

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT
Inland Rail Trail - Gap Connector

Resolution ATP-P-2122-05B

(will be completed by CTC)

1. FUNDING PROGRAM

- ☒ Active Transportation Program
- ☐ Local Partnership Program (Competitive)
- ☐ Solutions for Congested Corridors Program
- ☐ State Highway Operation and Protection Program
- ☐ Trade Corridor Enhancement Program

2. PARTIES AND DATE

- 2.1 This Project Baseline Agreement (Agreement) for the *Inland Rail Trail - Gap Connector*, effective on, January 27, 2022 (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, *San Diego Association of Governments (SANDAG)*, and the Implementing Agency, *San Diego Association of Governments (SANDAG)*, sometimes collectively referred to as the "Parties".

3. RECITAL

- 3.2 Whereas at its June 23, 2021 meeting the Commission approved the Active Transportation Program, and included in this program of projects the *Inland Rail Trail - Gap Connector*, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A and the Project Report attached hereto as Exhibit B, as the baseline for project monitoring by the Commission.
- 3.3 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

- 4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.
- 4.2 To adhere, as applicable, to the provisions of the Commission:
- ☒ Resolution G-21-46, "Adoption of Program of Projects for the Active Transportation Program", dated June 23, 2021
- ☐ Resolution *Insert Number*, "Adoption of Program of Projects for the Local Partnership Program", dated
- ☐ Resolution *Insert Number*, "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated
- ☐ Resolution *Insert Number*, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated
- ☐ Resolution *Insert Number*, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated

- 4.3 All signatories agree to adhere to the Commission's Active Transportation Program, Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.
- 4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.
- 4.5 The San Diego Association of Governments (SANDAG) agrees to secure funds for any additional costs of the project.
- 4.6 The San Diego Association of Governments (SANDAG) agrees to report to Caltrans on a quarterly basis; after July 2019, reports will be on a semi-annual basis on the progress made toward the implementation of the project, including scope, cost, schedule, outcomes, and anticipated benefits.
- 4.7 Caltrans agrees to prepare program progress reports on a quarterly basis; after July 2019, reports will be on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.
- 4.8 The San Diego Association of Governments (SANDAG) agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.9 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits during the course of the project, and retain those records for four years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 4.10 The Transportation Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for four years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

5.1 Project Schedule and Cost

See Project Programming Request Form, attached as Exhibit A.

5.2 Project Scope

See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.

5.3 Other Project Specific Provisions and Conditions

Attachments:

