile radius of the proposed project site.

Would the project:

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

The proposed project site is not located on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.

- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 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?

The proposed project is not located within 2 miles (38.62 km) of an airport.

- 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?

The proposed project would not be located in the vicinity of a private airstrip.

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

The proposed project is not expected to interfere with an adopted emergency plan or evacuation plan. All the work is completed on-site therefore not affecting the highway.

- 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?

The proposed project is located in a rural area of Ventura County. There are no wildlands adjacent to the proposed project site. Therefore, exposure of people or structures to a significant risk of loss, injury, or death involving wildland fires is not anticipated.

4.1.8 HYDROLOGY AND WATER QUALITY

Would the project:

- | | Potentially significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
|---|--------------------------------|---------------------------------------|------------------------------|--------------------------|
| a) Violate any water quality standards or waste discharge requirements? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Upon completion of this project the water quality may improve due to the hazardous materials cleanup of the site and waste discharge will be emptied into the municipal sewer system instead of the septic tanks; therefore making the site safer from a water quality standpoint than it is currently. The proposed project is not expected to violate any water quality or waste discharge requirements.

Measures to Minimize Harm

- 1) The monitoring of groundwater contamination should continue as mandated by the Regional Water Quality Control Board.

- 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 that would not support existing land uses or planned uses for which permits have been granted)?

The project consists of constructing a new office building, wash rack and clarifier system, and paving a portion of the site; therefore, there should be a minimal increase in the amount of wet weather flows (runoff) experienced from this project. There would be minimal change in percolation.

Minimal amounts of water may be used during construction for activities such as cement mixing, dust control, and vehicle washing and maintenance. During operation, small amounts of water may be used to irrigate landscaping. This minor water consumption would not substantially deplete groundwater supplies. The project could result in a slight increase in surfaces (i.e. concrete) that do not absorb, which would have a negligible effect on groundwater recharge.

- 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 that would result in substantial erosion or siltation on-or offsite?

Given the size of the project, relatively flat topography of the area, and the fact that the project would comply with NPDES permit erosion control measures, significant impacts are not anticipated.

Some soil loss would occur as a result of grading and surface disturbance. The type and degree of soil loss depends on the extent of erosion control measures and final project design. With proper erosion control and runoff management plans, these impacts would be reduced.

Best Management Practices (BMPs) will be identified during final design when there is sufficient engineering details available to warrant competent analysis. Caltrans is committed to implementing cost effective temporary and permanent BMPs as identified during final design.

Short-term construction impacts to water quality would result. This temporary impact would occur during construction periods, and is not considered an adverse impact to water quality. Excavated materials and related earthwork activities from additional sections of depressed alignment have the potential to increase erosion. These conditions may exist intermittently until the project is completed, and permanent slope protective measures and landscaping are established.

Measures to Minimize Harm

- 1) For projects constructed in a total disturbed area of less than (1) acre (.405 hec), use WPCP and SSP 07-340.
- 2) For projects with a total disturbed area more than one (1) acre (.405 hec), use SWPPP, SSP 07-345 and an NOC.

Would the project:	Potentially significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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 that would result in flooding on- or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Project implementation could result in minor increases in surfaces that do not absorb and surface water runoff. The proposed project would not alter the course of any river or stream.

The risk associated with implementation of the project is not considered significant. There are no significant impacts on natural and beneficial floodplain values.

e) Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The proposed project site is currently being used as a maintenance station. The proposed project could result in minor increases in surface water runoff. However, the proposed project would include required storm drain improvements to accommodate anticipated runoff volumes.

Measures to Minimize Harm

- 1) A Water Pollution Control Plan would be developed by the contractor, and approved by Caltrans and the state and federal resource agencies. This plan would incorporate the resource agency approved methodology as well as all other appropriate techniques for reducing impacts to water quality.
- 2) The plan would incorporate control measures in the following categories: soil stabilization practices, sediment control practices, sediment tracking control practices, wind erosion control practices, non-storm water management, waste management, and disposal control practices.

Would the project;	Potentially significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Activities associated with discharged pollutants would be limited to landscape irrigation and/or utility leakage. Since this project is entirely within state right-of-way there would be little to no discharge of dry weather flows into the adjacent stream.

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The proposed project is a maintenance station improvement project and would not place housing within a 100-year flood hazard area. No impacts are anticipated.

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

The proposed project does not involve the construction of facilities within a 100-year flood hazard area. Therefore, no impacts are anticipated as a result of project implementation.

- 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?

The project site is not located within a dam or levee inundation area. Therefore, no impacts are anticipated.

- j) Inundation by Seishi, tsunami, or mudflow?

The proposed project is not located near any large lakes or water bodies, so inundation by a Seishi would not occur. Due to the proposed project area's inland location, the area would not be exposed to earthquake-induced sea waves called tsunamis, nor would inundation by mudflow be likely due to the flat topography of the area.

4.1.9 LAND USE AND PLANNING

Would the project:

Potentially significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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- a) Physically divide an established community?

The proposed project will not physically divide an established community.

Implementation of the Ojai Maintenance Station improvement project would not result in disproportionately high or adverse impacts on minority or low-income neighborhoods or communities. No denial or substantial delay in the receipt of benefits from Caltrans programs, projects, policies, or activities would occur (See Title VI statement in Appendix A).

- 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?

The Ojai Maintenance Station improvement project does not conflict with any other jurisdictions policies or plans.

- c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

The proposed project would not conflict with any habitat conservation or natural community conservation plans. Therefore, significant impacts are not anticipated as a result of project implementation.

4.1.10 MINERAL RESOURCES

- 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?

The proposed project is located in a commercial and residential land use area. There are no known mineral resources in the immediate area. No impacts are anticipated.

- 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?

The proposed project is not delineated as a mineral resource recovery site on any local land use plans.

4.1.11 NOISE

Would the project result in:

Potentially significant Impact Less Than Significant With Mitigation Less Than Significant Impact No Impact

- 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?

The proposed project will not expose persons or result in the generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

- b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Construction of the office building and wash racks would be the loudest single noise source in the vicinity of the project during the construction phase. Demolition of existing structures would not occur. Significant impacts from grading and paving are not anticipated. Blasting would not be required.

Would the project result in:

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?

Refer to 4.1.11 a)

- d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Construction of this project would require the use of heavy equipment with high noise level characteristics. Typically, construction equipment ranges from concrete mixers and generators producing noise levels in the 80-decibel range from the source to jackhammers at over 90 decibels.

Measures to Minimize Harm

- 1) All diesel equipment should be operated with closed engine doors and should be equipped with factory recommended mufflers.
1. 2) For all noise generating construction activity on the project site, additional noise attenuation techniques should be employed, as needed and feasible, to reduce noise levels. Such techniques may include, but are not limited to, the use of sound blankets on noise generating equipment and construction of temporary sound barriers between construction sites and nearby sensitive receptors.

- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 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?

The proposed project is not located near an airport.

The proposed project would not expose people residing or working in the project area to excessive noise levels from airport facilities.

- f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

The proposed project is not located within the vicinity of a private airstrip.

4.1.12 POPULATION AND HOUSING

- 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)?

The proposed maintenance station would not increase highway capacity or number of through lanes to support new residential developments. The project is located in a developed urban area that currently includes a system of roads and highways and other infrastructure improvements. The proposed project does not connect any currently undeveloped areas. For these reasons, the project is not expected to induce, directly or indirectly, growth or increases in population.

- | | | | | |
|---|--------------------------------------|--|------------------------------------|-------------------------------------|
| Would the project: | Potentially
significant
Impact | Less Than
Significant
With
Mitigation | Less Than
Significant
Impact | No
Impact |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

The proposed project would not require the acquisition of single family homes or apartment rental units. There would be no residential relocations, and no residential areas would be directly or indirectly affected by the proposed project.

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

There would be no residential or business displacements resulting from the proposed project. The proposed project would be done on the current maintenance station site.

4.1.13 PUBLIC SERVICES

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or 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?

The proposed project consists of rehabilitating the maintenance station to meet current Caltrans design and safety standards. The project does not include new residential, commercial, or industrial development that could increase the need for fire protection services.

Police protection?

The proposed project consists of rehabilitating the maintenance station to meet current Caltrans design and safety standards. The project does not include new residential, commercial, or industrial development that could increase the need for police protection services.

Schools?

The project does not propose any residential uses; therefore, no increases in student enrollment would occur as a result of the project.

Other public facilities?

Implementation of the proposed project is not expected to result in a significant impact on other public facilities. The current septic sewer system would be abandoned and the new office building will be connected to the municipal sewer system.

4.1.14 RECREATION

Would the project:

Potentially significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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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?

Since the proposed project is a rehabilitation project and would not include new residential development, an increased demand for local and regional park resources is not anticipated.

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

The proposed project would not include or require the construction or expansion of recreational facilities.

4.1.15 TRANSPORTATION/TRAFFIC

- a) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?

There would be no noticeable increase in traffic at this facility as a result of these improvements.

- b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

The project would not exceed the level of service standard established by the county.

- 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?

The project involves rehabilitating a maintenance station and would not impact air traffic.

- d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The proposed project does not include sharp curves or other design features that are expected to result in significant hazards.

- e) Result in inadequate emergency access?

Once completed, the proposed project would improve circulation of the maintenance station and consequently may have a beneficial effect on emergency vehicle access and response times.

- f) Result in inadequate parking capacity?

On-site parking capacity will be slightly improved so maintenance staff won't continue to be forced to park on the street.

Would the project:

- g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

The proposed project would not conflict with adopted policies, plans, or programs supporting alternative transportation.

4.1.16 UTILITIES AND SERVICE SYSTEMS

- | | Potentially significant Impact | Less Than Significant With Mitigation | Less Than Significant Impact | No Impact |
|---|--------------------------------|---------------------------------------|------------------------------|-------------------------------------|
| 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"/> |

The proposed project does not include the addition of new wastewater; therefore, no impacts would occur.

- 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?

The proposed project would not cause expansion of water or wastewater facilities.

- c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

The proposed project would include necessary drains to accommodate anticipated runoff from the proposed project. Significant impacts are not anticipated.

- d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Minimal amounts of water would be consumed during construction and for landscaping upon completion of the project. Impacts on water supply would be insignificant. No new or expanded entitlements would be required.

- e) Result in a determination by the wastewater treatment provider that services 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?

The proposed project does not include the construction of new development that would generate increased wastewater. No noticeable impacts would occur.

Would the project:

- f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Construction of the proposed project would result in construction debris requiring disposal. This one-time impact is not expected to significantly affect the capacity of local landfills.

- g) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

The proposed project would comply with all applicable federal, state, and local statutes in relation to solid waste.

4.1.17 MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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, 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The proposed project would have no substantial effect on biological resources, nor would it adversely affect cultural resources. Refer to 4.1.4.

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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The CEQA Guidelines, Section 15130, states that "cumulative impacts shall be discussed when they are significant. The discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided of the effects attributable to the project alone." As stated in Section 15355 of the State California Environmental Quality Act (CEQA) Guidelines:

"Cumulative impacts" refers 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 probably future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

The proposed project would not result in cumulative impacts as outlined below. CEQA provides for various methods to achieve an adequate discussion of cumulative impacts:

1. Geology and Soils: Seismic hazards are experienced throughout Southern California, including in the project area. With or without the Ojai Maintenance Station project, people would be exposed to such hazards as fault displacement/ground rupture, seismic groundshaking, liquefaction, differential settlement, subsidence, and landslides. The project would not increase or decrease these hazards, nor would it introduce additional population into an area where these hazards exist. Thus, the project would not contribute to cumulative geology or soils impacts.

2. Land Use and Socioeconomic: The proposed Ojai Maintenance Station improvements would not contribute to land use impacts.

The project would provide short-term employment opportunities (construction) and contribute to an overall increased economic activity in the long term by improving the safety and efficiency within the project area.

