

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT

OC Loop Segment P and Q

Resolution ATP-P-2425-05B
(to 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) effective on March 20, 2025 (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, Orange County, and the Implementing Agency, Orange County, sometimes collectively referred to as the "Parties".

3. RECITAL

- 3.1 Whereas at its 12/7/2022 meeting the Commission approved the Active Transportation Program and included in this program of projects the OC Loop Segment P and Q, 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*, the Project Report attached hereto as *Exhibit B*, the Performance Metrics Form, if applicable, attached hereto as *Exhibit C*, as the baseline for project monitoring by the Commission.
- 3.2 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-22-70, "Adoption of Program of Projects for the Active Transportation Program", dated 12/7/2022
- ☐ Resolution, "Adoption of Program of Projects for the Local Partnership Program", dated
- ☐ Resolution, "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated
- ☐ Resolution, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated
- ☐ Resolution, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated

- 4.3 All signatories agree to adhere to the Commission's 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 Orange County agrees to secure funds for any additional costs of the project.
- 4.6 Orange County agrees to report to Caltrans on a quarterly basis; on the progress made toward the implementation of the project, including scope, cost, schedule, and anticipated benefits/performance metric outcomes.
- 4.7 Caltrans agrees to prepare program progress reports 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 Orange County 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 Orange County agrees to submit a timely Project Performance Analysis as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.10 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 and performance metric outcomes during the course of the project, and retain those records for six years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 4.11 The 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 six 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.

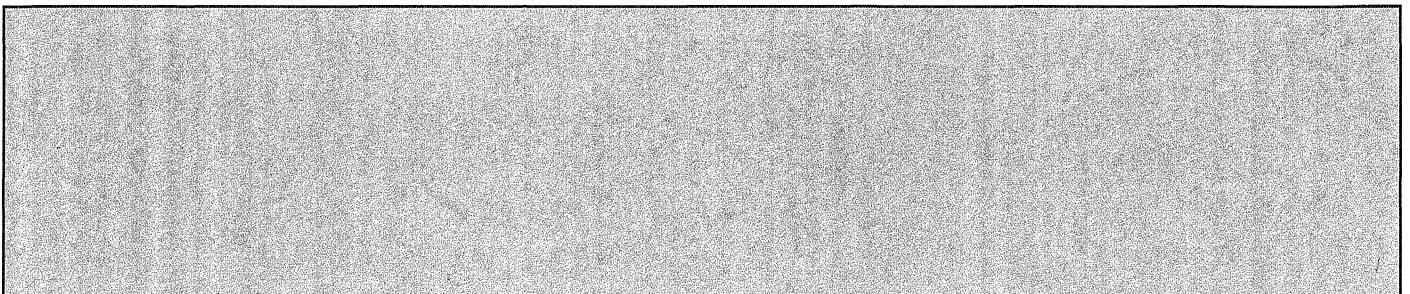
5.2 Project Scope

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 Performance Metrics

See Performance Metrics Form, if applicable, attached as Exhibit C.

5.4 Additional Provisions and Conditions *(Please attach an additional page if additional space is needed.)*



Attachments:

Exhibit A: Project Programming Request Form

Exhibit B: Project Report

Exhibit C: Performance Metrics Form *(if applicable)*

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

Project Name OC Loop Segment P and Q

Resolution ATP-P-2425-05B

(to be completed by CTC)



Kevin Onuma

Director of Orange County Public Works (Interim)

Project Applicant

11/25/24

Date



Kevin Onuma

Director of Orange County Public Works (Interim)

Implementing Agency

11/25/24

Date



Lan Zhou

District Director

California Department of Transportation

02/12/2025

Date



Tony Tavares

Director

California Department of Transportation

03/13/2025

Date



Tanisha Taylor

Executive Director

California Transportation Commission

05/21/2025

Date

PROJECT PROGRAMMING REQUEST

LAPG -25I (Revised 28 Feb 2022 v1.01)