Exhibit A: Project Programming Request Form

Exhibit B: Project Report

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

Inland Rail Trail - Gap Connector

Resolution ATP-P-2122-05B



10/14/2021

Hasan Ikhrata

Date

Chief Executive Officer

Project Applicant



10/14/2021

Hasan Ikhrata

Date

Chief Executive Officer

Implementing Agency



11/30/21

for

Gustavo Dallarda

Date

District Director

California Department of Transportation



1.26.22

Toks Omishakin

Date

Director

California Department of Transportation



4/12/22

Mitchell Weiss

Date

Executive Director

California Transportation Commission

General Instructions

Amendment (Existing Project) No					Date:		11/22/21	
District		EA	Project ID		PPNO	MPO ID		
11								
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency				
SD	Inland Rail Trail			San Diego Association of Governments (SANDAG)				
				MPO		Element		
				SANDAG		Capital Outlay		
Project Manager/Contact			Phone		E-mail Address			
Madai Parra			619-699-1924		madai.parra@sandag.org			
Project Title								
Inland Rail Trail - Gap Connector								
Location (Project Limits), Description (Scope of Work)								
The project is located along the SPRINTER light-rail corridor between the Civic Center Transit Station to North Drive in the City of Vista.								
Component	Implementing Agency							
PA&ED	San Diego Association of Governments (SANDAG)							
PS&E	San Diego Association of Governments (SANDAG)							
Right of Way	San Diego Association of Governments (SANDAG)							
Construction	San Diego Association of Governments (SANDAG)							
Legislative Districts								
Assembly:	76		Senate:	3649		Congressional:	49	
Project Benefits								
This project closes a 2.2 mile gap in the Inland Rail Trail, resulting in a continuous 14 mile Class 1 facility designed for people of all ages and abilities. It will provide first/last mile connections to regional rail services as well as other employment, educational, residential, and recreational activity centers. Intersection improvements are also included in the project to enhance safety and walkability.								
Purpose and Need								
The project area lacks a dedicated Class 1 facility, with people using bike lanes on nearby streets, characterized by high average daily traffic volumes and high speeds.								
Category		Outputs				Unit	Total	
Active Transportation		Pedestrian/Bicycle facilities miles constructed				LF	11,665	
NHS Improvements	No		Roadway Class	NA		Reversible Lane analysis	No	
Inc. Sustainable Communities Strategy Goals			Yes		Reduces Greenhouse Gas Emissions		Yes	
Project Milestone						Existing	Proposed	
Project Study Report Approved						06/23/21		
Begin Environmental (PA&ED) Phase						08/28/14	08/28/14	
Circulate Draft Environmental Document				Document Type	CE		08/05/13	
Draft Project Report								
End Environmental Phase (PA&ED Milestone)						08/28/14	08/28/14	
Begin Design (PS&E) Phase						02/01/22	02/01/22	
End Design Phase (Ready to List for Advertisement Milestone)						01/16/25	01/16/25	
Begin Right of Way Phase						10/13/21	10/13/21	
End Right of Way Phase (Right of Way Certification Milestone)						09/27/24	09/27/24	
Begin Construction Phase (Contract Award Milestone)						09/01/25	09/01/25	
End Construction Phase (Construction Contract Acceptance Milestone)						08/16/28	08/16/28	
Begin Closeout Phase						08/17/28	08/17/28	
End Closeout Phase (Closeout Report)						08/17/29	08/17/29	

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento.

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 19 Feb 2020 v8.01j - ATP)

Date: 11/22/21**Additional Information**

SANDAG prioritizes improvements for walking and biking via its San Diego Forward: The 2019 Federal Regional Transportation Plan, which was adopted in 2019. This prioritization is influenced by the Regional Bike Plan Early Action Program (EAP), adopted by the SANDAG Board of Directors in 2013, a \$200 million program of active transportation projects. The Regional Plan also incorporates the 2011 update to the San Diego Regional Bicycle Plan. All of these identify the Inland Rail Trail as a priority mobility project for the region. The Regional Plan prioritizes smart growth in the County's urban corridors by providing people with safe, healthy, affordable, and convenient travel choices between the places where people live, work and play. Closure of this gap will enhance access to eight of the nine light rail stations along the alignment, which are identified as future Smart Growth areas.

ADA Notice

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 19 Feb 2020 v8.01j - ATP)

Date: 11/22/21

District	County	Route	EA	Project ID	PPNO	
11	SD	Inland Rail Trail				
Project Title: Inland Rail Trail - Gap Connector						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									San Diego Association of
PS&E									San Diego Association of
R/W SUP (CT)									San Diego Association of
CON SUP (CT)									San Diego Association of
R/W									San Diego Association of
CON									San Diego Association of
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	2,213							2,213	
PS&E			1,236					1,236	
R/W SUP (CT)									
CON SUP (CT)									
R/W	796		109					905	
CON						11,471		11,471	
TOTAL	3,009		1,345			11,471		15,825	

Fund No. 1:	ATP								Program Code
	Existing Funding (\$1,000s)								20.30.720
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E			1,236					1,236	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						10,821		10,821	
TOTAL			1,236			10,821		12,057	

Fund No. 2:	TransNet Local Sales Tax								Program Code
	Existing Funding (\$1,000s)								
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									San Diego Association of Governer
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	2,213							2,213	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	796		109					905	
CON									
TOTAL	3,009		109					3,118	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 19 Feb 2020 v8.01j - ATP)

Complete this page for amendments only**Date:** 11/22/21

District	County	Route	EA	Project ID	PPNO	
11	SD	Inland Rail Trail				

SECTION 1 - All Projects**Project Background****Programming Change Requested****Reason for Proposed Change**

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information**SECTION 2 - For SB1 Projects Only**

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

Active Transportation Program Benefits Form

Project Information	
Project Title: Inland Rail Trail Gap Connector	Date: 8/25/2021
Project Identifier (EA, PPNO, etc):	

Contact Information	
Nominating Agency: San Diego Associaton of Governments (SANDAG)	Agency Completing Form: SANDAG
Contact Person: Chris Kluth Phone: (619) 699-1952	Contact Person: Chris Kluth Phone: (619) 699-1924
Email Address: Chris.Kluth@sandag.org	Email Address: Chris.Kluth@sandag.org

ATP Indicator	Measures/Outcomes	Unit	Current	Projected	
				Outcome	Year
Counts	Bicycle Counts	Each	0	126	2029
	Pedestrian Counts	Each	0	96	2029

In the space below, qualitatively explain the assumptions and methodologies used for the proposed outcomes.