The disruption of traffic on the surrounding streets that would result from project construction is a temporary occurrence and would not contribute to a cumulative impact.

3. Biological Resources:

The following Caltrans projects in the vicinity of Ojai Maintenance Station are known to be under construction or in the planning stages:

- Caltrans would rehabilitate the portion of State Route 150 between Santa Ana Canyon Road and Loma Drive. This project will involve Cold plane/AC overlay, shoulder rehabilitation, possible minor road realignment, drainage culverts, pullouts and signage (EA 22330K)
- Caltrans will be upgrading the rails and rehabilitating six (6) bridges along State Route 150 east and west of the project site (EA 118990)
- Caltrans proposes to realign State Route 33 between Casitas and Larmier Roads (EA 23005K)
- Caltrans proposes to widen bridges and upgrade bridge rails along State Route 33 between Ojai and Ventura (EA11873K)

The proposed project would be carried out utilizing appropriate measures to avoid and minimize impacts to vegetation; therefore will be no long-term impacts. Short-term impacts to sensitive resources will be minimized to the greatest extent practicable and mitigated, where possible, following construction. This project will not contribute significantly to any cumulative impacts on these resources.

There will be no impacts to sensitive species, habitats or other wildlife resources.

4. Archaeological/Historical Resources: No other projects are known that would affect the cultural resources of the project area. Impacts of other projects are not additive with those of the proposed project, such that cumulative impacts would not occur.
5. Hydrology: The project site is currently served by the Casitas Municipal Water District (CMWD). There would not be any cumulative impacts from this project because it only is a replacement of an existing facility. As a result, the project would not contribute to cumulative impacts.
6. Traffic and Transportation: The Ojai Maintenance Station project would have beneficial traffic and transportation impacts, and would not contribute to cumulative impacts.
7. Air Quality: As a result the building rehabilitation project, the improvements would have a beneficial impact on air quality, and would not contribute to cumulative impacts.

The Department is piloting a Contractor Off-Road Diesel Equipment Emission Reduction Program on a variety of projects around the State. The pilot projects will include incentives for the contractor to use cleaner off-road diesel equipment. The Department supports this pilot program that encourages our industry partners to participate in clean air efforts.

The Construction Division has a target of piloting the program on at least 20 projects in the Nox non-attainment areas in the State (Sacramento Valley, South Coast, and San Joaquin Valley). Additional criteria for selection of a project for inclusion in the program are those large earthwork and/or paving projects requiring enough off-road diesel equipment to allow a contractor to potentially benefit from the clean-burning diesel engine incentive.

8. Noise: Noise-sensitive receptors adjacent to the Ojai Maintenance Station would be temporarily exposed to building construction equipment noise impacts. Temporary noise impacts related to this project would contribute to the existing and growing urban noise impacts of the surrounding area.
9. Water Quality: The Ojai Maintenance Station project would result in very minimal increases in areas that do not absorb water and in the quantity of runoff, and minimal reductions in the recharge of groundwater levels. Such minimal impacts to groundwater recharge quality would combine with those from other projects related to the conversion of land to urban uses to add to cumulative impacts to water quality.

Surface waters occasionally experience degradation of water quality related to urban runoff. The Ojai Maintenance Station improvements would result in small contributions to the urban runoff. The cumulative impact to surface water quality would continue to degrade the water quality in the rivers/creeks by other sources. The greatest threat to groundwater quality in the Ojai valley is the potential intrusion of agricultural runoff and leaching. This project would not contribute to either of these cumulative groundwater impacts.

10. Hazardous Materials: The Ojai Maintenance Station improvements would have beneficial hazardous waste impacts within the project area. The hazardous waste currently on the site will be cleaned up thereby contributing to the health and safety of Caltrans employees. Any impacts will be minimized to the greatest extent practicable and mitigated, where possible, following construction. This project would not contribute to cumulative impacts.
11. Visual Resources: Visual changes to the project site would occur due to the Ojai Maintenance Station improvements but they would not contribute to cumulative impacts. The Ojai Maintenance Station project would enhance the visual character of site.

	Potentially significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Construction and operation of the proposed project would not have substantial effects.

4.2 Summary of Measures to Minimize Harm

Air Quality

- AQ-1 Project construction would be conducted in accordance with all state and local regulations that govern construction activities and emissions from construction vehicles.*
- AQ-2 Pregrading/excavation activities would include watering the area to be graded or excavated before commencement of grading or excavation activities.*
- AQ-3 All trucks would be required to cover their loads as required by California Vehicle Code 23114.*
- AQ-4 All grading and excavation material, exposed soil areas, and active portions of the construction site, including unpaved on-site roadways, would be treated to prevent fugitive dust. Treatment would include, but not necessarily be limited to, periodic watering, application of environmentally safe soil stabilization materials, and/or roll compaction as appropriate. Watering should be done as often as necessary and reclaimed water used whenever possible.*
- AQ-5 Equipment idling time would be minimized.*
- AQ-6 Equipment engines would be maintained in good condition and in proper tune as per manufactures' specifications.*
- AQ-7 Construction period would be lengthened during smog season (May through October), to minimize the number of vehicles and equipment operating at the same time.*
- AQ-8 Daily removal of any spilled dirt onto surrounding paved roads.*
- AQ-9 Cease grading and excavation activities when wind speeds exceed 25 miles per hour and during extreme air pollution episodes.*

Cultural Resources

- CUL-1 As a standard practice, if buried cultural materials are encountered during construction work in the area will halt until a Caltrans archaeologist can evaluate the nature and significance of the find.*
- CUL-2 If human remains are exposed during construction, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County coroner has made the necessary findings as to origin and disposition, pursuant to Public Resources Code 5097.98.*

Hazardous Waste

- HW-1 The Site Investigation (SI) will determine the potential contaminants and mitigation measures.*

Hydrology and Water Quality

- WQ-1 Monitoring of groundwater contamination should continue as mandated by the Regional Water Quality Control Board.*
- WQ-2 For project constructed in a total disturbed area of less than one (1) acre (.405 hec), use WPCP and SSP 07-340.*
- WQ-3 For projects with a total disturbed area more than one (1) acre (.405 hec), use SWPPP, SSP 07-345 and an NOC.*

WQ-4 A Water Pollution Control Plan would be developed by the contractor, and approved by Caltrans and the state resource agencies. This plan will incorporate the resource agency approved methodology as well as all other appropriate techniques for reducing impacts to water quality.

WQ-5 The plan would incorporate control measures in the following categories: soil stabilization practices, sediment control practices, sediment tracking control practices, wind erosion control practices, non-storm water management, waste management and disposal control practices.

Noise

NOI-1 All diesel equipment shall be operated with closed engine doors and shall be equipped with factory recommended mufflers.

NOI-2 For all noise generating construction activity on the project site, additional noise attenuation techniques should be employed, as needed and feasible, to reduce noise levels. Such techniques may include, but are not limited to, the use of sound blankets on noise generating equipment and construction of temporary barriers between construction sites and nearby sensitive receptors.

5.0 CONSULTATION AND COORDINATION

Consultation and coordination by Caltrans District 7 has occurred throughout the project. The Initial Study (IS) was circulated for public comment during the month of July. The submitted comments received were addressed and submitted into this document for reference. Public notices announcing circulation and availability of the document were published in the Los Angeles Times, Ventura County Star and VIDA, a Spanish language newspaper that serves Ventura County. The ads appeared in the newspapers on May 31, 2001 and again on June 21, 2001. The project document has also been placed on the Caltrans website at: (<http://www.dot.ca.gov/dist07/aboutdist7/projects>).

6.0 LIST OF PREPARERS

<u>Name</u>	<u>Title</u>	<u>Function</u>
Cathy Wright	Senior Environmental Planner	Document Preparation
Christopher Carroll	Environmental Planner	Document Preparation
Gary Iverson	Senior Environmental Planner	Archaeology
Andrea Morrison	Environmental Planner	Architectural History
Paul Caron	Natural Resources	Biology
George Ghebranious	Transportation Engineer	Hazardous Waste
Dana Hendrix	Transportation Engineer	Maintenance Design
Dennis Snyder	Project Manager	Project Manager

7.0 ACRONYMS AND ABBREVIATIONS

ACC	accidents
ACC/MVM	accidents per million vehicle miles
ACHP	Advisory Council on Historic Preservation
ACOE	Army Corps of Engineers
ADT	average daily traffic
APE	Area of Potential Effect
AQMP	Air Quality Management Plan
ASR	Archaeological Survey Report
BMP	Best Management Practices
CAA	Federal Clean Air Act
CAAQS	California Ambient Air Quality Standards
CAAAs	Clean Air Act Amendments of 1990
Caltrans	California Department of Transportation
CCAA	California Clean Air Act
CDFG	California Department of Fish and Game
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CHP	California Highway Patrol
CIP	Capital Improvements Program
CMP	Congestion Management Program
CNDDDB	California Natural Diversity Data Base
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	carbon monoxide
CRHR	California Register of Historic Resources
CSC	California species of special concern
CWA	Clean Water Act
DPR	Draft Project Report
DTSC	California Department of Toxic Substances Control
EA	Environmental Assessment
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
ESA	Endangered Species Act
FE	federally endangered
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FONSI	Finding of No Significant Impact
FSC	federal species of concern
FT	federally threatened
FTA	Federal Transportation Authority
FTIP	Federal Transportation Improvement Program
HASR	Historic Architectural Survey Report
HOV	High Occupancy Vehicle
HPSR	Historic Property Survey Report
HRER	Historic Resource Evaluation Report

IC	Interchange
IS	Initial Study
ISA	Initial Site Assessment
IS/EA	Initial Study/Environmental Assessment
KP	kilopost
km/hr	kilometers per hour
LACDPW	Los Angeles County Department of Public Works
LACTMA	Los Angeles County Metropolitan Transportation Authority
LARTS	Los Angeles Regional Transportation Study
LARWQCB	Los Angeles Regional Water Quality Control Board
LOS	Level of Service
m	Meters
mfl	mixed flow lanes
MOU	Memorandum of Understanding
mph	miles per hour
MTA	Metropolitan Transportation Authority
MVM	million vehicle miles
NAAQS	National Ambient Air Quality Standards
NB	northbound
NESR	Natural Environmental Study Report
ND	Negative Declaration
NEPA	National Environmental Policy Act
NFIP	National Flood Insurance Program
NHPA	National Historic Preservation Act
NO ₂	nitrogen dioxide
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
O ₃	ozone
PM ₁₀	particulate matter 10 microns or less in diameter
PRC	Public Resources Code
PSR	Project Study Report
RCR	Route Concept Report
RCRA	Resource Conservation and Recovery Act
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SB	southbound
SCAB	South Coast Air Basin
SCAQMD	South Coast Air Quality Management District
SCAG	Southern California Association of Governments
SE	State Endangered
SEA	Significant Ecological Area
SHELL	Subsystem of Highways for the Movement of Extra Legal Permit Loads
SHPO	State Historic Preservation Officer
SIP	State Implementation Plan
SO ₂	sulfur dioxide
SR	State Route

SSC	state species of concern
ST	state threatened
STA	station
STIP	State Transportation Improvement Program
STR	Super Truck Route
SWPPP	Storm Water Pollution Prevention Plan
TASAS	Traffic Accident Surveillance and Analysis System
TEA	Transportation Efficiency Act
TIP	Transportation Improvement Plan
TMP	Traffic Management Plan
U.S.C.	U.S. Code
U.S. EPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
UST	underground storage tank
VMT	vehicle miles traveled
vph	vehicles per hour
VQA	Visual Quality Analysis

