

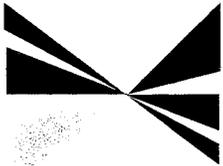
**Appendix D:**

**Expanded Consultation Conducted in October 2006**

## Consultations and Cooperation

The Appendix includes the following information:

- Outreach Letter sent to 299 contacts dated September 12, 2006 (2004 RTP mitigation measures attached)
- Flyer for Environmental Mitigation Workshops
- Evision Newsletter describing the Environmental Mitigation Workshops (posted 9/27/06)
- Environmental Mitigation Workshop Outreach Contact list (299 contacts)
- Environmental Mitigation Workshop Outreach Email
- Environmental Mitigation Workshops personal phone contacts October 2006
- Environmental Mitigation Workshop sign-in sheet (10/10/2006)
- Environmental Mitigation Workshop Minutes (10/10/2006)
- Environmental Mitigation Workshop sign-in sheet (10/12/2006)
- Environmental Mitigation Workshop Minutes (10/12/2006)
- Environmental Mitigation Workshop Power Point presentation
- Letters from Commenting Individuals and Organizations
  - City of Rancho Palos Verdes
  - National Marine Fisheries Service
  - County of Ventura
  - U.S. Environmental Protection Agency
- Responses to Comments from Individuals and Organizations, Environmental Mitigation Workshops (October 2006)



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**Ventura County:** Judy Mikels, Ventura County • Glen Becerra, Simi Valley • Carl Morehouse, San Buenaventura • Toni Young, Port Hueneme

**Orange County Transportation Authority:** Lou Correa, County of Orange

**Riverside County Transportation Commission:** Robin Lowe, Hemet

**Ventura County Transportation Commission:** Keith Millhouse, Moorpark

September 12, 2006

**Re: SCAG 2004 Regional Transportation Plan, Environmental Impact Report, Mitigation Outreach**

Dear Colleague:

The Southern California Association of Governments (SCAG) is contacting all the cities and counties in the SCAG region as well as Federal, State and Tribal land use planning, natural resource, wildlife, environmental protection, historic preservation, conservation, and transportation agencies to address SCAG's 2004 Regional Transportation Plan (RTP) Environmental Impact Report (EIR), and specifically, the mitigation measures included as part of this 2004 RTP EIR.

You are invited to attend workshops to be conducted by SCAG related to this Mitigation Outreach effort at the following locations and times:

**Tuesday, October 10<sup>th</sup>, 11 a.m. – Noon**  
**Southern California Association of Governments**  
**818 W. 7<sup>th</sup> Street, 12<sup>th</sup> Floor**  
**Los Angeles, CA 90017**

**Thursday, October 12<sup>th</sup>, 1:30 p.m. – 2:30 p.m.**  
**Southern California Association of Governments --Riverside Office**  
**3600 Lime Street, Suite 216**  
**Riverside, CA 92501**

These workshops will focus on the 2004 RTP EIR mitigation measures, to which a copy is attached with this letter. We are interested in making the RTP mitigation measures as useful as possible for subsequent use in Tier 2 environmental documents (for specific projects). SCAG hopes to gain your agency's input on the following:

- How could the current mitigation measures included in the 2004 RTP EIR be written to be of more assistance to you/your agency when writing Tier 2 documents?
- Can you identify additional measures/performance standards that could reduce the number/volume of Tier 2 documents that you prepare?
- For trustee and resource agencies, please provide your thoughts on whether there are technical details and/or more specific performance standards that could be reasonably used to help identify and protect important regional resources.

The 2004 RTP EIR is a programmatic document that addresses anticipated growth in the region through 2030 and the impacts of this development at a regional scale; it also identifies programmatic mitigation for this development. As a programmatic document, the 2004 RTP EIR is intended to serve as a “first tier” of environmental review for specific projects in the region. Lead Agencies for specific projects (both planning projects and actual development projects), may use the 2004 RTP EIR to address regional scale impacts and mitigation of those impacts.

**About SCAG and additional background information**

SCAG is the Metropolitan Planning Organization for the six-county region comprised of Los Angeles, Orange, San Bernardino, Riverside, Ventura and Imperial Counties. In this capacity, SCAG prepares a long range Regional Transportation Plan (RTP) every three (now going to every four) years as required by federal law which provides long-range (20 years) transportation planning for the region. An EIR is prepared for each RTP. SCAG completed its last RTP and related EIR in 2004. The next RTP is scheduled to be completed by SCAG in FY 2007-08.

The recent passage of SAFETEA-LU (Safe Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, Pub. L. 109-59, enacted August 10, 2005), requires expanded coordination and consultation with interested parties in developing the RTP, including in the area of environmental mitigation. This Mitigation Outreach is part of the expanded coordination and consultation efforts to be undertaken by SCAG, the results of which will be included in the next RTP update.

I hope to see you at the SCAG workshops mentioned in the letter. In the interim please call me, or one of my staff (Jessica Kirchner, Jennifer Sarnecki, or Jacob Lieb) at 213-236-1800, if you have any comments, suggestions or questions.

In addition, please feel free to submit any written comments relating to the mitigation measures before the workshop. Your comments should be submitted by no later than 5:00 p.m. on October 6, 2005, to SCAG, 818 W. 7th Street, 12th Floor, Los Angeles, CA 90017, attention Jennifer Sarnecki. An electronic version of the mitigation list is also available upon request.

Sincerely,



Sylvia Patsaouras  
Manager, Environmental Planning Division

Attachment: List of Mitigation Measures for SCAG's 2004 RTP EIR

**SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS  
2004 REGIONAL TRANSPORTATION PLAN  
ENVIRONMENTAL IMPACT REPORT  
MITIGATION MEASURES**

**Land Use**

MM 3.1-1a: Individual projects must be consistent with Federal, State, and local policies that preserve agricultural lands and support the economic viability of agricultural activities, as well as policies that provide compensation for property owners if preservation is not feasible.

MM 3.1-1b: For projects impacting agricultural land, project implementation agencies shall contact the California Department of Conservation and each county's Agricultural Commissioner's office to identify the location of prime farmlands and lands that support crops considered valuable to the local or regional economy. Impacts to such lands shall be evaluated in project-specific environmental documents. The analysis shall use the land evaluation and site assessment (LESA) analysis method (CEQA Guidelines §21095), as appropriate. Mitigation measures may include conservation easements or the payment of in-lieu fees.

MM 3.1-1c: Project implementation agencies shall consider corridor realignment, buffer zones and setbacks, and berms and fencing where feasible, to avoid agricultural lands and to reduce conflicts between transportation uses and agricultural lands.