For current counts we are reporting consistent with the INTERIM COUNT METHODOLOGY GUIDANCE FOR ACTIVE TRANSPORTATION PROGRAM (ATP): "New facilities, such as a new Class 1 trail, do not require pre-construction user counts. The initial user count will be assumed to be zero." For the Projected Outcome, we are using an average daily bike volume from an already-constructed segment of the Inland Rail Trail (Phase 1) in 2019 with the expectation that we will have similar bike volumes on this to-be-completed Gap Connector segment farther north. The pedestrian counts are estimated as a ratio derived from counts at this same location but using a period when the community college adjacent to that count site was not in session as this land use / demand is inconsistent with the land use / demand adjaent to the Gap Connector segment where we will do post-construction 24-hour bike, ped, and other ped-assisted device counts.

Inland Rail Trail - City of Vista Segment - PA&ED Documentation

NEPA/CEQA RE-VALIDATION FORM

DIST./CO./RTE.	SANDAG
PM/PM	NA
E.A. or Fed-Aid Project No.	RPSTPLE-6066(104)
Other Project No. (specify)	NA
PROJECT TITLE	NA
ENVIRONMENTAL APPROVAL TYPE	CE
DATE APPROVED	8/5/13
REASON FOR CONSULTATION (23 CFR 771.129)	Check reason for consultation: ☐ Project proceeding to next major federal approval ☒ Change in scope, setting, effects, mitigation measures, requirements ☐ 3-year timeline (EIS only) ☐ N/A (Re-Validation for CEQA only)
DESCRIPTION OF CHANGED CONDITIONS	Briefly describe the changed conditions or new information on page 2. Append continuation sheet(s) as necessary. Include a revised Environmental Commitments Record (ECR) when applicable.

NEPA CONCLUSION - VALIDITY

Based on an examination of the changed conditions and supporting information: [Check ONE of the three statements below, regarding the validity of the original document/determination (23 CFR 771.129). If document is no longer valid, indicate whether additional public review is warranted and whether the type of environmental document will be elevated.]

- ☐ The original environmental document or CE remains valid. No further documentation will be prepared.
- ☒ The original environmental document or CE is in need of updating; further documentation has been prepared and ☒ is included on the continuation sheet(s) or ☒ is attached. With this additional documentation, the original ED or CE remains valid.
- Additional public review is warranted (23 CFR 771.111(h)(3)) Yes ☐ No ☒
- ☐ The original document or CE is no longer valid.
- Additional public review is warranted (23 CFR 771.111(h)(3)) Yes ☐ No ☐
- Supplemental environmental document is needed. Yes ☐ No ☐
- New environmental document is needed. Yes ☐ No ☐ (If "Yes," specify type: _____)

CONCURRENCE WITH NEPA CONCLUSION

I concur with the NEPA conclusion above.

Signature: Environmental Branch Chief

8/28/14
Date

Signature: Project Manager/DLAE

8/28/14
Date

CEQA CONCLUSION : (Only mandated for projects on the State Highway System.)

Based on an examination of the changed conditions and supporting information, the following conclusion has been reached regarding appropriate CEQA documentation: (Check ONE of the five statements below, indicating whether any additional documentation will be prepared, and if so, what kind. If additional documentation is prepared, attach a copy of this signed form and any continuation sheets.)

- ☐ Original document remains valid. No further documentation is necessary.
- ☐ Only minor technical changes or additions to the previous document are necessary. An addendum has been or will be ☐ prepared and is ☐ included on the continuation sheets or ☐ will be attached. It need not be circulated for public review. (CEQA Guidelines, §15164)
- ☐ Changes are substantial, but only minor additions or changes are necessary to make the previous document adequate. A Supplemental environmental document will be prepared, and it will be circulated for public review. (CEQA Guidelines, §15163)
- ☐ Changes are substantial, and major revisions to the current document are necessary. A Subsequent environmental document will be prepared, and it will be circulated for public review. (CEQA Guidelines, §15162) (Specify type of subsequent document, e.g., Subsequent FEIR:)
- ☐ The CE is no longer valid. New CE is needed. Yes ☐ No ☐

CONCURRENCE WITH CEQA CONCLUSION

I concur with the CEQA conclusion above.