Appendix A: Mitigation Monitoring Plan

**Mitigation Monitoring Program
For Ojai Maintenance Station
EA-215800**

ENV. CONCERN	MITIGATION MEASURE	TIMING OF MITIGATION MEASURE	PERFORMANCE OBJECTIVES)	VERIFICATION OF COMPLIANCE (Provide Written Description)	RESPONSIBILITY FOR MONITORING
AQ-1	Project construction would be conducted in accordance with all federal, state and local regulations that govern activities and emissions from construction vehicles.	During Construction	Incorporation of required elements into final plans and specifications, and sign-off by resident engineer during construction.		Date Completed: Environmental _____ Date _____ Oversight
AQ-2	Pregrading/excavation activities will include watering the area to be graded or excavated before commencement of grading or excavation activities.	During construction	Incorporation of required elements into final plans and specifications, and sign-off by resident engineer during construction.		Date Completed: Environmental _____ Date _____ Oversight
AQ-3	All trucks will be required to cover their loads as required by California Vehicle Code 23114.	During construction	Incorporation of required elements into final plans and specifications, and sign-off by resident engineer during construction.		Date Completed: Environmental _____ Date _____ Oversight
AQ-4	All grading and excavation material, exposed soil areas, and active portions of the construction site, including unpaved on-site roadways, will be treated to prevent fugitive dust. Treatment will include, but not necessarily be limited to, periodic watering, application of environmentally safe soil stabilization materials, and/or roll compaction as appropriate. Watering shall be done as often as necessary and reclaimed water used whenever possible.	During construction	Incorporation into final plans and specifications and sign-off by resident engineer prior to construction.		Date Completed: Environmental _____ Date _____ Oversight
AQ-5	Minimize equipment idling time	During construction	Incorporation into final plans and specifications and sign-off by resident engineer prior to construction.		Date Completed: Environmental _____ Date _____ Oversight

Mitigation Monitoring Program
For Ojai Maintenance Station
EA-215800

ENV. CONCERN	MITIGATION MEASURE	TIMING OF MITIGATION MEASURE	PERFORMANCE OBJECTIVES)	VERIFICATION OF COMPLIANCE (Provide Written Description)	RESPONSIBILITY FOR MONITORING
AQ-6	Maintain equipment engines in good condition and in proper tune as per manufactures' specifications.	During construction	Incorporation of required elements into final plans and specifications, and sign-off by resident engineer during construction.		Date Completed: _____ Environmental Oversight _____ Date _____
AQ-7	Lengthen the construction period during smog season (May through October), to minimize the number of vehicles operating at the same time.	During construction	Incorporation of required elements into final plans and specifications, and sign-off by resident engineer during construction.		Date Completed: _____ Environmental Oversight _____ Date _____
AQ-8	Daily removal of any spilled dirt onto surrounding paved roads.	During construction	Incorporation of required elements into final plans and specifications, and sign-off by resident engineer during construction.		Date Completed: _____ Environmental Oversight _____ Date _____
AQ-9	Cease grading and excavation activities when wind speeds exceed 25 miles per hour and during extreme air pollution episodes.	During construction	Incorporation of required elements into final plans and specifications, and sign-off by resident engineer during construction.		Date Completed: _____ Environmental Oversight _____ Date _____
BIO-1	A mitigation ratio of 3:1 for fifteen (15) gallon (56.78 L) replacement trees of 2:1 for 24" (60.96 cm) box replacement trees for each removed oak tree is required.	Prior to and during construction	Incorporation into final plans and specifications and sign off by resident engineer and monitoring biologist or landscape architect prior to construction. Monitoring coordinated in conjunction with the Office of Environmental Planning.		Date Completed: _____ Environmental Oversight _____ Date _____

**Mitigation Monitoring Program
For Ojai Maintenance Station
EA-215800**

ENV. CONCERN	MITIGATION MEASURE	TIMING OF MITIGATION MEASURE	PERFORMANCE OBJECTIVE(S)	VERIFICATION OF COMPLIANCE (Provide Written Description)	RESPONSIBILITY FOR MONITORING
BIO-2	Plant and bird surveys will have to be conducted if construction were to begin between March 1 and September 1.	Prior to and during construction	Incorporation into final plans and specifications and sign off by resident engineer and monitoring biologist or landscape architect prior to construction. Monitoring coordinated in conjunction with the Office of Environmental Planning.		Date Completed: _____ Environmental Oversight _____ Date _____
BIO-3	A tree removal permit would be required for removal of any trees with a trunk diameter of 12" (30.78 cm) or greater.	Prior to and during construction	Incorporation into final plans and specifications and sign off by resident engineer and monitoring biologist or landscape architect prior to construction. Monitoring coordinated in conjunction with the Office of Environmental Planning.		Date Completed: _____ Environmental Oversight _____ Date _____
CUL-1	As a standard practice, if buried materials are encountered during construction, work in the area will halt until a Caltrans archeologist can evaluate the nature and significance of the find.	During construction	Incorporation of required elements into final plans and specifications, and sign-off by resident engineer during construction. Monitoring coordinated in conjunction with the Office of Environmental Planning.		Date Completed: _____ Environmental Oversight _____ Date _____

**Mitigation Monitoring Program
For Ojai Maintenance Station
EA-215800**

ENV. CONCERN	MITIGATION MEASURE	TIMING OF MITIGATION MEASURE	PERFORMANCE OBJECTIVE(S)	VERIFICATION OF COMPLIANCE (Provide Written Description)	RESPONSIBILITY FOR MONITORING
CUL-2	If human remains are exposed during construction State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County coroner has made the necessary findings as to origin and disposition, pursuant to Public Resources Code 5097.98.	During construction	Incorporation into final plans and specifications and sign off by resident engineer and monitoring prior to construction. Monitoring coordinated in conjunction with the Office of Environmental Planning.		Date Completed: _____ Environmental _____ Date _____ Oversight
HAZ-1	The Site Investigation (SI) will determine the potential contaminants and mitigation measures				Date Completed: _____ Environmental _____ Date _____ Oversight
HAZ-2	The Site Investigation (SI) will determine the potential contaminants and mitigation measures				Date Completed: _____ Environmental _____ Date _____ Oversight
HAZ-3	The Site Investigation (SI) will determine the potential contaminants and mitigation measures				Date Completed: _____ Environmental _____ Date _____ Oversight
HAZ-4	The Site Investigation (SI) will determine the potential contaminants and mitigation measures				Date Completed: _____ Environmental _____ Date _____ Oversight

**Mitigation Monitoring Program
For Ojai Maintenance Station
EA-215800**

ENV. CONCERN	MITIGATION MEASURE	TIMING OF MITIGATION MEASURE	PERFORMANCE OBJECTIVE(S)	VERIFICATION OF COMPLIANCE (Provide Written Description)	RESPONSIBILITY FOR MONITORING
HAZ-5	The Site Investigation (SI) will determine the potential contaminants and mitigation measures				Date Completed: _____ Environmental Oversight _____ Date
WQ-1	Monitoring of groundwater contamination should continue as mandated by the Regional Water Quality Control Board.	Prior to, during and after construction	Incorporation of required elements into final plans and specifications, and sign-off by resident engineer during construction.		Date Completed: _____ Environmental Oversight _____ Date
WQ-2	For projects constructed in a total disturbed area of less than one (1) acre (.404 hec), use WPCP and SSP 07-340.	Prior to and during construction	Incorporation of required elements into final plans and specifications, and sign-off by resident engineer during construction.		Date Completed: _____ Environmental Oversight _____ Date
WQ-3	For projects with a total disturbed area more than one (1) acre (.404 hec), use SWPPP, SSP 07-345 and an NCC.	Prior to and during construction	Incorporation of required elements into final plans and specifications, and sign-off by resident engineer during construction.		Date Completed: _____ Environmental Oversight _____ Date
WQ-4	A Water Pollution Control Plan will be developed by the contractor and approved by Caltrans and the state resource agencies. This plan will incorporate the resource agency approved methodology as well as other appropriate techniques for reducing impacts to water quality.	Prior to and during construction	Incorporation of required elements into final plans and specifications, and sign-off by resident engineer during construction. Monitoring coordinated in conjunction with the Office of Environmental Planning.		Date Completed: _____ Environmental Oversight _____ Date

**Mitigation Monitoring Program
For Ojai Maintenance Station
EA-215800**

ENV. CONCERN	MITIGATION MEASURE	TIMING OF MITIGATION MEASURE	PERFORMANCE OBJECTIVE(S)	VERIFICATION OF COMPLIANCE (Provide Written Description)	RESPONSIBILITY FOR MONITORING
WQ-5	The Water Pollution Control Plan will incorporate control measures in the following categories: sediment control practices; sediment tracking control practices; wind erosion control practices; and non-storm water management and waste management and disposal control practices.	Prior to and during construction	Incorporation of required elements into final plans and specifications, and sign-off by resident engineer during construction. Monitoring coordinated in conjunction with the Office of Environmental Planning.		Date Completed: _____ Environmental Oversight _____ Date _____
NOI-1	All diesel equipment shall be operated with closed engine doors and shall be equipped with factory recommended mufflers.	Prior to, during and after construction	Incorporation into final plans and specifications and sign off by resident engineer.		Date Completed: _____ Environmental Oversight _____ Date _____
NOI-2	For all noise generating construction activity on the project site, additional noise attenuation techniques shall be employed, as needed and feasible, to reduce noise levels. Such techniques may include, but are not limited to, the use of sound blankets on noise generating equipment and construction of temporary barriers between construction sites and nearby sensitive receptors.	Prior to, during and after construction	Incorporation into final plans and specifications and sign off by resident engineer.		Date Completed: _____ Environmental Oversight _____ Date _____
					Date Completed: _____ Environmental Oversight _____ Date _____
					Date Completed: _____ Environmental Oversight _____ Date _____

**Mitigation Monitoring Program
For Ojai Maintenance Station
EA-215800**

ENV. CONCERN	MITIGATION MEASURE	TIMING OF MITIGATION MEASURE	PERFORMANCE OBJECTIVE(S)	VERIFICATION OF COMPLIANCE (Provide Written Description)	RESPONSIBILITY FOR MONITORING
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**Mitigation Monitoring Program
For Ojai Maintenance Station
EA-215800**

ENV. CONCERN	MITIGATION MEASURE	TIMING OF MITIGATION MEASURE	PERFORMANCE OBJECTIVE(S)	VERIFICATION OF COMPLIANCE (Provide Written Description)	RESPONSIBILITY FOR MONITORING
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Mitigation Monitoring Program
For Ojai Maintenance Station
EA-215800

ENV. CONCERN	MITIGATION MEASURE	TIMING OF MITIGATION MEASURE	PERFORMANCE OBJECTIVE(S)	VERIFICATION OF COMPLIANCE (Provide Written Description)	RESPONSIBILITY FOR MONITORING
					Date Completed: _____ Environmental Oversight _____ Date _____
					Date Completed: _____ Environmental Oversight _____ Date _____
					Date Completed: _____ Environmental Oversight _____ Date _____

Appendix B: Title VI Policy Statement

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE DIRECTOR
1120 N STREET
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
PHONE (916) 654-5267
FAX (916) 654-6608



July 26, 2000

**TITLE VI
POLICY STATEMENT**

The California State 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, sex and national origin be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.

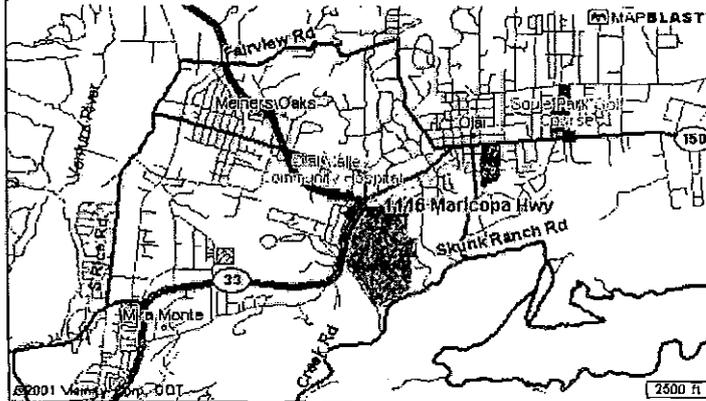
A handwritten signature in cursive script that reads 'Jeff Morales'.