MM 3.1-1d: Prior to final approval of each project and when feasible and prudent, the implementing agency shall establish conservation easement programs to mitigate impacts to prime farmland.

MM 3.1-1e: Prior to final approval of each project, the implementing agency shall to the extent practical and feasible, avoid impacts to prime farmlands or farmlands that support crops considered valuable to the local or regional economy.

MM 3.1-1f: Prior to final approval of each project, the implementing agency shall encourage enrollments of agricultural lands for counties that have Williamson Act programs, where applicable.

MM 3.1-1g: SCAG shall encourage implementation agencies to establish transfer of development rights (TDR) programs to direct growth to less agriculturally valuable lands (while considering the potential effects at the sites receiving the transfer) and ensure the continued protection of the most agriculturally valuable land within each county through the purchase of the development rights for these lands.

MM 3.1-1h: SCAG shall encourage implementation agencies to avoid the premature conversion of farmlands by promoting infill development and the continuation of agricultural uses until urban development is imminent; if development of agricultural lands is necessary, growth should be directed to those lands on which the continued viability of agricultural production has been compromised by surrounding urban development or the loss of local markets.

MM 3.1-1i: SCAG shall encourage implementation agencies to obtain assistance from the American Farmland Trust in developing and implementing farmland conservation measures.

MM 3.1-2a: Project implementation agencies shall ensure that projects are consistent with Federal, State, and local plans that preserve open space.

MM 3.1-2b: Project implementation agencies shall consider corridor realignment, buffer zones and setbacks, and berms and fencing where feasible, to avoid open space and recreation land and to reduce conflicts between transportation uses and open space and recreation lands.

MM 3.1-2c: Project implementation agencies shall identify open space areas that could be preserved and shall include mitigation measures (such as dedication or payment of in-lieu fees) for the loss of open space.

MM 3.1-2d: Prior to final approval of each project, the implementing agency shall conduct the appropriate project-specific environmental review, including consideration of loss of open space. Potential significant impacts to open space shall be mitigated, as feasible. The project implementation agencies or local jurisdiction shall be responsible for ensuring adherence to the mitigation measures prior to construction.

MM 3.1-2e: For projects that require approval or funding by the U.S. Department of Transportation, project implementation agencies shall comply with Section 4(f) of the U.S. Department of Transportation Act.

MM 3.1-2f: Future impacts to open space and recreation lands shall be avoided through cooperation, information sharing, and program development during the update of the Open Space and Conservation chapter of SCAG's Regional Comprehensive Plan and Guide and through SCAG's Energy and Environment Committee.

MM 3.1-2g: SCAG shall encourage member jurisdictions to work as partners to address regional outdoor recreation needs and to acquire the necessary funding for the implementation of their plans and programs.

MM 3.1-2h: SCAG shall encourage member jurisdictions that have trails and trail segments determined to be regionally significant to work together to support regional trail networks. SCAG shall encourage joint use of utility, transportation and other rights-of-way, greenbelts, and biodiversity areas.

MM 3.1-2i: To provide more opportunities for access to open space close to the urban core, SCAG shall encourage that multiple use of spaces be allowed as feasible and practical and encourage redevelopment activities to focus some investment on recreation uses.

MM 3.1-3a: SCAG shall encourage through regional policy comments that cities and counties in the region provide SCAG with electronic versions of their most recent general plan and any updates as they are produced.

MM 3.1-3b: SCAG shall encourage through regional policy comments that cities and counties update their general plans at least every ten years, as recommended by the Governor's Office of Planning and Research.

MM 3.1-3c: SCAG shall work with its member cities and counties to help ensure that transportation projects and growth are consistent with the RTP and general plans.

MM 3.1-3d: Planning is an iterative process and SCAG is a consensus building organization. SCAG shall work with cities and counties to ensure that general plans reflect RTP policies. SCAG will work to build consensus on how to address inconsistencies between general plans and RTP policies.

MM 3.1-4a: SCAG's Growth Visioning program and the forthcoming Regional Growth Vision will be used to build a consensus in the region to support changes in land use to accommodate future population growth while maintaining the quality of life in the region.

#### **Population, Housing and Employment**

MM 3.2-1a: SCAG shall work with its member agencies to implement growth strategies to create an urban form designed to utilize the existing transportation networks and the transportation improvements contained in the 2004 RTP, enhancing mobility and reducing land consumption.

MM 3.2-2a: For projects with the potential to displace homes and/or businesses, project implementation agencies shall evaluate alternate route alignments and transportation facilities that minimize the displacement of homes and businesses. An iterative design and impact analysis would help where impacts to homes or businesses are involved. Potential impacts shall be minimized to the extent feasible. If possible, existing rights-of-way should be used.

MM 3.2-2b: Project implementation agencies shall identify businesses and residences to be displaced. As required by law, relocation assistance shall be provided to displaced residents and businesses, in accordance with the federal Uniform Relocation and Real Property Acquisition Policies Act of 1970 and the State of California Relocation Assistance Act, as well as any applicable City, County, and Port policies.

MM 3.2-2c: Project implementation agencies shall develop a construction schedule that minimizes potential neighborhood deterioration from protracted waiting periods between right-of-way acquisition and construction.

MM 3.2-3a: Project implementation agencies shall design new transportation facilities that consider access to existing community facilities, as feasible. During the design phase of the project, community amenities and facilities shall be identified and considered in the design of the project.

MM 3.2-3b: Project implementation agencies shall design roadway improvements that minimize barriers to pedestrians and bicyclists, as feasible. During the design phase, pedestrian and bicycle routes shall be determined that permit connections to nearby community facilities.

MM 3.2-4a: SCAG's Growth Visioning program and the forthcoming Regional Growth Vision shall be used to work toward building a consensus in the region to support changes in land use to accommodate future population growth while maintaining the quality of life in the region.

### **Transportation**

MM 3.3-1b: SCAG shall encourage education about and implementation of California's Parking Cash Out law as a means of further reducing VMT.

MM 3.3-3a: SCAG shall encourage the ports to extend their operating hours in order to reduce heavy-duty truck traffic during peak periods, thereby reducing the VHT these trucks spend in delay.