Signature: Environmental Branch Chief

Date

Signature: Project Manager/DLAE

Date

NEPA/CEQA RE-VALIDATION FORM

CONTINUATION SHEET(S)

Address only substantial changes or substantial new information since approval of the original document and only those areas that are applicable. Use the list below as section headings as they apply to the project change(s). Use as much or as little space as needed to adequately address the project change(s) and the associated impacts, minimization, avoidance and/or mitigation measures, if any.

Changes in project design, e.g., substantial scope change; a new alternative; change in project alignment

SANDAG proposes to obtain temporary construction easements on the first four properties listed in the table below for construction staging. Each is undeveloped and vacant and located adjacent to the project and railroad right of way. Permanent and temporary acquisition is proposed on a corner piece of the fifth property in the table (Arseneau). The affected portion of the fifth property includes a wall and ornamental landscaping adjacent to a developed City street. The property is an industrial use used for vehicle storage. The easement and acquisition are required in order to improve line of sight at the intersection and to construct sidewalk and gutter per the City's requirements. SANDAG had biologists perform field review and desktop research on all 5 of the parcels; they determined no potential for sensitive biological resources. The properties are shown on the attached figures.

Owner	Area	Use
Marsella	10,000sf (.22 acre)	Temporary construction easement
Knox Jones	11,000sf (.25 acre)	Temporary construction easement
Montgomery	10,000sf (.22 acre)	Temporary construction easement
Colucci	15,000sf (.34 acre)	Temporary construction easement
Arseneau (Redlands/Orange St)	1,000sf (.02 acre)	Temporary construction easement; permanent acquisition

Changes in environmental setting, e.g., new development affecting traffic or air quality;

Changes in environmental circumstances, e.g., a new law or regulation; change in the status of a listed species.

Changes to environmental impacts of the project, e.g., a new type of impact, or a change in the magnitude of an existing impact.

Changes to avoidance, minimization, and/or mitigation measures since the environmental document was approved.

During final design of the Project, SANDAG staff determined that the adopted language of BIO-21, which is presented below, would not be feasible to implement. Because of the proximity of proposed Buena Creek bridge to the SPRINTER rail line, it would not be feasible to install the bridge during the hours of passenger rail service operation (every 30 minutes approximately 4 a.m. to 9 p.m., with later trains on Fridays and Saturdays). Therefore, night time construction activities are required in order install the bridge without potentially substantial interruptions to SPRINTER passenger rail service.

BIO-21

To protect nocturnal riparian species during construction, no night work (defined as the period between one hour prior to dusk and one hour after dawn) shall be permitted within 100 feet of the Buena Creek riparian corridor.

As a result, staff proposes the following revised language for BIO-21, which would allow for feasible construction of the Buena Creek bridge.

Revised BIO-21

To protect nocturnal riparian species during construction, night time (defined as the period between one hour prior to dusk and one hour after dawn) work within 100 feet of the Buena Creek riparian corridor shall be limited to "short periods" defined as lasting no longer than 7 consecutive nights.

In addition to the revised language, the following work window will now be constituted in the for the work required in Buena Creek:

NEPA/CEQA RE-VALIDATION FORM

Construction should be restricted to Sept 1-February 14, which is outside of the nesting season. If work is proposed in the nesting season, a pre-construction survey needs to be done by a qualified biologist in the work area and at least 100 feet beyond. The biologist must ensure that nesting birds would not be adversely affected.

Changes to environmental commitments since the environmental document was approved, e.g., the addition of new conditions in permits or approvals. When this applies, append a revised Environmental Commitments Record (ECR) as one of the Continuation Sheets.

Inland Rail Trail - City of Vista Segment - PA&ED Documentation
CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM

SANDAG	NA	NA	RPSTPLE-6066(104)
Dist.-Co.-Rte. (or Local Agency)	P.M/P.M.	E.A. (State project) /Project No.	Federal-Aid Project No. (Local project)/ Proj. No.
PROJECT DESCRIPTION: (Briefly describe project, purpose, location, limits, right-of-way requirements, and activities involved in this box. <i>Use Continuation Sheet, if necessary</i>)			
SANDAG proposes to design and construct a bike path along the SR78 Corridor within or adjacent to railroad right-of-way. The original project was CML-5381(003) with a CE dated 11/16/00 and was revalidated on 8/5/13. The latter project has been closed out and assumed by SANDAG. The conditions of the 8/5/13 revalidation will be adhered to.			
CEQA COMPLIANCE (for State Projects only) Based on an examination of this proposal, supporting information, and the following statements (See 14 CCR 15300 et seq.): • If this project falls within exempt class 3, 4, 5, 6 or 11, it does not impact an environmental resource of hazardous or critical concern where designated, precisely mapped and officially adopted pursuant to law. • There will not be a significant cumulative effect by this project and successive projects of the same type in the same place, over time. • There is not a reasonable possibility that the project will have a significant effect on the environment due to unusual circumstances. • This project does not damage a scenic resource within an officially designated state scenic highway. • This project is not located on a site included on any list compiled pursuant to Govt. Code § 65962.5 ("Cortese List"). • This project does not cause a substantial adverse change in the significance of a historical resource.			
CALTRANS CEQA DETERMINATION (Check one) ☐ Exempt by Statute. (PRC 21080[b]; 14 CCR 15260 et seq.) Based on an examination of this proposal, supporting information, and the above statements, the project is: ☐ Categorically Exempt. Class _____. (PRC 21084; 14 CCR 15300 et seq.) ☐ Categorically Exempt. General Rule exemption. [This project does not fall within an exempt class, but it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment (CCR 15061[b][3])] Print Name: Environmental Branch Chief _____ Print Name: Project Manager/DLA Engineer _____ Signature _____ Date _____ Signature _____ Date _____			
NEPA COMPLIANCE In accordance with 23 CFR 771.117, and based on an examination of this proposal and supporting information, the State has determined that this project: • does not individually or cumulatively have a significant impact on the environment as defined by NEPA and is excluded from the requirements to prepare an Environmental Assessment (EA) or Environmental Impact Statement (EIS); and • has considered unusual circumstances pursuant to 23 CFR 771.117(b) (http://www.fhwa.dot.gov/hep/23cfr771.htm - sec.771.117). In non-attainment or maintenance areas for Federal air quality standards, the project is either exempt from all conformity requirements, or conformity analysis has been completed pursuant to <u>42 USC 7506(c)</u> and <u>40 CFR 93.126, 40 CFR 93.127, 40 CFR 93.128.</u>			
CALTRANS NEPA DETERMINATION (Check one) ☒ 23 USC 326: The State has been assigned, and hereby certifies that it has carried out, the responsibility to make this determination pursuant to Chapter 3 of Title 23, United States Code, Section 326 and a Memorandum of Understanding (MOU) dated June 7, 2010, executed between the FHWA and the State. The State has determined that the project is a Categorical Exclusion under: ☒ 23 CFR 771.117(c): activity (c) <u>(3)</u> ☐ 23 CFR 771.117(d): activity (d) <u>()</u> ☐ Activity _____ listed in Appendix A of the MOU between FHWA and the State ☐ 23 USC 327: Based on an examination of this proposal and supporting information, the State has determined that the project is a CE under 23 USC 327. Kevin Hovey _____ Erwin Gojuangco _____ Print Name: Environmental Branch Chief Print Name: Project Manager/DLA Engineer Signature _____ Date <u>8/5/13</u> Signature <u>[Signature]</u> Date <u>8/5/13</u>			
Date of Categorical Exclusion Checklist completion:		Date of ECR or equivalent:	

Briefly list environmental commitments on continuation sheet. Reference additional information, as appropriate (e.g., air quality studies, documentation of conformity exemption, FHWA conformity determination if 23 USC 327 project; §106 commitments; §4(f); §7 results; Wetlands Finding; Floodplain Finding; additional studies; and design conditions).

Inland Rail Trail - City of Vista Segment - PA&ED Documentation

NEPA/CEQA RE-VALIDATION FORM

DIST./CO./RTE.	SANDAG
PM/PM	NA
E.A. or Fed-Aid Project No.	CML-5381(003)
Other Project No. (specify)	NA
PROJECT TITLE	Inland Rail Trail
ENVIRONMENTAL APPROVAL TYPE	CE
DATE APPROVED	11/16/00
REASON FOR CONSULTATION (23 CFR 771.129)	Check reason for consultation: ☐ Project proceeding to next major federal approval ☐ Change in scope, setting, effects, mitigation measures, requirements ☐ 3-year timeline (EIS only) ☐ N/A (Re-Validation for CEQA only)
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NEPA CONCLUSION - VALIDITY

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- ☐ The original document or CE is no longer valid.
- Additional public review is warranted (23 CFR 771.111(h)(3)) Yes ☐ No ☐
- Supplemental environmental document is needed. Yes ☐ No ☐
- New environmental document is needed. Yes ☐ No ☐ (If "Yes," specify type: _____)

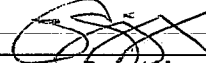
CONCURRENCE WITH NEPA CONCLUSION

I concur with the NEPA conclusion above.