JEFF MORALES
Director

Appendix C: Public Notice



Draft Initial Study for Improvements to the
Ojai Maintenance Station



WHAT IS BEING PLANNED?

CALTRANS (California Department of Transportation) is proposing to make improvements to the Ojai Maintenance Station at the intersection of State Highway Routes 150 and 33 in Ventura County. The purpose of the project is to bring the maintenance station into compliance with Caltrans' design standards, improve safety for Caltrans' workers and to be a preventative measure for stormwater pollution. All proposed work is within state right-of-way.

WHY THIS NOTICE?

CALTRANS has studied the effects this project may have on the natural, social, and economic environment. Our studies show it will not significantly affect the quality of the environment. The report explains why it is called a draft Initial Study. This notice is to inform you of the preparation of the initial study and the availability for your review.

WHAT IS AVAILABLE?

You may look at or obtain copies of the Draft Initial Study (IS) at the Caltrans District 7 Division of Environmental Planning at 120 South Spring Street, Los Angeles, California 90012-3606 on weekdays from 8:00 AM to 5:00 PM. Maps and other information are also available. There are also copies of the report available at the:

- Ojai Library, 111 East Ojai Ave., Ojai, CA 93023
- Meiners Oaks Library, 114 N. Padre, Ojai, CA 93023
- Oak View Library, 469 N. Ventura Ave., Oak View, CA 93022

WHERE DO YOU COME IN?

Have the potential impacts been addressed? Do you have information that should be included? Your comments will be part of the public record. If you wish to make a comment on the report, you may submit your comments in writing no later than June 30, 2001 at 5:00pm to:

Mr. Ronald Kosinski, Chief
Division of Environmental Planning (07-VEN-150)
Caltrans
120 S. Spring Street
Los Angeles, CA 90012
E-mail address, Chris_Carroll@dot.ca.gov

CONTACT

Individuals who require documents in alternative format are requested to contact the Caltrans District Public Affairs Office at 213-897-4867. TDD users may contact the California Relay Service line at 1-800-735-2929 or Voice Line at 1-800-735-2922.

For more information about this project or any transportation matter, call Caltrans at (213) 897-6466

Thank you for your interest in this transportation project!

Appendix D: Mailing List

ELECTED OFFICIALS

The Honorable Dianne Feinstein
U.S. Senator
11111 Santa Monica Blvd. #915
Los Angeles, CA 90025

The Honorable Elton Gallegly
U.S. Congressman, 23rd District
300 E. Esplande Drive, Suite 1800
Oxnard, CA 93030-1261

The Honorable Kathy Long
Supervisor, 3rd. District
800 S. Victoria Ave. L1880
Ventura, CA 93009

The Honorable Hannah-Beth Jackson
Assemblyman, District 35
California State Legislature
710 E. Santa Clara St. (Suite 25)
Ventura, CA 93001

The Honorable Barbara Boxer
U.S. Senator
312 N. Spring St. (Suite 1748)
Los Angeles, CA 90012

Councilmembers
City of Ojai
401 S. Ventura St.
Ojai, CA 93023

The Honorable Jack O, Connell
18th Senate District
State Capitol, Room 5035
Sacramento, CA 95814

The Honorable Steve Bennett
Supervisor, 1st District
800 S. Victoria Ave. L1900
Ventura, CA 93009

RESOURCE AGENCIES

Mr. Joseph Isenhut
Planning Department
County of Ventura
300 S. Victoria Ave.
Ventura, CA 93009

Mr. Ronald Koons
Director of Public Works
County of Ventura
800 S. Victoria Ave
Ventura, CA 93009

Melinda Talent
Environmental Health Division
County of Ventura
800 S. Victoria Ave
Ventura, CA 93009

Mr. Alex Sheydayi
Deputy Director PW Flood Control
County of Ventura
300 S. Victoria Ave
Ventura, CA 93009

Ms. Ginger Gherardi
Executive Director
Ventura County Transportation Commission
(VCTC)
950 County Square Drive, Suite 207
Ventura, CA 93003

Mr. Mark Pisano
Executive Director
SCAG
818 W. 7th Street
Los Angeles, CA 90017

Ojai Library
111 East Ojai Ave.
Ojai, CA 93023
Janet Weaver, Supervising Librarian

Meiners Oaks Library
114 N. Padre
Ojai, CA 93023

Ventura County Historical Society
Southern Pacific Building
100 East Main Street
Ventura, CA 93001

E.D. Foster Library
516 E. Main St.
Ventura, CA 93001

Oak View Library
469 N. Ventura Ave.
Oak View, CA 93022

Natasha Lohmus
CA Dept. of Fish and Game
South Coast Region
4949 Viewridge Ave.
San Diego, CA 92123

Avenue Library
606 N. Ventura Ave.
Ventura, CA 93001

Ms. Trudy Ingrahm
Department of Fish & Game
402 E. Ojai Rd. (Suite 101) Box 528
Ojai, CA 93023

Southern California Edison
2244 Walnut Grove Ave.
Rosemead, CA 91770

Ojai Valley Inn & Golf Course
905 Country Club Rd.
Ojai, CA 93023

Ms. Pamela Parker
State Water Resources Control Board
901 P Street
Sacramento, CA 94244-2130

OPR/State Clearinghouse
P.O. Box 3044
Sacramento, CA 95812-3044

Sierra Club-Los Padres Chapter
P.O. Box 90924
Santa Barbara, CA 93910

Resident
1120 Maricopa Hwy.
Ojai, CA 93023

Resident
202 Carillo Rd. (Unit A)
Ojai, CA 93023

Resident
202 Carillo Rd. (Unit D)
Ojai, CA 93023

Resident
212 Carillo Rd. (Unit A)
Ojai, CA 93023

Resident
212 Carillo Rd. (Unit D)
Ojai, CA 93023

Resident
212 Carillo Rd. (Unit G)
Ojai, CA 93023

Bruce Henderson
U.S. Corps of Engineers
2151 Alessandro Drive, #255
Ventura, CA 93001
Attn: Spencer Macneil

Elizabeth Erickson
LARWQCB
320 West 4th Street, Suite 200
Los Angeles, CA 90013

Ms. Diane Noda
U.S. Fish & Wildlife Service
2493 Portola Road, Suite B
Ventura, CA 93003

Ms. Molly Pearson
Ventura County Air Pollution Control
District
669 County Square Drive, 2nd Floor
Ventura, CA 93003-5417

Resident
1124 Maricopa Hwy.
Ojai, CA 93023

Resident
202 Carillo Rd. (Unit B)
Ojai, CA 93023

Resident
202 Carillo Rd. (Unit E)
Ojai, CA 93023

Resident
212 Carillo Rd. (Unit B)
Ojai, CA 93023

Resident
212 Carillo Rd. (Unit E)
Ojai, CA 93023

Resident
212 Carillo Rd. (Unit H)
Ojai, CA 93023

Casitas Municipal Water District
10555 Ventura Ave.
Oak View, CA 93022

Ms. Shirley Birosik
Watershed Coordinator
LARWQCB
320 West 4th Street, Suite 200
Los Angeles, CA 90013

Department of Toxic Substances Control
1001 "Y" Street, 25th Floor
Sacramento, CA 95814

Resident
1020 Ojai Ave.
Ojai, CA 93023

Resident
202 Carillo Rd. (Unit C)
Ojai, CA 93023

Resident
202 Carillo Rd. (Unit F)
Ojai, CA 93023

Resident
212 Carillo Rd. (Unit C)
Ojai, CA 93023

Resident
212 Carillo Rd. (Unit F)
Ojai, CA 93023

**Appendix E: Comments Received from Public
Officials/Agencies**

COMMENTS RECEIVED FROM PUBLIC OFFICIALS/AGENCIES

This section of the Response to Comments includes comments received from public officials/agencies, and the accompanying responses to these comments. The following public officials/agencies provided comments on the DED. The numbers indicate the unique number assigned to each comment letter.

Number	Elected Official/Agency	Contact/Date
E-1	State Clearinghouse	Governor's Office of Planning and Research June 27, 2001
E-1A	State Clearinghouse	Governor's Office of Planning and Research July 6, 2001
E-2	California Department of Toxic Substances Control	Harlan R. Jeche July 25, 2001
E-3	California Department of Fish & Game	Trudy Ingrahm July 2, 2001
E-4	County of Ventura – Resource Management Agency	Melinda O' Connell June 19, 2001
E-5	County of Ventura – Public Works Agency/Transportation Department	Nazir Lalani June 20, 2001
E-6	County of Ventura – Flood Control District	Kevin Keivanfar, P.E. June 25, 2001
E-7	Southern California Association of Governments	Jeffrey Smith June 28, 2001
E-8	City of Ojai	William Prince July, 10, 2001

Governor's Office of Planning and Research

1 - Letter dated June 27, 2001

1A - Letter dated July 6, 2001

Response		
1		Comment noted. This is an administrative letter acknowledging receipt and distribution of the environment document. No formal response is required.
1A		Comment noted. This is an administrative letter saying that no state agencies submitted comments on this project. No formal response is required.



Gray Davis
GOVERNOR

STATE OF CALIFORNIA

Governor's Office of Planning and Research
State Clearinghouse



Steve Nissen
DIRECTOR

ACKNOWLEDGEMENT OF RECEIPT

DATE: June 27, 2001
TO: Christopher Carroll
Caltrans- Division of Environmental Planning
120 South Spring Street
Los Angeles, CA 90012-3606
RE: Ojai Maintenance Station Improvements
SCH#: 2001061026

This is to acknowledge that the State Clearinghouse has received your environmental document for state review. The review period assigned by the State Clearinghouse is:

Review Start Date: June 5, 2001
Review End Date: July 5, 2001

We have distributed your document to the following agencies and departments:

- California Highway Patrol
- Department of Conservation
- Department of Fish and Game, Region 5
- Department of General Services
- Department of Parks and Recreation
- Department of Toxic Substances Control ✓
- Department of Water Resources
- Native American Heritage Commission
- Office of Historic Preservation
- Regional Water Quality Control Board, Region 4
- Resources Agency
- State Lands Commission
- State Water Resources Control Board, Clean Water Program

The State Clearinghouse will provide a closing letter with any state agency comments to your attention on the date following the close of the review period.

Thank you for your participation in the State Clearinghouse review process.

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
916-445-0613 FAX 916-323-3018 WWW.OPR.CA.GOV/CLEARINGHOUSE.HTML





Gray Davis
GOVERNOR

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



Steve Nissen
DIRECTOR

July 6, 2001

Christopher Carroll
Caltrans- Division of Environmental Planning
120 South Spring Street
Los Angeles, CA 90012-3606

Subject: Ojai Maintenance Station Improvements
SCH#: 2001061026

Dear Christopher Carroll:

The State Clearinghouse submitted the above named Negative Declaration to selected state agencies for review. The review period closed on July 5, 2001, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

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

Sincerely,

Terry Roberts
Senior Planner, State Clearinghouse

**Document Details Report
State Clearinghouse Data Base**

SCH# 2001061026
Project Title Ojai Maintenance Station Improvements
Lead Agency Caltrans

Type Neg Negative Declaration

Description The California Department of Transportation (Caltrans) has prepared an initial Study (IS) for improvements to the Ojai Maintenance Station in the City of Ojai, in Ventura County. The project proposes to construct a new office building with restrooms and showers, abandon the existing septic tank system, connect the site to the municipal sewer system, modify the existing storm drain system, construct a washrack and clarifier system for the vehicles and grade and pave a portion of the maintenance yard.

Lead Agency Contact

Name Christopher Carroll
Agency Caltrans- Division of Environmental Planning
Phone 213-897-6466 **Fax**
email
Address 120 South Spring Street
City Los Angeles **State** CA **Zip** 90012-3606

Project Location

County Ventura
City Ojai
Region
Cross Streets State Hwy. 150 & State Hwy. 33

Parcel No.