### **Air Quality**

MM 3.4-1a: Additional mitigation measures are hereby incorporated by reference from the following air quality management plans:

- 2003 SCAQMP/State Implementation Plan (SIP)
- Ventura County Air Quality Management Plan (2004 AQMP – Limited SIP Updated, Scheduled for adoption in March 2004)
- Mojave Desert Air Quality Management Plan (1996)
- Antelope Valley Air Quality Management Plan (1994/97)
- Imperial County Air Quality Management Plan (1991 and 1993)

MM 3.4-1b: The 2003 SCAQMP control measures consist of 1) SCAQMD's Stationary and Mobile Source Control Measures; 2) State and Federal Source Control Measures proposed by CARB; and 3) Transportation Strategy and Control measures provided by SCAG. These control measures are based on the implementation of short-term, defined measures as well as long-term measures, which will rely on new technologies to further reduce emissions. The SCAQMP includes estimated emissions reductions based on these short-term and long-term programs. The transportation improvements proposed for the

short-term emissions reductions are grouped in the SCAQMP under Transportation Control Measure (TCM) project categories and include the following measures:

- High Occupancy Vehicle (HOV) Measures: New HOV lanes, HOV bypasses and connectors, interchanges, High Occupancy Toll (HOT) Lanes;
- Transit and System Management Measures: Transit, Intermodal Transfer Facilities, Non-motorized Transportation Mode Facilities
- Information-based Transportation Strategies: Marketing for Rideshare and other services, Intelligent Transportation Systems, Telecommuting Programs and Real-time rail, transit or freeway information systems.

The 2004 RTP has been prepared to facilitate implementation of the transportation control measures outlined in the 2003 SCAQMP. The 2004 RTP incorporates both the capital and non-capital improvements recommended by the SCAQMP.

Air Resources Board's (ARB) strategy, outlined in the South Coast SIP, includes the following elements:

- Set technology forcing new engine standards;
- Reduce emissions from the in-use fleet;
- Require clean fuels, and reduce petroleum dependency;
- Work with U.S. EPA to reduce emissions from federal and state sources; and
- Pursue long-term advanced technologies measures.

MM 3.4-3a: Apply water or dust suppressants to exposed earth surfaces to control emissions.

MM 3.4-3b: All excavating and grading activities shall cease during second stage smog alerts and periods of high winds.

MM 3.4-3c: All trucks hauling dirt, sand, soil, or other loose materials off-site shall be covered or wetted or shall maintain at least two feet of freeboard (i.e., minimum vertical distance between the top of the load and the top of the trailer).

MM 3.4-3d: All construction roads that have high traffic volumes, shall be surfaced with base material or decomposed granite, or shall be paved or otherwise be stabilized.

MM 3.4-3e: Public streets shall be cleaned, swept or scraped at frequent intervals or at least three times a week if visible soil material has been carried onto adjacent public roads.

MM 3.4-3f: Construction equipment shall be visually inspected prior to leaving the site and loose dirt shall be washed off with wheel washers as necessary.

MM 3.4-3g: Water or non-toxic soil stabilizers shall be applied as needed to reduce off-site transport of fugitive dust from all unpaved staging areas and other unpaved surfaces.

MM 3.4-3h: Traffic speeds on all unpaved construction surfaces shall not exceed 15 mph.

MM 3.4-3i: Low sulfur or other alternative fuels shall be used in construction equipment where feasible.

MM 3.4-3j: Deliveries related to construction activities that affect traffic flow shall be scheduled during off-peak hours (e.g. 10:00 A.M. and 3:00 P.M.) and coordinated to achieve consolidated truck trips. When the movement of construction materials and/or equipment impacts traffic flow, temporary traffic control shall be provided to improve traffic flow (e.g., flag person).

MM 3.4-3k: To the extent possible, construction activity shall utilize electricity from the power grid rather than temporary diesel power generators and/or gasoline power generators.

MM 3.4-3l: Revegetate exposed earth surfaces following construction.

MM 3.4-3m: Encourage the incorporation of specific incentives into the contract bidding process to promote the use of clean fuel or low-emission construction equipment.

MM 3.4-3n: Require the use of Diesel Particulate Traps, where feasible and appropriate.

MM 3.4-3o: Require restrictions on truck and construction equipment idling for equipment of all fuel types.

MM 3.4-3p: Encourage the restriction of operations to alternative fuel vehicles, where feasible and appropriate.

MM 3.4-3q: Incentivize ride sharing and mass transit among construction workers to the extent possible.

MM 3.4-3r: Water any exposed surfaces at least twice daily to maintain surface crust, where appropriate.

MM 3.4-4a: Construction equipment shall be equipped with diesel particulate traps. Low sulfur or other alternative fuels shall be used in construction equipment where feasible.

### **Noise**

MM 3.5-1a: Project implementing agencies shall comply with all local sound control and noise level rules, regulations, and ordinances.

MM 3.5-1b: In residential areas, project implementing agencies shall limit the hours of construction to between 6:00 a.m. and 8:00 p.m. on Monday through Friday and between 7:00 a.m. and 8:00 p.m. on weekends.

MM 3.5-1c: Equipment and trucks used for project construction shall utilize the best available noise control techniques (including mufflers, use of intake silencers, ducts,

engine enclosures and acoustically attenuating shields or shrouds) in order to minimize construction noise impacts.

MM 3.5-1d: Impact equipment (e.g., jack hammers, pavement breakers, and rock drills) used for project construction will be hydraulically or electrically-powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatically powered tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used where feasible, and this could achieve a reduction of 5dBA. Quieter procedures shall be used (such as drilling rather than impact equipment) whenever feasible.

MM 3.5-1e: Project implementing agencies shall ensure that stationary noise sources shall be located as far from sensitive receptors as possible. If they must be located near existing receptors, they shall be adequately muffled.

MM 3.5-1f: The project implementing agencies shall designate a complaint coordinator responsible for responding to noise complaints received during the construction phase. The name and phone number of the complaint coordinator shall be conspicuously posted at construction areas and on all advance notifications. This person will be responsible for taking steps required to resolve complaints, including periodic noise monitoring, if necessary.

MM 3.5-1g: Noise generated from any rock-crushing or screening operations performed within 3,000 feet of any occupied residence shall be mitigated by the project proponent by strategic placement of material stockpiles between the operation and the affected dwelling or by other means approved by the local jurisdiction.

MM 3.5-1h: Project implementing agencies shall direct contractors to implement appropriate additional noise mitigation measures including, but not limited to, changing the location of stationary construction equipment, shutting off idling equipment, rescheduling construction activity, notifying adjacent residents in advance of construction work, and installing acoustic barriers around stationary construction noise sources to comply with local noise control requirements.

MM 3.5-1i: Project implementing agencies shall use portable barriers during construction of subsurface barriers, debris basins, and storm water drainage facilities.