Signature: Environmental Branch Chief

8/5/13

Date



Signature: Project Manager/DLAE

8/5/13

Date

CEQA CONCLUSION : (Only mandated for projects on the State Highway System.)

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- ☐ The CE is no longer valid. New CE is needed. Yes ☐ No ☐

CONCURRENCE WITH CEQA CONCLUSION

I concur with the CEQA conclusion above.

Signature: Environmental Branch Chief

Date

Signature: Project Manager/DLAE

Date

NEPA/CEQA RE-VALIDATION FORM

CONTINUATION SHEET(S)

Address only substantial changes or substantial new information since approval of the original document and only those areas that are applicable. Use the list below as section headings as they apply to the project change(s). Use as much or as little space as needed to adequately address the project change(s) and the associated impacts, minimization, avoidance and/or mitigation measures, if any.

Changes in project design, e.g., substantial scope change; a new alternative; change in project alignment

There have been alignment changes since the 2000 CE was completed; the updated and new technical studies have covered all these new areas. The entire project was revalidated.

Changes in environmental setting, e.g., new development affecting traffic or air quality;

There have been setting changes throughout the entire corridor; the updated and new technical studies have covered all these new areas. The entire project was revalidated.

Changes in environmental circumstances, e.g., a new law or regulation; change in the status of a listed species.

There have been changes in environmental circumstances and in status of species; the updated and new technical studies have covered all these new areas. The entire project was revalidated.

Changes to environmental impacts of the project, e.g., a new type of impact, or a change in the magnitude of an existing impact.

NA

Changes to avoidance, minimization, and/or mitigation measures since the environmental document was approved.

Yes, these are update below.

Changes to environmental commitments since the environmental document was approved, e.g., the addition of new conditions in permits or approvals. When this applies, append a revised Environmental Commitments Record (ECR) as one of the Continuation Sheets.

Biological Conditions:

All commitments within the December NES last signed on 12-27-12 will be adhered to without waiver.

Since there will be a spring blooming season before the start of construction in Fall 2014, have another Brodiaea survey performed, and advise me of the results. Clarification: another Brodiaea survey would be performed "for any construction activities that begin on or after May 1st" (May 1st is the start of the blooming season).

Protect outlying plants (between the proposed bike trail and Sprinter tracks) in place with exclusionary fencing during construction to ensure their protection.

CIA Conditions:

Final design of the trail will include coordination with local jurisdictions to consider aesthetic treatments and landscaping. Design guidelines from the document, *Planning and Designing for Pedestrians, Model Guidelines for the San Diego Region*, will be incorporated as feasible or appropriate.

Temporary impacts to traffic flow as a result of construction would be minimized through construction phasing and signage.

NEPA/CEQA RE-VALIDATION FORM

Hazardous Waste Conditions:

If stained and odorous soil is encountered, this material should be segregated and characterized to evaluate its suitability for project reuse or offsite disposal.

It utility lines consisting of asbestos-containing pipe will require proper handling and disposal in accordance with regulatory requirements.

Determination

On the basis of the initial evaluation that follows:

☐	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
☒	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
☐	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
☐	I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
☐	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required

Signature: 	Date: 7-16-13
Printed Name: Rob Rundle, Principal Regional Planner	For: San Diego Association of Governments

Inland Rail Trail - City of Vista Segment - PA&ED Documentation

NEPA/CEQA RE-VALIDATION FORM

DIST./CO./RTE.	SANDAG
PM/PM	N/A
E.A. or Fed-Aid Project No.	RPSTPLE-6066(104) [previously CML-5381(003) with a CE dated 11/16/2000]
Other Project No. (specify)	N/A
PROJECT TITLE	Inland Rail Trail
ENVIRONMENTAL APPROVAL TYPE	CE
DATE APPROVED	8/5/2013
REASON FOR CONSULTATION (23 CFR 771.129)	<i>Check reason for consultation:</i> ☒ Project proceeding to next major federal approval ☐ Change in scope, setting, effects, mitigation measures, requirements ☐ 3-year timeline (EIS only) ☐ N/A (Re-Validation for CEQA only)
DESCRIPTION OF CHANGED CONDITIONS	No project changes; proceeding to next project milestone.