Township	Range	Section	Base

Proximity to:

Highways 150 and 33
Airports
Railways
Waterways
Schools
Land Use Maintenance Station

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Drainage/Absorption; Geologic/Seismic; Noise; Public Services; Septic System; Toxic/Hazardous; Vegetation; Water Quality; Water Supply; Wildlife; Growth Inducing; Landuse; Cumulative Effects

Reviewing Agencies Resources Agency; Department of Conservation; Department of Fish and Game, Region 5; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Department of General Services; State Water Resources Control Board, Clean Water Program; Regional Water Quality Control Board, Region 4; Department of Toxic Substances Control; Native American Heritage Commission; State Lands Commission

Date Received 06/05/2001 **Start of Review** 06/05/2001 **End of Review** 07/05/2001

California Department of Toxic Substances Control
Letters dated June 19, 2001 and July 25, 2001

Response		June 19, 2001
1		Comment noted.
Response		July 25, 2001
1		See attached response.

Memorandum

To : Chris Carroll
Office of Environmental Planning

Date: August 3, 2001

File: VEN-150, KP 26.67
Ojai Maintenance Station
EA 215800

George T. Ghebranious
From: DEPARTMENT OF TRANSPORTATION
Environmental Engineering
Hazardous Waste Coordinator, North Region

Subject: Response to DTSC Comments on the Draft Negative Declaration

Our response to the Department of Toxic Substance Control comments on the Draft Negative Declaration (ND) dated July 25, 2001 for the proposed improvements to the Ojai Maintenance Station are as follows:

- 1) A review of the available information indicates the potential for hazardous waste contamination due to the site's continuous operation as a maintenance facility for approximately 70 years. Soil at the site may have an accumulation of various contaminants related to maintenance activities which may include hydrocarbons, metals, herbicides and pesticides.
- 2) At the time of the pullout of four underground storage tanks (UST) in August, 1992, petroleum hydrocarbon soil contamination was documented. The California Regional Water Quality Control Board (CRWQCB) lists this site as a former location of leaking underground storage tanks (LUST).
- 3) A Site Investigation will be initiated to test the soil in areas of the proposed excavation and the area of the former LUST tanks. Currently, monitoring of contaminated groundwater is in progress at the locations of the former LUSTs. The Site Investigation will also determine if special handling/disposal of the contaminated material is required and will address any remediation methods to be conducted at the site. The Ventura County Health Division (VCEHD) is the government agency that will provide appropriate regulatory oversight.
- 4) A Site Investigation to test the soil will be initiated prior to construction. Any proposed excavation during construction will be avoided at the monitoring well sites until a closure letter from the regulatory agency (VCEHD and CRWQCB) is issued indicating that remedial action at the site is complete and no further action relating to UST release is required.

If you have any questions or require additional information, please call June Obayashi at Ext. 7-3808.

Leivada A. Vilamora

for George T. Ghebranious, PE
Hazardous Waste Coordinator
North Region



Department of Toxic Substances Control

Edwin F. Lowry, Director
1001 "I" Street, 25th Floor
P.O. Box 806
Sacramento, California 95812-0806



Winston H. Hickox
Agency Secretary
California Environmental
Protection Agency

Gray Davis
Governor

June 19, 2001

Christopher Carroll
Caltrans
120 South Spring Street
Los Angeles, California 90012-3606

Re: Ojai Maintenance Station Improvements

The Department of Toxic Substances Control (DTSC) is in receipt of the environmental document identified above. Based on a preliminary review of this document, we have determined that additional review by our regional office will be required to fully assess any potential hazardous waste related impacts from the proposed project. The regional office and contact person listed below will be responsible for the review of this document in DTSC's role as a Responsible Agency under the California Environmental Quality Act (CEQA) and for providing any necessary comments to your office:

Site Mitigation Region 3
Sayareh Amirebrahimi
1011 North Grandview Avenue
Glendale, California 91201

If you have any questions concerning DTSC's involvement in the review of this environmental document, please contact the regional office contact person identified above.

Sincerely,

Guenther W. Moskat, Chief
Planning and Environmental Analysis 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 Web-site at www.dtsc.ca.gov.



Department of Toxic Substances Control



Winston H. Hickox
Agency Secretary
California Environmental
Protection Agency

Edwin F. Lowry, Director
1011 N. Grandview Avenue
Glendale, California 91201

Gray Davis
Governor

July 25, 2001

Mr. Christopher Carroll
Department of Transportation
Office of Environmental Planning, District 7
120 S. Spring Street
Los Angeles, CA 90012

RE: DRAFT NEGATIVE DECLARATION FOR THE PROPOSED IMPROVEMENTS TO
THE OJAI MAINTENANCE STATION

Dear Mr. Carroll:

The Department of Toxic Substances Control (DTSC) has received the Draft Negative Declaration (ND) for the above mentioned Project.

Based on the review of the document, the DTSC comments are as follows:

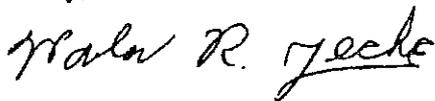
- 1) The ND needs to identify and determine whether current or historic uses at the Project site have resulted in any release of hazardous wastes/substances at the Project area.
- 2) The ND needs to identify any known or potentially contaminated site within the proposed Project area. For all identified sites, the ND needs to evaluate whether conditions at the site pose a threat to human health or the environment.
- 3) The ND should identify the mechanism to initiate any required investigation and/or remediation for any site that may require remediation, and which government agency will provide appropriate regulatory oversight.
- 4) If during construction of the project, soil contamination is suspected, construction in the area should stop and appropriate Health and Safety procedures should be implemented. If it is determined that contaminated soil exists, the ND should identify how any required investigation and/or remediation will be conducted, and which government agency will provide appropriate regulatory oversight.

Mr. Carroll
July 25, 2001
Page 2

DTSC provides guidance for Preliminary Endangerment Assessment (PEA) preparation and cleanup oversight through the Voluntary Cleanup Program (VCP). Also, DTSC is administering the \$85 million Urban Cleanup Loan Program (UCLP), which provides low-interest loans to investigate and cleanup hazardous materials at properties where redevelopment is likely to have a beneficial impact to a community. The program is composed of two main components: low interest loans of up to \$100,000 to conduct preliminary endangerment assessments of underutilized properties; and loans of up to \$2.5 million for the cleanup or removal of hazardous materials also at underutilized urban properties. These loans are available to developers, businesses, schools, and local governments.

For additional information on the VCP or UCLP please visit DTSC's web site at www.dtsc.ca.gov. If you would like to meet and discuss this matter further please contact Arman Moheban, Project Manager, at (818) 551-2834 or me at (818) 551-2877.

Sincerely,



Harlan R. Jeche
Unit Chief
Southern California Cleanup Operations - Glendale Office

cc: Governor's Office of Planning and Research
State Clearinghouse
P.O. Box 3044
Sacramento, California 95812-3044

Mr. Guenther W. Moskat, Chief
Planning and Environmental Analysis Section
CEQA Tracking Center
Department of Toxic Substances Control
P.O. Box 806
Sacramento, California 95812-0806

California Department of Fish & Game
Phone call from July 2, 2001

Response		
1		See attached response letter.

County of Ventura, Resources Management Agency
Letter dated June 19, 2001

Response		
1		The Environmental Health Division (EHD) will be notified prior to any construction activity at the site.

June 19, 2001

Christopher Carroll
Department of Transportation
Office of Environmental Planning
District 7
120 South Spring Street
Los Angeles, CA 90012-3606

PROPOSED IMPROVEMENTS TO THE OJAI MAINTENANCE STATION

The Environmental Health Division (EHD) staff reviewed the information submitted for the subject project and comments that the subject project is located on an active leaking underground fuel tank (LUFT) site, listed as, Caltrans Ojai, 1116 Maricopa Highway, Ojai. EHD must be contacted prior to any construction activity at the site. For more information on the LUFT site, please contact Erin O'Connell at 805/662-6511.

If you have any questions, please contact me at 805/654-2811.

Melinda Talent

MELINDA TALENT
LAND USE SECTION
ENVIRONMENTAL HEALTH DIVISION

rifenb\landuse\CALTRANS.doc

c: Erin O'Connell, EHD

County of Ventura, Public Works Agency/Transportation Department
Letter dated June 20, 2001

Response		
1		See attached response letter.

DEPARTMENT OF TRANSPORTATION

DISTRICT 7, OFFICE OF MAINTENANCE SUPPORT
120 SO. SPRING ST.
LOS ANGELES, CA 90012-3606



July 10, 2001

Nazir Lalani, Principal Engineer
County of Ventura
PUBLIC WORKS AGENCY
TRANSPORTATION DEPARTMENT
Traffic and Planning & Administration

File: 07-VENTURA
EA 215800
Ojai Maintenance
Station

Response to Public Comment of Draft Environmental Document
Negative Declaration

Catrans proposed improvements to the Ojai Maintenance Station include the replacement of the existing office building. The existing building will be used as warehouse space, while the new building will meet the needs of the current work force stationed at the yard. There will not be an increase in the number of workers nor the number of vehicles that are maintained at this project site. Therefore, no additional traffic will be generated by this project.

JUN 21 2001



**PUBLIC WORKS AGENCY
TRANSPORTATION DEPARTMENT
Traffic and Planning & Administration**

MEMORANDUM

June 19, 2001

TO: Resource Management Agency, Planning Division
Attention: Joseph Eisenhut

FROM: Nazir Lalani, Principal Engineer /NL

SUBJECT: Review of Document 01-046
Initial Study and Mitigated Negative Declaration
Ojai Maintenance Station Improvements
At the intersection of SR 150 and SR 33 in the City of Ojai
Lead Agency: Caltrans - District 7

The Transportation Department has reviewed the subject Initial Study and the Mitigated Negative Declaration for the Ojai Maintenance Station Improvements as proposed by Caltrans. The proposed project consists of construction of new office buildings (3700 SF), modifying existing drainage systems and paving portion of the maintenance yard. The project is located at the intersection of SR 150 and SR 33 in the City of Ojai. We have the following comments:

1. The proposed project is within the Highway 33 Impact area. According to adopted County policies, if a project adds one or more AM southbound or PM northbound peak hour traffic (PHT) to SR 33 between the northerly end of Ojai Freeway and the City of Ojai limits, the project is considered as contributing a significant cumulative impact on SR 33, which would be inconsistent with the County's General Plan and Ojai Valley Area Plan Transportation Policies. Unless the project proponent mitigates any significant adverse impacts to less than significant levels, the County General Plan requires that the Transportation Department oppose this project.

With the addition of new building space, there is a potential for generating additional traffic on Highway 33. To complete the review, a Traffic Study identifying the following is required:

- The amount of traffic generated by the existing facility and the amount of traffic the proposed facility will generate.
 - The traffic impact from this project on Highway 33.
 - Traffic mitigation measures to address the potential impact this project may have on Highway 33.
2. Our review is limited to the impacts this project may have on the County's Regional Road Network.

Please contact me at 654-2080 if you have questions.

c: Jim Myers

NL:RH-BE-AB:ea
F:\PWA\TRANSPOR\WPWIN\MEMOS\01-046.doc

REC'D JUN 21 2001
JLH

E-5

County of Ventura, Flood Control District
Letter dated June 25, 2001

Response		
1		Comments noted.