MM 3.5-1j: In residential areas, pile driving will be limited to daytime working hours. No pile driving or blasting operations shall be performed within 3,000 feet of an occupied residence on Sundays, legal holidays, or between the hours of 8:00 p.m. and 8:00 a.m. on other days. Any variance from this condition shall be obtained from the project proponent and must be approved by the local jurisdiction.

MM 3.5-1k: Wherever possible, sonic or vibratory pile drivers will be used instead of impact pile drivers (sonic pile drivers are only effective in some soils). If sonic or vibratory pile drivers are not feasible, acoustical enclosures shall be provided as necessary to ensure that pile-driving noise does not exceed speech interference criterion at the closest sensitive receptor.

MM 3.5-1l: Engine and pneumatic exhaust controls on pile drivers will be required as necessary to ensure that exhaust noise from pile driver engines is minimized to the extent feasible.

MM 3.5-1m: Where feasible, pile holes shall be pre-drilled to reduce potential noise and vibration impacts.

MM 3.5-2a: As part of the appropriate environmental review of each project, a project-specific noise evaluation shall be conducted and appropriate mitigation identified and implemented.

MM 3.5-2b: Project implementation agencies shall employ, where their jurisdictional authority permits, land use planning measures, such as zoning, restrictions on development, site design, and use of buffers to ensure that future development is compatible with adjacent transportation facilities.

MM 3.5-2c: Project implementation agencies shall, to the extent feasible and practicable, maximize the distance between noise-sensitive land uses and new roadway lanes, roadways, rail lines, transit centers, park-and-ride lots, and other new noise-generating facilities.

MM 3.5-2d: Project implementing agencies shall construct sound-reducing barriers between noise sources and noise-sensitive land uses. Sound barriers can be in the form of earth-berms or soundwalls. Constructing roadways so that they are depressed below-grade of the existing sensitive land uses also creates an effective barrier between the roadway and sensitive receptors.

MM 3.5-2e: Project implementing agencies shall, to the extent feasible and practicable, improve the acoustical insulation of dwelling units where setbacks and sound barriers do not sufficiently reduce noise.

MM 3.5-2f: The project implementing agencies shall implement, to the extent feasible and practicable, speed limits and limits on hours of operation of rail and transit systems.

MM 3.5-2g: To reduce noise impacts, maximize distance of the Maglev route alignment from sensitive receptors. If the Maglev guideway were constructed along the center of a freeway, operation noise impacts would be reduced by the increase in distance to the noise sensitive sites and the masking effects of the freeway traffic noise.

MM 3.5-2h: Reduce Maglev speed in the vicinity of sensitive receptors.

MM 3.5-2i: As a last resort, eliminate the noise-sensitive receptor by acquiring rail and freeway right-of-way. This would ensure the effective operation of all transportation modes.

MM 3.5-2j: Passenger stations, maintenance facilities, decentralized maintenance facilities and electric substations should be located away from sensitive receptors, unless this mitigation would impede implementation of architecturally acceptable Transit Oriented Development (TOD) and appropriate infill development.

MM 3.5-4a: SCAG shall encourage airport sponsors to implement voluntary curfews, changes in aircraft operations, adjacent land use compatibility, and physical noise buffers for aircraft and vehicles, where appropriate and feasible, to minimize noise impacts of aviation activities.

### **Aesthetics and Views**

MM 3.6-1a: Project implementation agencies shall implement design guidelines, local policies, and programs aimed at protecting views of scenic corridors and avoiding visual intrusions.

MM 3.6-1b: Project implementation agencies shall, to the extent feasible, construct noise barriers of materials whose color and texture complements the surrounding landscape and development. Noise barriers shall be graffiti resistant and landscaped with plants that screen the barrier, preferably with either native vegetation or landscaping that complements the dominant landscaping of surrounding areas.

MM 3.6-2a: Project implementation agencies shall, where practicable and feasible, avoid construction of transportation facilities in state and locally designated scenic highways and/or vista points.

MM 3.6-2b: Project implementation agencies shall complete design studies for projects in designated or eligible Scenic Highway corridors and develop site-specific mitigation measures to minimize impacts on the quality of the views or visual experience that originally qualified the highway for Scenic designation.

MM 3.6-2c: If transportation facilities are constructed in state and locally designated scenic highways and/or vista points, design, construction, and operation of the transportation facility shall be consistent with applicable guidelines and regulations for the preservation of scenic resources along the designated scenic highway.

MM 3.6-3a: Project implementation agencies develop design guidelines for each type of transportation facility that make elements of proposed facilities visually compatible with surrounding areas. Visual design guidelines shall, at a minimum, include setback buffers, landscaping, color, texture, signage, and lighting criteria. The following methods shall be employed whenever possible:

- Transportation systems shall be developed to be compatible with the surrounding environment (i.e., colors and materials of construction material).
- If exotic vegetation is used, it shall be used as screening and landscaping that blends in and complements the natural landscape.
- Trees bordering highways shall remain or be replaced so that clear-cutting is not evident.
- Grading shall blend with the adjacent landforms and topography.

MM 3.6-4a: Project implementation agencies shall design projects to minimize contrasts in scale and massing between the project and surrounding natural forms and development. Project implementation agencies shall design projects to minimize their intrusion into important view sheds and use contour grading to better match surrounding terrain.

MM 3.6-4b: Project implementation agencies shall use natural landscaping to minimize contrasts between the project and surrounding areas. Wherever possible, develop interchanges and transit lines at the grade of the surrounding land to limit view blockage. Contour the edges of major cut and fill slopes to provide a more natural looking finished profile.

MM 3.6-5a: In visually sensitive site areas, local land use agencies shall apply development standards and guidelines to maintain compatibility with surrounding natural areas, including site coverage, building height and massing, building materials and color, landscaping, site grading, etc.

### **Biological Resources**

MM 3.7-1.a: Each transportation project shall assess displacement of habitat due to removal of native vegetation during route planning. Routes shall be planned in order to avoid and/or minimize removal of native vegetation.

MM 3.7-1.b: When avoidance of native vegetation removal is not possible, each transportation project shall replant disturbed areas with commensurate native vegetation of high habitat value adjacent to the project (i.e. as opposed to ornamental vegetation with relatively less habitat value), as appropriate based on the site conditions, and other considerations of the lead agency and appropriate resource agencies.

MM 3.7-1.c: Individual transportation projects shall include offsite habitat enhancement or restoration to compensate for unavoidable habitat losses from the project site as appropriate based on the site conditions, and other considerations of the lead agency and appropriate resource agencies.

MM 3.7-2a: Individual transportation projects included in the 2004 RTP shall conduct site-specific analyses of opportunities to preserve or improve habitat linkages with areas on and off-site. Mitigation banking (opportunities to purchase, maintain, and/or restore offsite habitat) is one opportunity that project proponents and jurisdictions may pursue.