General Instructions

Amendment (Existing Project) No					Date:	2/7/25
District	EA	Project ID		PPNO	MPO ID	
12				1309		ATP
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency		
ORA	N/A			Orange County		
				MPO	Element	
				SCAG	Local Assistance	
Project Manager/Contact		Phone		E-mail Address		
Sonica Kohli		(714) 647-3910		Sonica.Kohli@ocpw.ocgov.com		
Project Title						
OC Loop Segment P and Q						
Location (Project Limits), Description (Scope of Work)						
OC Loop Segment P and Q, Coyote Creek Bikeway within flood control channel from Artesia Boulevard in La Mirada/Buena Park to La Mirada Boulevard in Buena Park. The project will construct a Class I trail along the Coyote Creek Flood Channel (1.6 miles) that closes a gap along the 66-mile multi-modal regional route known as the 'OC Loop'.						
Component						
PA&ED		Implementing Agency				
PS&E		Orange County				
Right of Way		Orange County				
Construction		Orange County				
Legislative Districts						
Assembly:	57, 65	Senate:	32	Congressional:	38,39	
Project Benefits						
The Coyote Creek Class I Bikeway (Segments P and Q) will close a major gap in the 66-mile regional Class I multi-purpose trail called the OC Loop. This gap closure, spanning 1.6 miles, will increase the use of active transportation travel modes, enhance safety and mobility for non-motorized users, advance efforts to achieve greenhouse gas reduction goals and improve accessibility.						
Purpose and Need						
Within the confines of the 1.6 mile Segments P & Q, the Class I bikeway will provide accesses to thousands of jobs, disadvantaged community housing, essential services (including grocery stores, medical services, banks, restaurants), a new planned Multimodal Metrolink Station; three schools and two parks. The Class I protected bikeway avoids unsafe multiple high-speed arterials and industrial trucking routes, while providing access to multimodal transportation.						
Category		Outputs			Unit	Total
Active Transportation		Pedestrian/Bicycle facilities miles constructed			LF	8,448
ADA Improvements		New curb ramp installed			EA	4
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					10/19/21	
Begin Environmental (PA&ED) Phase					12/24/19	12/24/19
Circulate Draft Environmental Document				Document Type	ND	11/16/20
Draft Project Report					11/30/20	11/16/20
End Environmental Phase (PA&ED Milestone)					12/13/21	06/07/22
Begin Design (PS&E) Phase					06/10/22	06/08/22
End Design Phase (Ready to List for Advertisement Milestone)					07/29/24	02/28/26
Begin Right of Way Phase					09/04/23	08/07/23
End Right of Way Phase (Right of Way Certification Milestone)					03/27/25	01/17/26
Begin Construction Phase (Contract Award Milestone)					06/02/25	06/28/26
End Construction Phase (Construction Contract Acceptance Milestone)					12/18/27	12/31/28
Begin Closeout Phase					01/10/28	01/01/29
End Closeout Phase (Closeout Report)					12/29/28	06/30/29

PROJECT PROGRAMMING REQUEST

LAPG -25I (Revised 28 Feb 2022 v1.01)

Date: 2/7/25

Additional Information

The project will bridge the last significant gap in the 15.6 mile San Gabriel River/Coyote Creek multi-purpose trail, a subset of the 66 mile, 88% complete OC Loop, immediately providing access to the beach, 24 parks, 121,400 residences, 859 businesses/services, and 19 schools including CSU Long Beach within a half mile of the Bikeway.

The project is included in the 2008 Coyote Creek Bikeway Master Plan (Rivers and Mountains Conservancy), 2009 OCTA Commuter Bikeway Strategic Plan, 2012 OCTA Fourth District Bikeways Strategy, 2014 County of Orange General Plan, 2015 OC Loop Gap Feasibility Study (OC Parks), 2022 Bicycle Capital Improvement Program, OC Loop 70/30 Plan, and the 2019 OC Active Report.