June 25, 2001

Mr. Ron Kosinski, Chief
Caltrans Office of Environmental Planning
120 South Spring Street
Los Angeles, California 90012-3606

Deputy Directors of Public Works

Wm. Butch Britt
Transportation

John C. Crowley
Water Resources & Engineering

Lane B. Holt
Central Services

Kay Martin
Solid Waste Management

Jeff Pratt
Flood Control

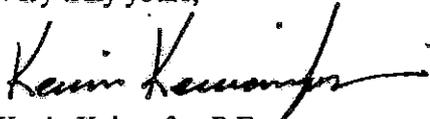
SUBJECT: EA 215800, Notice of Draft Environmental Document, Negative Declaration
Caltrans Ojai Maintenance Station Improvements, State Route 150, Ojai

Dear Mr. Kosinski :

The Ventura County Flood Control District (District) has reviewed the submittal for the proposed improvements to the Ojai Caltrans Station with respect to issues under District purview. The project is not adjacent to any District jurisdictional facilities and will not encroach into District facilities or rights-of-way. The District has no comments with respect to flood control and NPDES issues.

If you have questions regarding this subject, please call the undersigned at 654-2906 or for water quality questions, please call Jayme Laber at 662-6737.

Very truly yours,



Kevin Keivanfar, P.E.
Manager, Permit Section
Flood Control Department

c: Joseph Eisenhut, RMA Planning, County of Ventura



Southern California Association of Governments
Phone call from June 28, 2001

Response		
1		Comments noted.

SOUTHERN CALIFORNIA



**ASSOCIATION of
GOVERNMENTS**

Main Office

818 West Seventh Street
12th Floor
Los Angeles, California
90017-3435

t (213) 236-1800

f (213) 236-1825

www.scag.ca.gov

Officers: President: Supervisor Jon Mikels, County of San Bernardino • First Vice President: Councilmember Hal Berenson, Los Angeles • Second Vice President: Councilmember Bev Perry, Brea • Immediate Past President: Mayor Pro Tem Ron Bates, Los Alamitos

Imperial County: Hank Kuiper, Imperial County • David Dhillon, El Centro

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Orange County: Charles Smith, Orange County • Ron Bates, Los Alamitos • Ralph Bauer, Huntington Beach • Ari Brown, Buena Park • Lou Boone, Tustin • Elizabeth Cowan, Costa Mesa • Cathryn DeYoung, Laguna Niguel • Richard Dixon, Lake Forest • Alia Duke, La Palma • Shirley McCracken, Anaheim • Bev Perry, Brea • Tod Ridgeway, Newport Beach

Riverside County: Bob Buster, Riverside County • Ron Lowridge, Riverside • Greg Pettis, Cathedral City • Ron Roberts, Temecula • Jan Rudman, Corona • Charles White, Moreno Valley

San Bernardino County: Jon Mikels, San Bernardino County • Bill Alexander, Rancho Cucamonga • David Eshtelman, Fontana • Lee Ann Garcia, Grand Terrace • Bob Hunter, Victorville • Gwenn Nannon-Perry, Chino Hills • Judith Valles, San Bernardino

Ventura County: Judy Mikels, Ventura County • Glen Belceras, Simi Valley • Donna De Paola, San Buenaventura • Toni Young, Port Hueneeme

Riverside County Transportation Commissioners: Robin Lowe, Hemet

Ventura County Transportation Commissioners: Bill Davis, Simi Valley

June 28, 2001

Mr. Ronald Kosinski, Chief
Office of Environmental Planning
Caltrans, District 7
120 S. Spring Street
Los Angeles, CA 90012-3319

RE: SCAG Clearinghouse I20010347 Ojai Maintenance Station EA 215800

Dear Mr. Kosinski:

We have reviewed the above referenced document and determined that it is not regionally significant per Areawide Clearinghouse criteria. Therefore, the project does not warrant clearinghouse comments at this time. Should there be a change in the scope of the project, we would appreciate the opportunity to review and comment at that time.

A description of the project will be published in the **July 1, 2001** Intergovernmental Review Report for public review and comment.

The project title and SCAG Clearinghouse number should be used in all correspondence with SCAG concerning this project. Correspondence should be sent to the attention of the Clearinghouse Coordinator. If you have any questions, please contact me at (213) 236-1867.

Sincerely,


JEFFREY M. SMITH, AICP
Senior Planner
Intergovernmental Review

City of Ojai
Letter dated July 10, 2001

Response		
1		Comments noted.
2		See attached response letter.
3		See attached response letter.



CITY OF OJAI

401 SOUTH VENTURA STREET
P.O. BOX 1570/OJAI CALIF. 93024
TELEPHONE (805) 640-2555 PLANNING
(805) 646-4677 INSPECTION
FAX (805) 646-1980

July 10, 2001

Mr. Ron Kosinski
Deputy District Director
Division of Environmental Planning
California Department of Transportation
District 7, 120 Spring Street
Los Angeles, CA 90012-3606

Subject: Comments on Draft Negative Declaration for proposed improvements to the
Maintenance Station in the City of Ojai.

Dear Mr. Kosinski,

After reviewing the draft environmental document (ND) we have the following comments:

1. The cover letter that accompanies the document indicates that "Caltrans has determined that the proposed project will not have a significant impact on the environment. Accordingly, the Department has approved the project." It would generally seem more appropriate to wait until all appropriate agencies and individuals have had an opportunity to comment on the "draft" environmental document, before the department approves the project. Otherwise, it gives the impression that the document, and the responses from those requested to review it, are not really relevant to the decision of your department.
2. As you are probably aware, trees, especially coast live oak trees, are an extremely important resource in the Ojai Valley and their removal can often be the source of substantial controversy. The ND indicates that "approximately four (4) coast live oaks would be removed. It is unclear what "approximately four (4) coast live oaks trees" actually means. Surely, it can't be that difficult to indicate exactly how many of these trees would be removed. Also, no indication of the size of the trees to be removed is given, although the document does indicate that replacement trees at 3:1 (15 gallon) or 2:1 (24 inch box) ratios are proposed as a mitigation measures. Without knowing the size of the trees being removed, it is difficult to know if the tree replacement mitigation measure is adequate to mitigate the loss of the trees. While this may be covered in greater detail in the biological report, which should have been an appendix to the document, it would seem that providing these basic facts in the text of the Initial Study/draft ND would greatly improve the reader's understanding of this issue.

Page Two
Ron Kosinski
Caltrans ND

In addition, page 15 of the Initial Study indicates that "instead of removing the trees, the maintenance trucks could exit the washrack and clarifier system the same way that they entered it. The reason for the tree removal would be to make it easier for the trucks to enter and exit the washrack." It would seem more in keeping with CEQA's mandate to avoid environmental impacts whenever possible, to require that the trucks exit the same way they enter, thereby eliminating the need to remove the trees.

Finally, although the document recognizes the important benefits to "aesthetics" and "view protection" that the preservation of the existing "lush vegetation" (including existing native trees) surrounding the maintenance station provides, it is not clear whether the removal of "approximately" four (4) live oak trees would be detrimental to aesthetic and visual benefits.

3. Finally, other than identifying the general location on the site plan, we are given no indication as to the proposed architecture style or building materials to be utilized for the new 3,700 square foot building. Nor, are we given any understanding of the exact building height or setback from the property lines. While it appears that it would largely be screened from view by the existing lush vegetation, the vagueness of the proposed tree removal, mentioned above, as well as the City's long standing interest in the character and quality of all new structures, necessitates that sufficient information be provided so we can adequately understand and respond to this project.

Thank you for the opportunity to comment on this project. We look forward to your reply to our issues of concern.

Sincerely,



William Prince, AICP
Community Development Director

c: Dan Singer, City Manager
Mayor and City Council
Stan Hakes Public Works Director

Appendix F: Comments Received from the Public

COMMENTS RECEIVED FROM THE PUBLIC

This section of the Response to Comments includes comments received from the general public and the accompanying responses to these comments. The following members of the public provided comments on the DED. The numbers indicate the unique number assigned to each comment letter.

Number	Individual/Group/ Organization	Date
J-1	Ginnette Waterman	June 30, 2001



GWaterman@vcccd.net on 06/30/2001 12:21:27 PM

To: chris_carroll@dot.ca.gov
cc: ginnmarc@rain.org

Subject: Public Comment: Draft IS Ojai Maintenance Station

I have not yet received the draft. Please include these as public comment for the Ojai Maintenance Station project.

I have a concern for the safety of the residents of Casitas Springs due to the increase of traffic on HWY 33 through Casitas Springs that this project will generate. I would like the following to be considered for the duration of this project.

1. All personnel, CalTrans and private contractor, driving HWY 33 through Casitas Springs attend a safety meeting on the necessity of taking extra precautions in Casitas Springs due to the high level of congestion and private driveways accessing Highway 33. This would include not exceeding the posted 35 mph speed limit and driving in a safe manner as to minimize use of jake brakes, especially at the curve at the south end of the Nye Road/Hwy 33 junction. Additionally, all personnel be made aware of the rough road conditions between the flashing crosswalk ahead sign on Northbound Hwy 33 and 8470 N. Ventura Ave. Trucks create horrible crashing noises as they bounce over these rough areas.
2. Limit the number of vehicle trips into and out of the Ojai Valley. Carpool when possible, bring or buy all required materials in the Ojai Valley and use Ojai Valley motels for necessary overnight accommodations.
3. Provide a list of the contractors and sub-contractors who are awarded or contracted for this project to be used by the residents of Casitas Springs to notify CalTrans of any unsafe driving by these contractors.
4. Assign monetary penalties for any issued traffic citation to be paid to the "Courtesy on 33" campaign of the Highway 33 Improvement Committee.

Thank you,
Ginnette Waterman
8490 N Ventura Ave
Casitas Springs, CA
805 649-5082

Return-Path: <Chris_Carroll@dot.ca.gov>
Delivered-To: ginnmarc@rain.org
Received: from t7mx001.dot.ca.gov (sv07snasmtpl01.dot.ca.gov [149.136.66.247]) by coyote.rain.org (Postfix) with SMTP id 2B2677775 for <ginnmarc@rain.org>; Tue, 26 Jun 2001 08:10:53 -0700 (PDT)
From: ChrisCarroll@dot.ca.gov
Subject: Re: Draft IS Ojai Maintenance Station
To: ginnmarc@rain.org
Sender: Chris_Carroll@dot.ca.gov

Ginnette Waterman
E-Mail dated June 30, 2001

Response #		
1		See attached response letter.

DEPARTMENT OF TRANSPORTATION

DISTRICT 7, OFFICE OF MAINTENANCE SUPPORT
120 SO. SPRING ST.
LOS ANGELES, CA 90012-3606



July 10, 2001

Ginnette Waterman
8490 N. Ventura Ave.
Casitas Springs, CA

File: 07-VENTURA
EA 215800
Ojai Maintenance
Station

Response to Public Comment of Draft Environmental Document
Negative Declaration

Safety and pre-construction meetings will take place prior to construction. During these meetings Caltrans will relay the concerns expressed in your public comment to all parties involved in the project. However, Caltrans has no jurisdiction over the number of vehicle trips, or the purchase of required materials or any necessary accommodations that the contractor or any of their sub-contractors may make.

Caltrans will provide a list of contractors and sub-contractors working at the project site. However, Caltrans cannot divert monetary traffic citation penalties to campaign committees. This item should be taken up with your local legislature.

We look forward to building a new facility that will better serve your community.

Thank you for your interest in this project.