MM 3.7-2b: Each transportation project, including expansion and retrofitting of existing transportation structures, shall provide or rehabilitate wildlife crossings/access at locations useful and appropriate for the species of concern, as feasible and appropriate.

MM 3.7-2c: Individual transportation projects shall include analysis of wildlife corridors during project planning. These studies shall be conducted by qualified biologists with the appropriate expertise, as determined by the lead agency, and they shall be conducted using appropriate methodology over an appropriate time period, especially to account for species with large territories, seasonal variation in movement patterns, and rare or uncommon species. Impacts to these corridors shall be avoided and/or minimized and monitoring of wildlife movement and the success of constructed corridors such as undercrossings should continue for at least one year after construction.

MM 3.7-2d: Each transportation project included in the Plan shall use wildlife fencing where appropriate to minimize the probability of wildlife injury due to direct interaction between wildlife and roads. Inclusion of this mitigation measure shall be considered on a case-by-case basis, as use of wildlife fencing could further increase the effects of habitat fragmentation and isolation for many species.

MM 3.7-3a: Individual transportation projects shall minimize vehicular accessibility to areas beyond the actual transportation surface. This can be accomplished through fencing and signage.

MM 3.7-3b: Each project shall establish litter control programs in appropriate areas, such as trash receptacles at road turnouts and viewpoints.

MM 3.7-3c: Each project shall use road noise minimization methods, such as brush and tree planting, at heavy noise-producing transportation areas that might affect wildlife. Native vegetation should be used.

MM 3.7-4a: Each project shall be preceded by pre-construction monitoring to ensure no sensitive species' habitat would be unnecessarily destroyed. All discovered sensitive species habitat shall be avoided where feasible, or disturbance shall be minimized.

MM 3.7-4b: Each project shall schedule work to avoid critical life stages (e.g. nesting) of species of concern.

MM 3.7-4c: Each project shall fence and/or mark sensitive habitat to prevent unnecessary machinery or foot traffic during construction activities.

MM 3.7-4d: When removal and/or damage to sensitive species habitat is unavoidable during construction, each project shall replant any disturbed natural areas with appropriate native vegetation following the completion of construction activities.

MM 3.7-5a: Individual projects shall avoid and/or minimize construction activities that have the potential to expose species to noise, smoke, or other disturbances. Pre-

construction surveys shall be conducted as appropriate to determine the presence of any species that would need to be protected from such an impact.

MM 3.7-5b: Individual projects shall be scheduled to avoid construction during critical life stages or sensitive seasons (e.g. the nesting season).

MM 3.7-6a: Construction through or adjacent to wetlands or riparian areas shall be avoided where feasible through route planning.

MM 3.7-6b: Each transportation project shall avoid removal of wetland or riparian vegetation. Specific vegetation that is not to be removed would be so marked during construction. Riparian vegetation removal shall be minimized.

MM 3.7-6c: Each transportation project shall replace any disturbed wetland, riparian or aquatic habitat, either on-site or at a suitable off-site location at ratios to ensure no net loss.

MM 3.7-6d: When individual projects include unavoidable losses of riparian or aquatic habitat, adjacent or nearby riparian or aquatic habitat shall be enhanced (e.g. through removal of non-native invasive wetland species and replacement with more ecologically valuable native species) as appropriate based on the site conditions, and other considerations of the lead agency and appropriate resource agencies.

MM 3.7-7a: Individual projects near water resources shall implement Best Management Practices (BMPs) at construction sites to minimize erosion and sediment transport from the area. BMPs include encouraging growth of vegetation in disturbed areas, using straw bales or other silt-catching devices, and using settling basins to minimize soil transport.

MM 3.7-7b: Individual projects shall schedule construction activities to avoid sensitive times for biological resources (e.g. steelhead spawning periods during the winter and spring) and to avoid the rainy season when erosion and sediment transport is increased.

MM 3.7-9a: Future impacts to biological resources shall be minimized through cooperation, information sharing, and program development during the update of the Open Space and Conservation chapter of SCAG's Regional Comprehensive Plan and Guide and through SCAG's Energy and Environment Committee. SCAG shall consult with the resource agencies, such as U.S. Fish and Wildlife Service and California Department of Fish and Game shall be consulted during this update process.

### **Cultural Resources**

MM 3.8-1a: As part of the appropriate environmental review of individual projects, project implementation agencies shall identify potential impacts to historic resources. A record search at the appropriate Information Center shall be conducted to determine whether the project area has been previously surveyed and whether resources were identified.

MM 3.8-1b: As necessary, prior to construction activities, project implementation agencies shall obtain a qualified architectural historian to conduct historic architectural surveys as recommended by the Archaeological Information Center. In the event the records indicate that no previous survey has been conducted, the Information Center will make a recommendation on whether a survey is warranted based on the sensitivity of the project area for cultural resources within 1,000 feet of the improvement.

MM 3.8-1c: Project implementation agencies shall comply with Section 106 of the National Historic Preservation Act if federal funding or approval is required. This law requires federal agencies to evaluate the impact of their actions on resources included in or eligible for listing in the National Register of Historic Places. Federal agencies must coordinate with the State Historic Preservation Officer in evaluating impacts and developing mitigation. These mitigation measures may include, but are not limited to, the following:

Project implementation agencies shall carry out the maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation or reconstruction of any impacted historic resource, in a manner consistent with the Secretary of the Interior's Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings (1995), Weeks and Grimmer.

MM 3.8-1d: The project implementation agencies shall secure a qualified environmental agency and/or architectural historian, or other such qualified person, as deemed necessary, to document any significant historical resource(s), by way of historic narrative, photographs, or architectural drawings.

MM 3.8-2a: As part of the appropriate environmental review of individual projects, project implementation agencies shall consult with the Native American Heritage Commission to determine whether known sacred sites are in the project area, and identify the Native American(s) to contact to obtain information about the project site.

MM 3.8-2b: Prior to construction activities, the project implementation agencies shall obtain a qualified archaeologist to conduct a record search at the appropriate Information Center of the California Archaeological Inventory to determine whether the project area has been previously surveyed and whether resources were identified.

MM 3.8-2c: As necessary prior to construction activities, project implementation agencies shall obtain a qualified archaeologist or architectural historian (depending on applicability) to conduct archaeological and/or historic architectural surveys as recommended by the Information Center. In the event the records indicate that no previous survey has been conducted, the Information Center will make a recommendation on whether a survey is warranted based on the sensitivity of the project area for cultural resources.