PROJECT PROGRAMMING REQUEST

LAPG -25I (Revised 28 Feb 2022 v1.01)

Date: 2/7/25

District	County	Route	EA	Project ID	PPNO	
12	ORA	N/A			1309	ATP
Project Title: OC Loop Segment P and Q						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									Orange County
PS&E									Orange County
R/W SUP (CT)									Orange County
CON SUP (CT)									Orange County
R/W									Orange County
CON									Orange County
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	1,858							1,858	
PS&E	4,277							4,277	
R/W SUP (CT)									
CON SUP (CT)									
R/W		6,400						6,400	
CON				47,652				47,652	
TOTAL	6,135	6,400		47,652				60,187	

Fund No. 1:	ATP Infrastructure Cycle 6								Program Code
Existing Funding (\$1,000s)									20.30.720.100
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	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									
R/W SUP (CT)									
CON SUP (CT)									
R/W		5,699						5,699	
CON				40,222				40,222	
TOTAL		5,699		40,222				45,921	

Fund No. 2:	ATP Infrastructure Cycle 3A								Program Code
Existing Funding (\$1,000s)									20.30.720.100
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	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)	739							739	
PS&E	1,201							1,201	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,940							1,940	

Fund No. 3:	Local Funds								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Orange County
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	1,119							1,119	
PS&E	3,076							3,076	
R/W SUP (CT)									
CON SUP (CT)									
R/W		701						701	
CON				7,430				7,430	
TOTAL	4,195	701		7,430				12,326	

Fund No. 4:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 5:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									



NEPA/CEQA RE-VALIDATION FORM

DIST-CO-RTE: 12/Ora/Orange County
PM/PM:
EA or Fed-Aid Project No.: ATPL-5955 (112)
Other Project No. (specify): N/A
Project Title: OC Loop Segments O, P, and Q Coyote Creek Bikeway Project
Environmental Approval Type: CE
Date Approved: Original 2/25/21, 1 st Revalidation 10/06/21
Reason for Consultation (23 CFR 771.129), check one: ☐ 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: <i>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.</i>

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.

for Kedest Ketsela
Signature: Environmental Branch Chief Alben Phung

Jonathan Lawhead
Signature: Project Manager/DLAE

9/10/24
Date

09/12/2024
Date

NEPA/CEQA RE-VALIDATION FORM

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.

N/A

Signature: Environmental Branch Chief

Date

N/A

Signature: Project Manager/DLAE

Date

NEPA/CEQA RE-VALIDATION FORM

CONTINUATION SHEET(S)

Address only changes or 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., scope change; a new alternative; change in project alignment.

Due to public comments and discussions with the railroads and the U.S. Army Corps of Engineers (USACE), proposed project changes have occurred. In summary, the new proposed changes include design and alignment changes at various locations, identification of geotechnical borings/testing locations, new proposed temporary and permanent easements, and new temporary construction staging/work areas. See **Attachment 1** for design changes and new easements plan pages.

Design changes include:

- Location and height of North Fork Bridge in Cerritos;
- Realignment of switchback on Caltrans property north of Union Pacific Railroad (UPRR);
- Realignment of Trojan Way driveway;
- Slight realignment of bike path just east and west of the Burlington Northern Santa Fe (BNSF) Railway Lead Undercrossing; and
- Realignment of bike path and truss bridge across the BNSF/Metrolink/Coyote Creek crossing.

New additional easements include: Temporary Construction Easements (TCEs), Permanent Aerial Easement (PAE), Permanent Subsurface Easement (PSUBE), and Permanent Maintenance Easements (PME).

Borings/Corings locations identified. Earthwork and borings at Los Angeles County Flood Control District (LACFCD) Parcel and four additional bridge/tunnel locations. Excavations up to 18.5 feet in depth were evaluated for the Paleo and archeological reports in the original documents but design soils sample borings and column corings are now necessary to be done to deeper depths for the bridge column locations. Excavation for small diameter (8-inch) soils borings are expected to reach as much as 120 feet in depth and actual bridge column corings may reach 100 feet in depth with diameters ranging from 24 inches to 84 inches which exceeds excavation depths noted in the original environmental documents. See **Attachment 2** for the locations of proposed geotechnical borings and access.