August 7, 2001
07-VENTURA-5724
07-604-4H0601
Ojai Maintenance Station
HA 12 2001/2002

ATTACHMENT D

FACILITY/PROJECT: Ojai MS

ARCHITECT: Sing Tse

DISTRICT/EA: 07-4H0600

DATE: Rev - 04/16/01

ESTIMATE
TYPE: Preliminary

COUNTY: LA

BY: Gerry Comer

FILE: YellowSummary040501

PRELIM:		REV 4/16/2001		(P&Q:		1/0/00		(PS& E:		1/0/00	
DISCIPLINE	DATE		PRICE	DATE		PRICE		DATE		PRICE	
ARCHITECTURAL	4/1/01	\$	314,000			\$	0			\$	0
STRUCTURAL	4/1/01		114,000			0				0	
MECHANICAL	4/1/01		43,909			0				0	
ELECTRICAL	4/1/01		79,679			0				0	
WATER / WASTE	REV 4/16/2001		20,000			N/A				0	
General Conds	4/1/01		25,000								
Subtotal (inc markups)			597,000			0				0	
STATE FURNISHED			0			0				0	
SUPPLEMENTAL WORK			0			0				0	
Subtotal			597,000			0				0	
Contingency	20%		119,400		0%	0			5%	0	
STRUCTURE TOTAL		\$	716,000			0				0	
Subtotal			597,000			0				0	
District Work	NIC		0			0				0	
Subtotal (Eng Est/Combined)			597,000			0				0	
State Furnished	NIC		0			0				0	
Supplemental	NIC		0			0				0	
Subtotal			597,000			0				0	
Contingency	0%		0		5%	0			0%	0	
OSD + DISTRICT		\$	597,000			0				0	

STATE FURNISHED:

066911 - Util Conn Fee (Elect) 5000
 066912 - Util Conn Fee (Gas)
 066913 - Util Conn Fee (Sewer)
 066914 - Util Conn Fee (Water)

SUPPLEMENTAL WORK:

Mark Ups 10%remote area 13% multiple sites

FACILITY/PROJECT: Ojai MS

ARCHITECT: Sing Tse

ESTIMATE

DISTRICT/EA: 07-4H0600

DATE: Rev - 04/16/01

TYPE: Preliminary

COUNTY: LA

BY: Gerry Comer

FILE: YellowSummary040501

JOB SUMMARY #1	BLDG #1	MS building	DATE: REV 4/16/2001	BLDG # 2	ENTER BUILDING DESCRIPTION
----------------	---------	-------------	---------------------	----------	----------------------------

SF 3605

SF 100

Discipline	Price	\$/SF	Price	\$/SF
Architecture	\$ 314,000	\$87.10	\$	\$0.00
Structural	114,000	\$31.62		\$0.00
Mechanical	43,909	\$12.18		\$0.00
Electrical	79,679	\$22.10		\$0.00
Water/ Waste	Rev 4/16/01 20,000	\$5.55		\$0.00
General Conditions	25,000	\$6.93		\$0.00
Subtotal	\$ 597,000	\$165.49	\$ 0.00	\$0.00
Contingencies @ 20%	119,400	\$33.12	20% 0.00	\$0.00
TOTAL	\$ 716,000	\$198.61	\$ 0.00	\$0.00

BLDG #3	ENTER BUILDING DESCRIPTION	BLDG # 4	ENTER BUILDING DESCRIPTION
---------	----------------------------	----------	----------------------------

SF 240

SF 4998

Discipline	Price	\$/SF	Price	\$/SF
Architecture	\$	\$0.00	\$	\$0.00
Structural		\$0.00		\$0.00
Mechanical		\$0.00		\$0.00
Electrical		\$0.00		\$0.00
Water/ Waste		\$0.00		\$0.00
Mark Ups		\$0.00		\$0.00
Subtotal	\$ 0	\$0.00	\$ 0	\$0.00
Contingencies @ 20%	0	\$0.00	20% 0	\$0.00
TOTAL	\$ 0	\$0.00	\$ 0	\$0.00

August 7, 2001
07-VENTURA-5724
07-604-4H0601
Ojai Maintenance Station
HA 12 2001/2002

ATTACHMENT E

TO: L. L. PSADE

PSR SCOPING REPORT

REVISED

ATTN: ARMAND WANG

UPDATED

PHONE 7 6398

DATE: 8/8/00

PLEASE INITIAL	DATE
SENIOR R/W P&M	
DISTAL COORDINATOR-RR 303	
PROJECT FILE ARCHIVE COORD-RR 306	
(4) PROD. COORDINATOR	

ROUTE: OJAI MAINT. STATION

PM/KM

E.A: 4H0600

ALT:

PROJ. DESC. REBUILD AN OFFICE BLD'ING

IF THIS E.A. IS CHANGED OR SPIT INTO ANOTHER E.A., OR THE PROJECT SCOPE, SCHEDULING, OR VALUE

SUFFICIENTLY CHANGE THEN THIS DATA SHEET IS INVALID AND A NEW OR UPDATED DATA SHEET WILL BE REQUIRED.

TRANSMITTED HERewith IS A COST ESTIMATE PURSUANT TO THE FOLLOWING CONDITION(S)

- 1- COST ESTIMATE IS VALID FOR THE ABOVE SCOPING REPORT ONLY.
THIS IS AN ESTIMATE ONLY AND NOT AN APPRAISAL. IT MAY BE BASED ON A WORSE CASE SCENARIOS. THE ESTIMATE IS SUBJECT TO CHANGE AND REVISION
- 2 NOTIFY THE ABOVE COORDINATORS IF THIS IS THE PREFERRED PROJECT
- 3- RESIDENTIAL DISPLACEMENT IS INVOLVED AND ENVIRONMENTAL DEPT. NEEDS TO BE ADVISED BY YOUR DEPT.
- 4- MAPS WERE : PROVIDED NOT PROVIDED
DATE _____
- 5- THE MAPPING DID NOT PROVIDE SUFFICIENT NOR ADEQUATE DETAIL TO DETERMINE THE LIMITS OF THE RIGHT OF WAY REQUIRED AND EFFECTS ON THE IMPROVEMENTS.
- 6- THE TRANSPORTATION FACILITIES HAVE NOT BEEN SUFFICIENTLY DESIGNED SO OUR ESTIMATOR COULD DETERMINE THE DAMAGES TO ANY OF THE REMAINDER PARCELS AFFECTED BY THE PROJECT.
- 7- ADDITIONAL RIGHT OF WAY REQUIREMENTS ARE ANTICIPATED BUT ARE NOT DEFINED DUE TO THE PRELIMINARY NATURE OF EARLY DESIGN REQUIREMENTS.
- 8- TIME CONSTRAINTS PRECLUDED A DETAILED COST ESTIMATES
- 9- TIME SCHEDULE PROVIDED BY REQUESTING PARTY DID NOT PERMIT TIME FOR A FIELD INSPECTION.
- 10- OTHER (EXPLAIN): _____

11	CURRENT VALUE (FUTURE USE *CONTIM.RATE)	NO NEW R/W IS REQUIRED INCLUDING FEE, PERM. EASEMENTS AND TEMP. EASE. PER GODSON OKEREKE	ESCALATED VALUE
A-R/W ACQ. (INCL. CONTINGENCY G.W-CONDEM.-ADM. STL. PERMITS VARIOUS PERMITS	NONE	PROVIDED BY R/W ESTIMATOR PROVIDED BY R/W UTILITY DEPT	NONE
B-CLEARANCE (DEMOLITION-C.R.	NONE		NONE
C-RAP. (CONT RATE.)	NONE		NONE
D-ESCROW COSTS (CONT RATE.)	NONE		NONE
E-UTILITY RELOCATION COSTS	NONE		NONE
TOTAL ESTIMATED COST (CURRENT VALUE-FUTURE USE)	NONE	TOTAL ESCALATION	NONE
12-CONSTRUCTION CONTRACT WORK	NOT KNOWN AT THIS TIME		NOT KNOWN AT THIS TIME
(13)-ESCALATION RATE R/W 7%	(15)-CERT DATE:	(16)YEARS TO CERT.	(102.07)
(14)-ESCALATION RATE UTILITIES			

- 17-GENERAL DESCRIPTION OF RIGHT OF WAY: SEE PAGE 2- DESCRIPTION OF R/W-SEE GRID
R/W INVOLVED _____ NO R/W
- 18-RELOCATION DISPLACEMENT (R/R FROM EWS)
YES _____ NO
- 19-ARE UTILITY FACILITIES OR UTIL RIGHT OF WAYS AFFECTED (SEE UTILITY ATTACHMENT)
(20) DESCRIBE SEE ATTACHED UTILITY SHEET - PAGE 3 OF 4
YES _____ NO
- 21-ARE RAILROADS FACILITIES OR R/R R/W AFFECTED (SEE R.R ATTACHMENT)
(21a) DESCRIBE: SEE ATTACHED R.R SHEET -PAGE 4 OF 4
YES _____ NO
- 22-ARE HAZARDOUS WASTE AND/OR MATERIAL FOUND:
YES _____ NONE EVIDENT Potential R/W & adjacent parcels
- 23-ARE EXISTING OR POTENTIAL AIR SPACE PARCELS AFFECTED
YES _____ NO
- 24-IS IT ANTICIPATED THAT ALL RIGHT OF WAY WORK WILL BE PERFORMED BY C/T STAFF
YES NO _____
- 25- DO YOU ANTICIPATE ANY MAJOR ITEMS OF CONSTRUCTION CONTRACT WORK
NOT KNOWN AT THIS TIME YES _____ NO _____
- 26-ARE THERE ANY MATERIAL BORROW AND/OR DISPOSAL SITES REQUIRED
NOT KNOWN AT THIS TIME YES _____ NO _____
- 27-ARE THERE POTENTIAL RELINQUISHMENT AND/OR ABANDONMENTS
NOT KNOWN AT THIS TIME YES _____ NO _____

KEN MOORE
SR.R/W ACQUISITION
RAILROAD COORDINATOR

DATE: 8/14/00
ROUTE: VEN 33
P.M. OJAI MAINT.ST
E.A. 21580K
ALT. _____
DESC.: DRAINAGE
CONTACT H.LISSADE
PHONE # 7143

SUBJECT: DATA SHEET RAILROAD INVOLVEMENT

TRANSMITTED HEREWITH ARE MAPS FOR THE ABOVE PROJECT.PLEASE PROVIDE AS SOON AS POSSIBLE ,THE NECESSARY INFORMATION REQUIRED TO COMPLETE THE RAILROAD INFORMATION PORTION OF THE DATA SHEET.

TOM MCVARISH
R/W PLANNING

C- RAILROAD INFORMATION SHEET

1- ARE R.R FACILITIES OR R/W AFFECTED. YES _____ NO X

2- DESCRIBE R.R FACILITY OR R.R .R/W AFFECTED _____

3- WHEN BRANCH LINES OR SPURS ARE AFFECTED ,WOULD ACQUISITION AND OR PAYMENT OF DAMAGES TO BUSINESSES AND OR INDUSTRIES SERVED BY THE RAILROAD FACILITY BE MORE COST EFFECTIVE THAN CONSTRUCTION OF A FACILITY TO PERPETUATE THE RAIL SERVICE

YES _____ NO _____
EXPLAIN _____

4-DISCUSS TYPES OF AGREEMENTS AND RIGHTS REQUIRED FROM THE RAILROADS. ARE GRADE XING REQUIRING SERVICE CONTRACTS ,OR GRADE SEPARATIONS REQUIRING CONSTRUCTION AND MAINTENANCE AGREEMENTS INVOLVED..?