MM 3.8-2d: If the record search indicates that the project is located in an area rich with cultural materials, the project proponent shall retain a qualified archaeologist to monitor

any subsurface operations, including but not limited to grading, excavation, trenching, or removal of existing features of the subject property.

MM 3.8-2e: Construction activities and excavation should be conducted to avoid cultural resources (if found). If avoidance is not feasible, further work may need to be done to determine the importance of a resource. The project implementation agencies shall obtain a qualified archaeologist familiar with the local archaeology, and/or an architectural historian should make recommendations regarding the work necessary to determine importance. If the cultural resource is determined to be important under state or federal guidelines, impacts on the cultural resource will need to be mitigated.

MM 3.8-2f: The project implementation agencies shall stop construction activities and excavation in the area where cultural resources are found until a qualified archaeologist can determine the importance of these resources.

MM 3.8-3a: As part of the appropriate environmental review of individual projects, the project implementation agencies shall obtain a qualified paleontologist to identify and evaluate paleontological resources where potential impacts are considered high; the paleontologist shall also conduct a field survey in these areas.

MM 3.8-3b: Construction activities shall avoid known paleontological resources, if feasible, especially if the resources in a particular lithic unit formation have been determined through detailed investigation to be unique. If avoidance is not feasible, paleontological resources should be excavated by the qualified paleontologist and given to a local agency, or other applicable institution, where they could be displayed.

MM 3.8-4a: As part of the appropriate environmental review of individual projects, the project implementation agencies, in the event of discovery or recognition of any human remains, during construction or excavation activities associated with the project, in any location other than a dedicated cemetery, shall cease further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the coroner of the county in which the remains are discovered has been informed and has determined that no investigation of the cause of death is required.

MM 3.8-4b: If the remains are of Native American origin,

- The coroner will contact the Native American Heritage Commission in order to ascertain the descendants from the deceased individual. The coroner shall make a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods. This may include obtaining a qualified archaeologist or team of archaeologists to properly excavate the human remains.

Or,

- If the Native American Heritage Commission is unable to identify a descendent or the descendant failed to make a recommendation within 24 hours after being notified by the commission, in which case

- The landowner or his authorized representative shall obtain a Native American monitor, and an archaeologist, if recommended by the Native American monitor, and rebury the Native American human remains and any associated grave goods, with appropriate dignity, on the property and in a location that is not subject to further subsurface disturbance where the following conditions occur:
  - The NAHC is unable to identify a descendant;
  - The descendant identified fails to make a recommendation; or
  - The landowner or his authorized representative rejects the recommendation of the descendant, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.

MM 3.8-5a: Future impacts to cultural resources shall be minimized through cooperation, information sharing, and program development of SCAG's Regional Comprehensive Plan and Guide and through SCAG's Energy and Environment Committee. SCAG shall consult with the resource agencies, such as the Office of Historic Preservation, during this update process.

### **Geology, Soils and Seismicity**

MM 3.9-1a: Implementing agencies shall ensure that projects be designed in accordance with county and city code requirements for seismic groundshaking. The design of projects shall consider seismicity of the site, soil response at the site, and dynamic characteristics of the structure, in compliance with the appropriate California Building Code standards for construction in or near fault zones.

MM 3.9-1b: Implementing agencies shall ensure that projects located within or across Alquist-Priolo Zones comply with design requirements provided in Special Publication 117 published by the California Geological Survey, as well as relevant local, regional, state, and federal design criteria for construction in seismic areas.

MM 3.9-1c: The project implementing agencies shall ensure that geotechnical analysis be conducted within construction areas to ascertain soil types and local faulting prior to preparation of project designs.

MM 3.9-2a: The project implementing agencies shall ensure that project designs provide adequate slope drainage and appropriate landscaping to minimize the occurrence of slope instability and erosion. Design features shall include measures to reduce erosion from stormwater. Road cuts shall be designed to maximize the potential for revegetation.

MM 3.9-2b: Implementing agencies shall ensure that projects avoid landslide areas and potentially unstable slopes wherever feasible.

MM 3.9-2c: Where practicable, routes and project designs that would permanently alter unique geologic features shall be avoided.

MM 3.9-3a: Implementing agencies shall ensure that geotechnical investigations are conducted by a qualified geologist to identify the potential for subsidence and expansive

soils. Recommended corrective measures, such as structural reinforcement and replacing soil with engineered fill, shall be implemented in project designs.

MM 3.9-3b: Implementing agencies shall ensure that, prior to preparing project designs, new and abandoned wells are identified within construction areas to ensure the stability of nearby soils.

### **Hazardous Materials**

MM 3.10-1a: SCAG shall encourage the U.S. Department of Transportation, the Office of Emergency Services, and the California Department of Transportation to continue to conduct driver safety training programs and encourage the private sector to continue conducting driver safety training.

MM 3.10-1b: SCAG shall encourage the U.S. Department of Transportation and the California Highway Patrol to continue to enforce speed limits and existing regulations governing goods movement and hazardous materials transportation.

MM 3.10-1c: SCAG shall encourage federal, state, and local efforts to educate businesses on the use of less dangerous alternatives to hazardous materials.

MM 3.10-3a: SCAG shall encourage the U.S. Department of Transportation, the Office of Emergency Services, and the California Department of Transportation to continue to conduct driver safety training programs and encourage the private sector to continue conducting driver safety training.

MM 3.10-3b: SCAG shall encourage the U.S. Department of Transportation and the California Highway Patrol to continue to enforce speed limits and existing regulations governing goods movement and hazardous materials transportation.

MM 3.10-3c: Prior to approval of any RTP project, the Lead Agency for each individual project shall consider existing and known planned school locations when determining the alignment of new transportation projects and modifications to existing transportation facilities.

MM 3.10-3d: SCAG shall encourage federal, state, and local efforts to educate businesses on the use of less dangerous alternatives to hazardous materials.

MM 3.10-4a: Prior to approval of any RTP project, the project implementing agency shall consult all known databases of contaminated sites in the process of planning, environmental clearance, and construction for projects included in the 2004 RTP. Where contaminated sites are identified, the project implementation agency shall develop appropriate mitigation measures to assure that worker and public exposure is minimized to an acceptable level and to prevent any further environmental contamination as a result of construction.

MM 3.10-6a: As with new or expanded transportation projects, planners and private developers can and should check published lists of contaminated properties, which are continually updated, to identify cases where new development would involve the disturbance of contaminated properties.