Additional temporary work areas were identified, including minor public right of way expansions for associated work areas, shallow bioswales, traffic control and striping. This also includes three additional in-channel work areas, one of which will be used for a crane to erect the truss bridge over Coyote Creek just north of the BNSF/Metrolink.

Below is a list of changes by Segment. Detailed descriptions are provided in the NEPA Design Change Analysis Matrix included as **Attachment 3** and the CEQA Design Change Analysis Matrix included as **Attachment 4**. Each change listed below includes a Sheet # that corresponds to the specific Area of Potential Effects (APE) mapbook sheet(s) to reference where the change is located. The APE mapbook is discussed further below.

NEPA/CEQA RE-VALIDATION FORM

Segment O

Design Changes

- Cerritos Bridge: Height - 6 feet to 12 feet and deck height increased 18 inches. Cerritos Bridge Lateral Relocation 25 feet south (Sheet #1)
- Block wall(s) nine (9) feet in height on LACFCD property installed adjacent to existing back wall(s). (Sheet #1)

Geotechnical

- One Cone Penetrometer Test (CPT) Sounding Only at North Fork for Cerritos Bridge (Sheet #1)
- One Geotechnical Boring Only at North Fork for Cerritos Bridge (Sheet #1)

Easements

- Cerritos Bridge TCE (Sheet #1)
- Artesia Blvd (south of) TCE (Sheets #4 and #5)

Additional temporary work areas

- Channel junction corner work area (Sheet #1)
- Valley View Blvd. crossing north side (Sheet #2)
- LACFCD r/w north side bioswale (Sheets #2,3,4)
- Artesia Blvd crossing (Sheets #4 and 5)

Segment P

Design Changes

- Realignment of switchback on Caltrans property just north of UPRR.
- Likely Billboard Relocation at S. Firestone Blvd and consequent permanent license or permanent easement relocation (Sheet #7).
- Realignment of Trojan Way driveway

Geotechnical

- Four Cone Penetrometer Test (CPT) Sounding/Bridge Column (on new bikeway alignment between Artesia and UPRR)
- Five Geotechnical Boring/Bridge Column (on new bikeway alignment from north of Artesia to just north of UPRR)

Easements

- Artesia Blvd (north of) TCE (Sheet #5)
- Caltrans Property TCE's (Sheets #6,7)
- Permanent Aerial Easement (PAE): UPRR Industry Track (Sheet #6)
- Permanent Subsurface Easement (PSUBE): Bikeway Under I-5 Frwy (Sheet #7)
- Permanent Maintenance Easements (PME): Caltrans Property (Sheets #6, 7)

Additional temporary work areas

- Artesia Blvd crossing (Sheets #4 and 5)
- LACFCD r/w south side work area (Sheets #5,6)
- Firestone Blvd crossing (Sheet #7)
- Knott Ave. crossing (Sheet #8)

NEPA/CEQA RE-VALIDATION FORM

Segment Q

Design Changes

- Reorienting the southern approach to the bridge over the UPRR in the City of La Mirada from its original course parallel to the bikeway to a new course perpendicular to the latter, extending further into an adjacent vacant property under Caltrans ownership;
- Slight reorientation of the BNSF/Metrolink/Coyote Creek Channel overcrossing.
- La Mirada Blvd. Crossing Median Improvements - New Fence and fill-in the median gap
- La Mirada Blvd. Monument 2' wide x 4' tall (south side) – Relocate
- La Mirada Blvd. SCE sidewalk Cabinet (north and south side) – Relocate