NEPA CONCLUSION - VALIDITY

Based on an examination of the changed conditions and supporting information: [Check ONE of the three statements below, regarding the validity of the original document/determination (23 CFR 771.129). If document is no longer valid, indicate whether additional public review is warranted and whether the type of environmental document will be elevated.]

- ☒ The original environmental document or CE remains valid. No further documentation will be prepared.
- ☐ The original environmental document or CE is in need of updating; further documentation has been prepared and ☐ is included on the continuation sheet(s) or ☐ is attached. With this additional documentation, the original ED or CE remains valid.
- Additional public review is warranted (23 CFR 771.111(h)(3)) Yes ☐ No ☐
- ☐ The original document or CE is no longer valid.
- Additional public review is warranted (23 CFR 771.111(h)(3)) Yes ☐ No ☐
- Supplemental environmental document is needed. Yes ☐ No ☐
- New environmental document is needed. Yes ☐ No ☐ (If "Yes," specify type: _____)

CONCURRENCE WITH NEPA CONCLUSION

I concur with the NEPA conclusion above.

Signature: Environmental Branch Chief

11/11/16
Date

Signature: Project Manager/DLAE

1.11.16
Date

CEQA CONCLUSION : (Only mandated for projects on the State Highway System.)

Based on an examination of the changed conditions and supporting information, the following conclusion has been reached regarding appropriate CEQA documentation: (Check ONE of the five statements below, indicating whether any additional documentation will be prepared, and if so, what kind. If additional documentation is prepared, attach a copy of this signed form and any continuation sheets.)

- ☐ Original document remains valid. No further documentation is necessary.
- ☐ Only minor technical changes or additions to the previous document are necessary. An addendum has been or will be ☐ prepared and is ☐ included on the continuation sheets or ☐ will be attached. It need not be circulated for public review. (CEQA Guidelines, §15164)
- ☐ Changes are substantial, but only minor additions or changes are necessary to make the previous document adequate. A Supplemental environmental document will be prepared, and it will be circulated for public review. (CEQA Guidelines, §15163)
- ☐ Changes are substantial, and major revisions to the current document are necessary. A Subsequent environmental document will be prepared, and it will be circulated for public review. (CEQA Guidelines, §15162) (Specify type of subsequent document, e.g., Subsequent FEIR.)
- ☐ The CE is no longer valid. New CE is needed. Yes ☐ No ☐

CONCURRENCE WITH CEQA CONCLUSION

I concur with the CEQA conclusion above.

Signature: Environmental Branch Chief

Date

Signature: Project Manager/DLAE

Date

PRELIMINARY ENVIRONMENTAL STUDY (PES) FORMAgency (Dist-Co-Rte-Agency): 11-SD-0-SM

Project Number (Federal Prog. Prefix-Proj.No. (Agrmnt No.): _____

Project Location: Within the cities of Oceanside, Vista, San Marcos and Escondido and the County of San DiegoProject Description: Construct a Bike Trail along the NCTD Oceanside to Escondido Rail Line within Railroad right of way and on city streets.**EXAMINE FOR POTENTIAL EFFECTS ON THE ENVIRONMENT, DIRECT OR INDIRECT, AND ANSWER THE FOLLOWING QUESTIONS**

A. The Physical Environment	<u>Yes</u>	<u>To Be Determined</u>	<u>No</u>
1. Is the project a Type I project as defined in 23 CFR 772.5(h); "construction on new location or the physical alteration of an existing highway which significantly changes either the horizontal or vertical alignment or increases the number of through-traffic lanes."	_____	_____	_____X_____
2. Are there water resources (rivers, streams, bays, inlets, lakes, drainage sloughs) within or immediately adjacent to the project area?	_____X_____	_____	_____
3. Is project within a designated sole-source aquifer?	_____	_____	_____X_____
4. Is project within the State Coastal Zone?	_____X_____	_____	_____
5. Is the construction area located within a regulatory floodway or within the base floodplain (100-year) elevation of a water course or lake?	_____X_____	_____	_____
6. Is the project within or immediately adjacent to a Wild and Scenic River System?	_____	_____	_____X_____
7. Is there a potential for a federally-listed, threatened, or endangered species (including candidate species) or their critical or sensitive habitat within the construction area?	_____X_____	_____	_____
8. Is there a potential for wetlands within the construction area?	_____X_____	_____	_____
9. Is there a potential for agricultural wetlands within the construction area?	_____	_____	_____X_____
10. Air Quality			
a. Is the project included in a currently conforming regional transportation plan (RTP) and transportation improvement program (TIP) and that there have been no substantial changes in the design concept and scope as used in the TIP?	_____X_____	_____	_____
b. Is the project exempt from the requirement to determine conformity (40 CFR 93.126)?	_____X_____	_____	_____
11. Is the project in a non-attainment or maintenance area? (National Ambient Air Quality Standards)	_____X_____	_____	_____