### **Energy**

MM 3.11-2a: Project implementation agencies shall review energy impacts as part of project-specific environmental review as required by CEQA. For any identified impacts, appropriate mitigation measures should be identified. The project implementation agency or local jurisdiction shall be responsible for ensuring adherence to the mitigation measures.

MM 3.11-2b: For any project anticipated to require substantial electrical usage, the project implementing agency shall submit projected electricity and natural gas demand can be calculations to the local electricity or natural gas provider, respectively, for its analysis. Any infrastructure improvements necessary for project construction shall or should be completed according to the specifications of the energy provider.

MM 3.11-2c: Transit providers shall, as feasible, assure that designers of new transit stations incorporate solar panels in roofing and tap other renewable energy sources to offset new demand on conventional power sources.

MM 3.11-2d: SCAG shall encourage state and federal lawmakers and regulatory agencies to pursue the design of programs to either require or incentivize the expanded availability and use of alternative-fuel vehicles to reduce the impact of shifts in petroleum fuel supply and price.

MM 3.11-3a: SCAG shall continue to work with local jurisdictions and energy providers, through its Energy and Environment Committee and other means, to encourage regional-scale planning for improved energy management. Future impacts to energy shall be minimized through cooperative planning and information sharing within the SCAG region. This cooperative planning shall occur during the update of the Energy chapter of SCAG's Regional Comprehensive Plan and Guide.

### **Water Resources**

MM 3.12-1a: Transportation improvements shall comply with federal, state, and local regulations regarding storm water management. State-owned highways and other transportation facilities are subject to compliance with a statewide stormwater permit issued to Caltrans.

MM 3.12-1b: Project implementation agencies shall ensure that new facilities include water quality control features such as drainage channels, detention basins, and vegetated buffers to prevent pollution of adjacent water resources by polluted runoff. Wherever feasible, detention basins shall be equipped with oil and grease traps and other appropriate, effective, and well-maintained control measures.

MM 3.12-1c: Project implementation agencies shall ensure that operational best management practices for street cleaning, litter control, and catch basin cleaning are implemented to prevent water quality degradation.

MM 3.12-1d: Storm Water Pollution Prevention Plans shall be submitted to the State Water Resources Control Board when proposed transportation improvement projects require construction activities. In these activities Best Management Practices shall be followed to manage site erosion and spill control.

MM 3.12-1e: Projects requiring the discharge of dredged or fill materials into U.S. waters, including wetlands, shall comply with sections 404 and 401 of the Clean Water Act including the requirement to obtain a permit from the U.S. Army Corps of Engineers and the governing Regional Water Quality Control Board.

MM 3.12-1f: Long-term sediment control shall include an erosion control and revegetation program designed to allow reestablishment of native vegetation on slopes and undeveloped areas.

MM 3.12-1g: Drainage of roadway runoff should, wherever possible, be designed to run through vegetated median strips, contoured to provide adequate storage capacity and to provide overland flow, detention and infiltration before it reaches culverts. Detention basins and ponds, aside from controlling runoff rates, can also remove particulate pollutants through settling.

MM 3.12-2a: Project implementation agencies shall avoid designs that require continual dewatering where feasible.

MM 3.12-2b: Project implementation agencies shall ensure that projects that do require continual dewatering facilities implement monitoring systems and long-term administrative procedures to ensure proper water management that prevents degrading of surface water and minimizes adverse impacts on groundwater for the life of the project. Construction designs shall comply with appropriate building codes and standard practices including the Uniform Building Code.

MM 3.12-2c: Detention basins, infiltration strips, and other features to control surface runoff and facilitate groundwater recharge shall be incorporated into the design of new transportation projects.

MM 3.12-3a: Natural riparian conditions near projects shall be maintained, wherever feasible, to minimize the effects of stormwater flows at stream crossings.

MM 3.12-3b: Prior to construction, a drainage study shall be conducted for each new project. Drainage systems shall be designed to maximize the dissipation of storm flow velocities with the use of detention basins and vegetated areas, measures that will reduce storm flow risks to areas downstream of a project. Projects shall consider designs for the

lateral transmission of storm water and other similar means to minimize the risks of upstream flooding.

MM 3.12-3c: All roadbeds for new highway and rail facilities should be elevated at least one foot above the 100-year base flood elevation. Since alluvial fan flooding is not often identified on FEMA flood maps, the risk of alluvial fan flooding shall be evaluated and projects shall be sited to avoid alluvial fan flooding where feasible.

MM 3.12-3d: Transportation improvements shall comply with local, state, and federal floodplain regulations. Projects requiring federal approval or funding shall comply with Executive Order 11988 on Floodplain Management, which requires avoidance of incompatible floodplain development, restoration and preservation of the natural and beneficial floodplain values, and maintenance of consistency with the standards and criteria of the National Flood Insurance Program.

MM 3.12-3e: Improvement projects on existing facilities shall include upgrades to stormwater drainage facilities to accommodate any increased runoff volumes. These upgrades may include the construction of detention basins or structures that will delay peak flows and reduce flow velocities. System designs shall be completed to eliminate increases in peak flow rates from current levels.

MM 3.12-4a: SCAG shall continue to work with local jurisdictions and water quality agencies, through its Water Policy Task Force and other means, to encourage regional-scale planning for improved water quality management and pollution prevention. Future impacts to water quality shall be avoided through cooperative planning, information sharing and comprehensive pollution control measure development within the SCAG region. This cooperative planning shall occur during the update of the Water Resources and Water Quality chapters of SCAG's Regional Comprehensive Plan and Guide and through SCAG's Water Policy Task Force. This task force offers an opportunity for local jurisdictions and water agencies to share information and strategies to plan for water quality in the region.

MM 3.12-5a: SCAG shall continue to work with local jurisdictions and water agencies, through its Water Policy Task Force and other means, including the update of the Water Quality and Water Resources chapters for SCAG's Regional Comprehensive Plan and Guide, to encourage regional-scale planning for improved stormwater management and groundwater recharge. Future adverse impacts shall be avoided through cooperative planning, information sharing, and comprehensive implementation efforts within the SCAG region. SCAG's Water Policy Task Force offers an opportunity for local jurisdictions and water agencies to share information and strategies for improving regional performance in these efforts.

MM 3.12-7a: Local jurisdictions should encourage new development and industry to locate in those service areas with existing wastewater infrastructure and treatment capacity.

MM 3.12-7b: Wastewater treatment agencies are encouraged to have expansion plans, approvals and financing in place once their facilities are operating at 80 percent of capacity. Through the update to the Water Quality and Water Resources chapters of SCAG's Regional Comprehensive Plan and Guide, SCAG shall provide opportunities for information sharing and program development.