Geotechnical

- Two Cone Penetrometer Test (CPT) Sounding Only (on new bikeway alignment near BNSF railroad lead)
- Two Geotechnical Boring Only (on new bikeway alignment near BNSF railroad lead)
- Four Cone Penetrometer Test (CPT) Sounding/Bridge Columns
 - (three on new bikeway and truss bridge alignment of the BNSF/Metrolink/Coyote Creek crossing, south of Stage Road)
 - (one on truss bridge alignment north of Stage Road)
- Five Geotechnical Boring/Bridge Columns
 - (one on new bikeway and truss bridge alignment of the BNSF/Metrolink/Coyote Creek crossing, south of Stage Road)
 - (one on truss bridge alignment north of Stage Road)

Easements

- BNSF Undercrossing TCEs (Sheet # 9)
- TCE (near Dolly Rd) (Sheet # 9)
- Amberwood Apartments TCE expansion (Sheet # 13)
- TCE in APN 7001-020-039 (Sheet # 11)
- Erect Bridge Structures - In-Channel Work at BNSF Metrolink Corridor
- La Mirada Blvd. Sidewalk TCE (Sheet # 14)
- La Mirada Blvd. Permanent Sidewalk Easement (PSE)
- Permanent Aerial Easement (PAE) at BNSF Corridor
- Permanent Subsurface Easement (PSUBE) at BNSF Industry Track
- Permanent Maintenance Easements (PME):
 - BNSF Undercrossing (Sheet # 9)
 - Maintenance Access (two Dolly Road Options) (Sheet # 9)
 - APN 7001-020-039 (Sheet # 11)

Additional temporary work areas

- Knott Ave. crossing (Sheet # 8)
- LACFCD r/w triangular segment (Sheet # 11)
- LACFCD channel bottom cross channel bridge erection (Sheet # 11)
- La Mirada Blvd crossing (Sheet # 14)

NEPA/CEQA RE-VALIDATION FORM

List of Attachments to the 2nd CE Revalidation Form

- Attachment 1 Design changes and new easements plan pages
- Attachment 2 Geotechnical Borings and Access Maps
- Attachment 3 NEPA Design Change Analysis Matrix
- Attachment 4 CEQA Design Change Analysis Matrix
- Attachment 5 New USFWS Species List
- Attachment 6 Supplemental HPSR Package (Includes Supplemental ASR and Revised APE Map)
- Attachment 7 Supplemental Jurisdictional Delineation Memo
- Attachment 8 Supplemental Natural Environment Study (Minimal Impacts) Report
- Attachment 9 Supplemental ISA Memo
- Attachment 10 Supplemental VIA Memo

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

No change.

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

A new U.S. Fish and Wildlife Service Species (USFWS) List was obtained on August 19, 2024 (See **Attachment 5**). There are four new species listed in this 2024 list compared to the last species list obtained for the 1st CE Revalidation. These include Southwestern Willow Flycatcher (*Empidonax traillii extimus*), with the status of “Endangered”, Southwestern Pond Turtle (*Actinemys pallida*) with the status of “Proposed Threatened”, Western Spadefoot (*Spea hammondi*) with a status of “Proposed Threatened”, and Monarch Butterfly (*Danaus plexippus*) with the status of “Candidate”. Only the Southwestern Willow Flycatcher has final critical habitat designated for it. The USFWS species list letter stated that the project location does not overlap the critical habitat. No impacts to these species are expected as discussed below.

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

No changes would occur to Noise, Air Quality Conformity Findings, Wetland Protection, NOAA Fisheries, Essential Fish Habitat, Section 4(f) Properties, Section 6(f) Properties, Coastal Zone, or Coast Guard – Bridge Over Navigable Waters of the U.S., and thus these resources will not be discussed further. Resources that required additional analysis due to the proposed project changes are discussed below.