Inland Rail Trail - City of Vista Segment - PA&ED Documentation
CATEGORICAL EXEMPTION
CATEGORICAL EXCLUSION/PROGRAMMATIC CATEGORICAL EXCLUSION
DETERMINATION FORM

11-SD-0-SMCs

11-117374

CML 5381(003)

Dist.-Co.-Rte. (or Local Agency)

K.P./P.M.)

E.A. (State project)

Proj. No. (Local project)
(Fed.Prog. Prefix
Proj. No., Agr. No.)

PROJECT DESCRIPTION: (Briefly describe project, purpose, location, limits, right-of-way requirements, and activities involved.)

Design and Construct Bike Path along SR78 Corridor within railroad right of way from Escondido to Oceanside Transit Centers

CEQA COMPLIANCE

LOCAL ASSISTANCE PROJECTS: Record of CEQA compliance is attached. **X**

STATE PROJECTS:

Categorical Exemption (See 14 CCR 15300 et seq.)

- If this project falls within exempt class 3, 4, 5, 6 or 11, it does not impact an environmental resource of hazardous or critical concern where designated, precisely mapped and officially adopted pursuant to law.
- There will not be a significant cumulative effect by this project and successive projects of the same type in the same place, over time.
- There is not a reasonable possibility that the project will have a significant effect on the environment due to unusual circumstances.
- This project does not damage a scenic resource within an officially designated state scenic highway.
- This project is not located on a site included on any list compiled pursuant to Govt. Code § 65962.5 ("Cortese List").
- This project does not cause a substantial adverse change in the significance of a historical resource.

CALTRANS CEQA DETERMINATION (for State Projects only)

☐ Exempt by Statute (PRC 21080)

Based on an examination of this proposal, supporting information, and the above statements, the project is:

☐ Categorically Exempt. Class ___, or ☐ General Rule exemption (This project does not fall within an exempt class, but it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment [CCR 15061(b)(3)])

Signature: Environmental Office Chief

Date

Signature: Project Manager

Date

NEPA COMPLIANCE (23 CFR 771.117)

CATEGORICAL EXCLUSION

- This project does not have a significant impact on the environment as defined by the NEPA.
- This project does not involve substantial controversy on environmental grounds.
- This project does not involve significant impacts on properties protected by Section 4(f) of the DOT Act or Section 106 of the National Historic Preservation Act.
- In nonattainment or maintenance areas for Federal air quality standards: this project comes from a currently conforming plan and Transportation Improvement Program.
- This project is consistent with all Federal, State, & local laws, requirements or administrative determinations relating to the environmental aspects of this action.

PROGRAMMATIC CATEGORICAL EXCLUSION

☐ Based on the evaluation of this project and supporting documentation in the project files, all the conditions of the September 7, 1990 Programmatic Categorical Exclusion have been met.

CALTRANS NEPA DETERMINATION

Based on an examination of this proposal, supporting information, and the above statements, it is determined that the project is a:

☒ Categorical Exclusion

☐ Programmatic Categorical Exclusion

Signature: Environmental Office Chief
(for all State & Local CEs)

8/23/00
Date

Signature: Project Manager/DLA Engineer
(PM: for all State CEs / DLAE: for Local Asst. PCEs)

8/23/00
Date

FHWA DETERMINATION (if applicable)

Based on the evaluation of this project and the statements above, it is determined that the project meets the criteria of and is properly classified as a Categorical Exclusion.

Signature: FHWA Transportation Engineer

Date

X Additional information attached or referenced, as appropriate (e.g. Mitigation commitments for NEPA only ; Air Quality studies and documentation of exemption from regional conformity or use of CO Protocol; §106 commitments; §4(f) or Programmatic §4(f); date of COE nationwide permit; § 7 species survey results; Wetlands Finding; Floodplain Finding; additional studies; design conditions; Local Agency NOE.)