5- ESTIMATED COST TO THE STATE FOR ALL R.R. INVOLVEMENTS. COST \$ _____

6-RAILROAD INVOLVEMENT:

R.R.IMPACT	NO.OF UNITS	PY'S
C&M AGRMT		
SVC CONT.:		
LIC/RE/CLAUSES		
MISC.		<u>.00 V</u>
TOTALS		

PREPARED BY: Ken Moore 8/15/00
KEN MOORE DATE

Attachment B

DEPARTMENT OF TRANSPORTATION
PRELIMINARY ESTIMATE OF COST

SHEET
1 OF 1

BID OPENING		EXPENDITURE AUTHORIZATION 4H060K		BUDGET ALLOCATION	DATE 12/14/2007
DISTRICT 7	COUNTY VEN	ROUTE 5 (LS724)	PM	SOURCE OF FUNDING SHOPP	
FEDERAL AID NUMBER		DESCRIPTION Build New Office Bldg. and Equipment Shed			

ITEM NUMBER CODE	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	AMOUNT
074016	CONSTRUCTION SITE MANAGEMENT	LS	1	\$ 3,000	\$ 3,000
074017	PREPARE WATER POLLUTION CONTROL PROGRAM	LS	1	\$ 3,000	\$ 3,000
074031	GRAVEL BAG BERM	FT	1,000	\$ 10	\$ 10,000
074041	STREET SWEEPING	LS	1	\$ 6,000	\$ 6,000
074034	TEMPORARY COVER	FT2	2,500	\$ 2	\$ 5,000
074074	TEMPORARY CONCRETE WASH OUT (PORTABLE)	LS	1	\$ 2,000	\$ 2,000
160101	CLEARING AND GRUBBING	LS	1	\$ 5,000	\$ 5,000
190101	ROADWAY EXCAVATION	LS	1	\$ 30,000	\$ 30,000
	DEMOLISH EXISTING EQUIPMENT SHED	LS	1	\$ 40,000	\$ 40,000
	ABATEMENT (LEAD + ASBESTOS)	LS	1	\$ 30,000	\$ 30,000
	BUILDING WORK (OFFICE)	LS	1	\$ 1,314,000	\$ 1,314,000
	BUILDING WORK (SHED)	FT2	800	\$ 160	\$ 128,000
260201	CLASS 2 AGGREGTE BASE (A PORTION OF THE SITE)				\$ 100,000
390103	HOT MIX ASPHALT (TYPE B) (A PORTION OF THE SITE)				\$ 200,000
066666	ASPHALT PRICE INDEX FLUCTUATIONS	LS		\$ 20,000	\$ 20,000
	BIOSWALE	LS		\$ 40,000	\$ 40,000
	AUSTIN SAND FILTER	LS	1	\$ 400,000	\$ 400,000
	SUBTOTAL				\$ 2,336,000
	SUPPLEMENTAL WORK				
066595	WATER POLLUTION CONTROL MAINTENANCE SHARE	LS	1	\$ 3,000	\$ 3,000
066596	ADDITIONAL WATER POLLUTION CONTROL	LS	1	\$ 7,000	\$ 7,000
	SUBTOTAL				\$ 10,000
	STATE FURNISHED MATERIALS AND EXPENSES				
066105	RESIDENT ENGINEER OFFICE	LS	1	50,000	\$ 50,000
	UTILITY FEES/CONNECTION	LS	1	100,000	\$ 100,000
	SUBTOTAL				\$ 150,000
	SUBTOTAL				\$ 2,496,000

LENGTH IN MILES		PROJECT SUBTOTAL	\$ 2,496,000
COST PER MILE		CONTINGENCIES (20%)	\$ 499,200
MADE BY DANA HENDRIX		TOTAL	\$ 2,995,200
CHECKED BY	APPROVED		

07-VEN-33-L-5952

Attachment C

SHOPP Project Performance Output

Update Date: 12 19 2007		PPNO	EA	Program Code	Fiscal Year	RTL Date	Programming Information (\$1,000)		
District - County - Rte -PM							Construction \$	R/W 0	Support \$
07 - VEN - 33 - 11.3		3796	4H060K	352	2011	08 20 12	Project Manager : Hany Messiha		
Location: Ojai Maintenance Station							HQ Program Manager: Herby Lissade		
Project Description: Upgrade Existing Maintenance Yard due of operational inefficiency									
PROGRAM	ACCT. CODE 20.XX.	Ten Year Plan	Quantity of Performance Output				CCA	After Constr uction	PERFORMANCE units
			PID	PA&ED	RTL	CCA			
Approval Date									
Construction Cost (\$1,000)					Output Cost (\$1,000)			Output Cost (\$1,000)	
Right of Way Cost (\$1,000)									
Support Cost Cost (\$1,000)									
EMERGENCY RESPONSE									
Major Damage Restoration	201.130								Locations
Permanent Restoration	201.131								Locations
COLLISION REDUCTION									
Safety Improvements	201.010								Collision Reduce
Collision Severity Reduction	201.015								Collision Reduce
Median Barrier Upgrade	201.020								Centerline Miles
MANDATES									
Relinquishments	201.160								Lane Miles
Noise Attenuation for Schools	201.270								Locations
Railroad	201.325								Locations
Hazardous Waste Mitigation	201.330								Locations
Storm Water	201.335								Acres Treated / Pollutant
ADA Compliance	201.361								Curb Ramps
SHOPP TEA	201.736								Locations
BRIDGE PRESERVATION									
Bridge Rehabilitation	201.110								Bridges
Bridge Scour Mitigation	201.111								Bridges
Bridge Rail Replacement/Upgrade	201.112								Linear Feet
Bridge Seismic Restoration	201.113								Bridges
Bridge Widening	201.114								Bridges
Bridge Preservation	201.115								Bridges
Trans Permit Requirements for Bridges	201.322								Bridges
ROADWAY PRESERVATION									
Roadway Rehabilitation (3R)	201.120								Lane Miles
Pavement Preservation (CAPM)	201.121								Lane Miles
Pavement Rehabilitation (2R)	201.122								Lane Miles
Long-Life Pavement Corridors (4R)	201.125								Lane Miles
Roadway Protective Betterment	201.150								Locations
Drainage System Restoration	201.151								Culverts
Signs and Lighting Rehabilitation	201.170								Signs Light Fixtures
MOBILITY									
Operational Improvements	201.310								Daily Vehicle Hours of delay
Transportation Management Systems	201.315								Field Elements
Truck Inspection & WIM Facilities	201.321								Miles of fiber Locations
ROADSIDE PRESERVATION									
Highway Planting Restoration	201.210								Acres
Freeway Maintenance Access	201.230								Locations
Roadside Enhancement	201.240								Locations
Beautification and Modernization	201.245								Centerline Miles
Safety Roadside Rest Area Restoration	201.250								Locations
New Safety Roadside Rest Areas	201.260								Locations
FACILITIES									
Equipment Facilities	201.351								Locations
Maintenance Facilities	201.352	Yes	1,000	3000					Locations
Office Buildings	201.353								Locations
Materials Lab	201.354								Locations
Additional Performance Units									
Paved Shoulders									

07-VEN-33-L-5952

Attachment D

Long Form - Storm Water Data Report



Dist-County-Route: 07-VEN-33-Ojai Mtce. Yard

Post Mile (Kilometer Post) Limits: 11.2 (18.0)

Project Type: Building Demolition and Construction

EA: 4H060K

RU: 07-604

Program Identification: 201.352

Phase: [X]PID []PA/ED []PS&E

Regional Water Quality Control Board(s): Los Angeles RWQCB, Region 4

Is the project required to consider incorporating Treatment BMPs? [X]Yes []No

If yes, can Treatment BMPs be incorporated into the project? [X]Yes []No

If No, a Technical Data Report must be submitted to the RWQCB

at least 60 days prior to PS&E Submittal. List submittal date: _____

Total Disturbed Soil Area: 0.12 acres

Estimated Construction Start Date: 11-01-2009 Construction Completion Date: 11-01-2010

Notification of Construction (NOC) Date to be submitted: _____

Notification of ADL reuse (if Yes, provide date) []Yes Date: _____

Separate Dewatering Permit (if Yes, permit number) []Yes Permit #: _____ [X]No

This Report has been prepared under the direction of the following Licensed Person. The Licensed Person attests to the technical information contained herein and the data upon which recommendations, conclusions, and decisions are based. Professional Engineer or Landscape Architect stamp required at PS&E.

[Signature] Dana E. Hendrix, Registered Project Engineer Date: DECEMBER 18, 2007

I have reviewed the storm water quality design issues and find this report to be complete, current, and accurate:

[Signature] Hany Messiha Date: 12/17/07

[Signature] Roger Castillo, Designated Maintenance Representative Date: 12/11

[Signature] n Russak, Designated Landscape Architect Representative Date: 12-18-07

STAMP [required for PS&E only]

[Signature] Shirkey Pak, District/Regional SW Coordinator or Designee Date: 12/20/2007

07-VEN-33-L-5952

Attachment E

Memorandum

To: Dana Henderix
Office of Maintenance Engineering

Date: December 13, 2007
File: 07-VEN-L5724
Ojai Maint. Station
EA: 4H060K

From: Carlos Montez, Senior Environmental Planner
DEPARTMENT OF TRANSPORTATION
Division of Environmental Planning

Subject: Updating Environmental Studies

A Negative Declaration was approved on August 2001, under EA 215800, in order to rehabilitate the Ojai Maintenance Station. The purpose of this project is to construct a new office building with restrooms and showers, demolish and existing storage shed, and construct a new storage shed.

Currently, Environmental is preparing studies for the Historical Property Survey Report for Cultural and the Natural Environmental Study (Minimal Impacts) for Biology. Once the HPSR comes back negative from SHPO, all studies should be complete in two months. We should expect these studies to be completed by February 2008. Upon receipt of the studies we will issue an Environmental Re-Validation for this project.

In the event you have any questions you may contact me at 7-9116 or Andrea Mora at 7-6466. Thank you for your time.

Memorandum

To: Shafiqul Islam, Sr. Transportation Engineer
Office of Maintenance Engineering
Facilities Design

Date: October 25, 2007

File: Ojai Maintenance Station
Construct Office Bldg,
Demo/Rebuild Storage Bldg

From: DEPARTMENT OF TRANSPORTATION
Office of Environmental Engineering & Corridor Studies
Hazardous Waste Unit – North Region

EA: 07-604-4H060K

Subject: Request for Updated Hazardous Waste Assessment

This memo is sent in response to your August 14, 2007 request for an Updated Hazardous Waste Assessment for the planned construction of a new office building at the Ojai Maintenance facility. The proposed project also includes the demolition and rebuilding of the L-shaped storage building located on the north side of the property.

The Site Investigation conducted in 2002 (Task Order 07-215801-QP) that you noted in your memo included the location of the new office building. Soil samples from three borings in the area of the proposed office building were collected and analyzed for petroleum hydrocarbons, pesticides, herbicides, volatile and semi-volatile organic compounds, and the 17 heavy metals listed in Title 22 of the California Code of Regulations (CCRs). Of the constituents analyzed, minor concentrations of petroleum hydrocarbons as diesel and motor oil were detected. Additionally, of the 17 heavy metals listed in the CCRs, 13 were detected at levels below their respective Title 22 CCR toxicity levels. The four heavy metals: beryllium, selenium, silver, and thallium, were not detected above the laboratory detection limits. Based on these analytical results, soils excavated from the area of the proposed office building will not require special handling.

The scope of the proposed project has changed since our office conducted the site investigation noted above. The project now includes the demolition and rebuilding of the L-shaped storage building located on the north side of the property. The 2002 Site Investigation did not address the potential sources of hazardous materials associated with this added work.

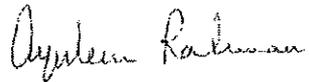
Before the storage building can be demolished, an Asbestos Survey must be conducted to determine if any of the building components have asbestos containing material (ACM). Additionally, a Lead Based Paint (LBP) Survey must be conducted to determine if any building component has been painted with lead-based paints. Information from the LBP and ACM surveys is needed to provide for public and worker safety; manage the demolition waste stream; and control disposal costs.

Soil in the area of the new storage building must be tested for possible contamination. When the project design information becomes available, please submit the preliminary project details and a request a Hazardous Waste Site Investigation for the storage building area.

A Site Investigation will not be initiated for the Asbestos and Lead Based Paint Surveys and the soil investigation until requested by your office. Please allow four to six months for the results to be reported to your office.

October 25, 2007
Shafiqul Islam
Ojai Mtc Station, EA4H060K
Page 2

Please inform us if there are any changes made to the scope of work. If you have any questions, please call me at extension 7-0670 or Sue McGinn at extension 7-4718.



Ayubur Rahman
Senior Transportation Engineer
District Hazardous Waste Coordinator -- North Region

cc: Dana Hendrix, Mtc. Design