- Cultural Resources: (No change) To address the proposed project changes, a Supplemental Historic Property Survey Report (HPSR) (Bai Tang, 2024) was prepared February 16, 2024 (see **Attachment 6**). It includes an updated Area of Potential effects (APE) map (June 26, 2023), a Supplemental Historical Resources Evaluation Report (HRER) (Bai Tang and Terri Jacquemain, February 16, 2024), and a Supplemental Archaeological Survey Report (ASR) (O’Neil, March 4, 2024). The supplemental HPSR states there are cultural resources within the additional APE that were evaluated as a result of the project changes and are not eligible for inclusion in the National Register of Historic Places (NRHP). No historic resources and no archaeological resources would be affected as a result of the project changes.
- Waters, Wetlands: (Minimal increase of temporary impacts) There would be an increase of approximately 0.51 acre of temporary impacts to waters of the U.S. The increase of impacts is due to the addition of temporary work areas and staging needed for construction. In segment O additional temporary work areas are needed for installation of the first bridge at the west end in the City of Cerritos and various small areas along the channel. In Segment P, temporary areas are needed near S. Firestone Boulevard. In Segment Q, the additional temporary work areas include a small area at the BNSF lead track

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and an area within the channel for installation of the BNSF/Metro Link Railroad crossing and bridge over Coyote Creek just north of that. There would be no change to the type of permits required, which include a Clean Water Act Section 404 Nationwide Permit, a Section 408 Authorization from the USACE to alter a “Civil Works” project, and a CWA Section 401 Water Quality Certification. Refer to the supplemental jurisdictional delineation memo included as **Attachment 7**.

- **Biology: (No changes to impacts)** The project changes would have approximately the same biological impacts and would not require new or additional mitigation. Refer to the 2nd Supplemental Natural Environment Study (Minimal Impacts) Report included as **Attachment 8**. A new U.S. Fish and Wildlife Service Species List was obtained on August 19, 2024 (**Attachment 5**). There are four new species listed in this 2024 list compared to the last species list obtained for the 1st CE Revalidation. The new species on the list include:
 - Southwestern Willow Flycatcher (*Empidonax traillii extimus*) with the status of “Endangered”,
 - Southwestern Pond Turtle (*Actinemys pallida*) with the status of “Proposed Threatened”,
 - Western Spadefoot (*Spea hammondi*) with a status of “Proposed Threatened”, and
 - Monarch Butterfly (*Danaus plexippus*) with the status of “Candidate”.

Only the Southwestern Willow Flycatcher has final critical habitat designated for it. The USFWS species list letter stated that the project location does not overlap the critical habitat.

Three of these species were already included in the original 2020 Natural Environment Study (Minimal Impacts) (NESMI) on pages 7 to 9 in Appendix E2, Wildlife Special-Status Species Inventory and Potential Occurrence Determination. These pages are included as an appendix to **Attachment 8**. As explained in the **Attachment 8**, it was determined that although the BSA is located within these species’ known distribution ranges, it does not contain suitable foraging or breeding habitats to support any of these species and therefore, it was determined there would be no potential for these species to occur. Although the southwestern pond turtle was not included in the 2020 NESMI, it did include the western (northern) pond turtle (*Emys marmorata*), which has the same habitat requirements as the southwestern pond turtle as shown in the 2023 federal register proposed rule included in **Attachment 8**. Based on the results of the surveys conducted for the project, there is also no potential for the southwestern pond turtle to occur as well. No impacts are expected and mitigation would not be required concerning these species.

- **Floodplains: (No change)** To address proposed project changes, the original draft hydraulics study was revised and used USACE Design Discharge flow rate. The Final Hydraulics Study (GHD, 2021; p. 8) concluded that the proposed project changes would have minimal impact to the water surface elevation within the channel at the proposed undercrossing. Implementation of the proposed improvements would not cause the water surface to impact existing infrastructure or tributary improvements. Therefore, development of the project would not impede or redirect flood flows. The project would have no impact and no effect in this regard.
- **Hazardous Waste and Materials: (Minimal Increase of temporary impacts)** A new Initial Site Assessment (ISA) was conducted by Citadel EHS (Citadel) to address the proposed project changes. The ISA 2nd Supplemental Technical Memo dated September 13, 2023 is included as **Attachment 9**. Based on Citadel’s understanding of the project and the proposed changes, additional environmental concerns that were not identified in the 2020 ISA, 2020 Addendum, and 2021 Supplemental Technical Memo include the following:

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- The Cerritos Bridge TCE (Segment O) consists of the surface parking lot and driveway area surrounding the commercial/industrial structure located at 17641 Fabrica Way. A LUST case was completed and closed in April 2021; however, a Covenant was recorded in 2018, indicating that any excavation work at the property will have to be approved by the LARWQCB and conducted under an appropriate and fully implemented HASP. The closed case with a Covenant represents a controlled recognized environmental concern (CREC).
- The Caltrans Property TCE and PME (Segment P) consist of vacant property previously associated with the address 14730 Firestone Boulevard and was occupied by print shops with spray booths in 2004 and 2006. The historic use of spray booth and solvent-based inks represents a recognized environmental concern (REC). In addition, the proximity to the Interstate 5 Freeway represents a REC.
- The Desman Road TCE and Chevron Property TCE consists of paved and unpaved land. The proximity to railway tracks represents a REC.

If surficial disturbance is proposed at these TCEs, Citadel recommends the preparation of a Soil Management Plan (SMP) and HASP for the Cerritos Bridge TCE; and the collection of soil and soil vapor samples for the Caltrans Property TCE and PME, Desman Road TCE, and Chevron Property TCE. Based on the findings of the soil sampling, Citadel may additionally recommend the preparation of a SMP and an aerially deposited lead plan (ADL) Plan, and the implementation of soil monitoring for volatile organic compounds (VOCs) (Citadel, 2023).

The recirculated IS/MND for the project already included these mitigation measures for other areas of the project. The recommendations from the original ISA have been incorporated as mitigation measures HAZ-1 through HAZ-3 included in the projects approved Mitigation Monitoring and Reporting Program (MMRP). Mitigation measure HAZ-1 already includes implementation of an SMP that would ensure the proper handling and disposal of contaminated soils. Implementation of mitigation measure HAZ-2, to prepare an ADL plan to manage the soils contaminated with lead during project construction, would reduce potential impacts from lead in soils to a less than significant level. Additionally, mitigation measure HAZ-3, implementation of soil monitoring for VOCs during excavation activities of the areas identified with environmental concerns would reduce potential impacts from VOCs during construction to less than significant. There would be no changes to the original mitigation measures, just the addition of these proposed TCEs. It was previously determined that these measures already included in the MMRP would reduce potential impacts to a less than significant level.

- Visual Resources (Minimal Increase of Impacts) The 2nd Supplemental Visual Impact Assessment (VIA) Memo is included as **Attachment 10**. The reorientation and slight realignment of the previously approved crossings and bridges are all within the previously approved areas analyzed and would not have a significant or substantial adverse impact. No additional lighting or substantial visual changes will occur. Reorienting of the southern approach to the bridge over the UPRR in the City of La Mirada (Segment Q) will lower the height of the bridge, reducing impacts to visual resources. The additional of the new proposed 9-foot-high block wall(s) installed on LACFCD property would be consistent with MM AES-1. Because the addition of block walls does not revise MM AES-1 or substantially revise the IS/MND, Guidelines Section 15073.5 is not triggered. Similarly, Guidelines Section 15074.1(a) is not triggered. The proposed project would adhere to the respective cities' regulations and policies regarding lighting and glare. Project impacts would remain less than significant in this regard. The project changes would not result in substantial adverse impacts to the visual environment.
- Relocation and Right-of-Way: (Minimal increase of impacts) No Relocations would be required due to the project changes. As discussed above, the project changes would require new temporary construction easements (TCEs) and slight changes to previously approved TCEs, new permanent aerial easements

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(PAEs), new permanent subsurface easements (PSUBEs), and new permanent maintenance easements (PMEs). Refer to **Attachments 1, 2, and 3**.

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

No changes.

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.

No changes.

Additional Environmental documents can be accessed using the following links:

<https://ocgov.box.com/s/4qjsw18qwx21jk6s1gn9zy87zcs91w7k>

Exhibit B: Project Report

To download the ATP application (equivalent to project report) use the following link:

[ATP 12-Orange County-1.pdf](#)