MM 3.12-7c: Local jurisdictions should promote reduced wastewater system demand by:

- designing wastewater systems to minimize inflow and infiltration to the extent feasible,
- reducing overall source water generation by domestic and industrial users,
- deferring development approvals for industries that generate high volumes of wastewater until wastewater agencies have expanded capacity.

MM 3.12-8a: SCAG shall facilitate local water agencies' informing local jurisdictions of their continued efforts to evaluate future water demands and establish the necessary supply and infrastructure, as documented in their Urban Water Management Plans.

MM 3.12-8b: SCAG shall facilitate local water agencies' informing local jurisdictions of their continued efforts to develop supplies to meet projected demand in 2030.

MM 3.12-8c: SCAG shall facilitate information-sharing about the kind of regional coordination throughout California and the Colorado River Basin that develops and supports sustainable growth policies.

MM 3.12-8d: Future impacts to water supply shall be minimized through cooperation, information sharing, and program development during the update of the Water Resources chapter of SCAG's Regional Comprehensive Plan and Guide and through SCAG's Water Policy Task Force. This task force presents an opportunity for local jurisdictions and water agencies to share information and strategies (such as those listed above) about their on-going water supply planning efforts, including the following types of actions:

- Minimize impacts to water supply by developing incentives, education and policies to further encourage water conservation and thereby reduce demand.
- Involve the region's water supply agencies in planning efforts in order to make water resource information, such as water supply and water quality, location of recharge areas and groundwater, and other useful information available to local jurisdictions for use in their land use planning and decisions.
- Provide, as appropriate, legislative support and advocacy of regional water conservation, supply and water quality projects.
- Promote water-efficient land use development.
- The Water Policy Task Force and the update to SCAG's Regional Comprehensive Plan and Guide present an opportunity for SCAG to partner with the region's water agencies in outreaching to local government on important water supply issues. SCAG provides a unique opportunity to increase two-way communication between land use and water planners. The goals of the Task Force would not be to duplicate existing efforts of the water agencies.

### **Public Services and Utilities**

MM 3.13-1a: The project implementation agency shall ensure that prior to construction all necessary local and state road and railroad encroachment permits are obtained. The project implementation agency shall also comply with all applicable conditions of approval. As deemed necessary by the governing jurisdiction, the road encroachment permits may require the contractor to prepare a traffic control plan in accordance with professional engineering standards prior to construction. Traffic control plans should include the following requirements:

1. Identification of all roadway locations where special construction techniques (e.g., directional drilling or night construction) would be used to minimize impacts to traffic flow.
2. Development of circulation and detour plans to minimize impacts to local street circulation. This may include the use of signing and flagging to guide vehicles through and/or around the construction zone.
3. Scheduling of truck trips outside of peak morning and evening commute hours.
4. Limiting of lane closures during peak hours to the extent possible.
5. Usage of haul routes minimizing truck traffic on local roadways to the extent possible.
6. Inclusion of detours for bicycles and pedestrians in all areas potentially affected by project construction.
7. Installation of traffic control devices as specified in the California Department of Transportation Manual of Traffic Controls for Construction and Maintenance Work Zones.
8. Development and implementation of access plans for highly sensitive land uses such as police and fire stations, transit stations, hospitals, and schools. The access plans would be developed with the facility owner or administrator. To minimize disruption of emergency vehicle access, affected jurisdictions shall be asked to identify detours for emergency vehicles, which will then be posted by the contractor. Notify in advance the facility owner or operator of the timing, location, and duration of construction activities and the locations of detours and lane closures.
9. Storage of construction materials only in designated areas.
10. Coordination with local transit agencies for temporary relocation of routes or bus stops in work zones, as necessary.

MM 3.13-1b: The project implementation agency shall identify projects in the 2004 RTP that require police protection, fire service, and emergency medical service and shall coordinate with the local fire department and police department to ensure that the existing public services and utilities would be able to handle the increase in demand for their services. If the current levels of services at the project site are found to be inadequate, infrastructure improvements and/or personnel requirements for the appropriate public service shall be identified in each project's CEQA documentation.

MM 3.13-2a: Prior to construction, the implementing agency shall identify the locations of existing utility lines. The contractor shall avoid all known utility lines during construction.

MM 3.13-2b: The implementation agency shall work with the local jurisdiction(s) where the project is being built to ensure compliance with public utility codes and regulations.

MM 3.13-3a: Projects identified in the 2004 RTP that require solid waste collection will coordinate with the local public works department to ensure that the existing public services and utilities would be able to handle the increase. If the current infrastructure servicing the project site is found to be inadequate, infrastructure improvements for the appropriate public service or utility shall be identified in each project's CEQA documentation.

MM 3.13-3b: Each of the proposed projects identified in the 2004 RTP shall comply with applicable regulations related to solid waste disposal.

MM 3.13-3c: The construction contractor shall work with the respective County's Recycling Coordinator to ensure that source reduction techniques and recycling measures are incorporated into project construction.

MM 3.13-3d: The amount of solid waste generated during construction will be estimated prior to construction, and appropriate disposal sites will be identified and utilized.

MM 3.13-5a: SCAG shall encourage local jurisdictions to strengthen and fully enforce fire codes and regulations.

MM 3.13-5b: SCAG shall encourage the use of fire-resistant materials when constructing projects in areas with high fire threat.

MM 3.13-5c: SCAG shall encourage the use of fire-resistant vegetation and the elimination of brush and chaparral in the immediate vicinity of development in areas with high fire threat.

MM 3.13-5d: SCAG shall help reduce fire threats in the region as part of the Growth Visioning process and as policies in the update of SCAG's Regional Comprehensive Plan and Guide.

MM 3.13-6a: Implementation agencies shall carefully evaluate the growth inducing potential of individual projects so that the full implications of the project are understood. Individual environmental documents shall quantify indirect impacts (growth that could be facilitated or induced) on public services and utilities to the extent feasible. Lead and responsible agencies then will make any necessary adjustments to the applicable General Plan. Any such identified adjustment shall be communicated to SCAG.

MM 3.13-7a: Project implementation agencies shall undertake project specific review of the public utilities and services as part of project specific environmental review. For any identified impacts, project implementation agencies shall ensure that the appropriate school district has the school capacity, or is planning for the capacity, that the project will generate. Appropriate mitigation measures, such as new school construction or

expansion, shall be identified. The project implementation agencies or local jurisdiction shall be responsible for ensuring adherence to the mitigation measures. SCAG shall be provided with documentation of compliance with any necessary mitigation measures.

MM 3.13-8a: Prior to construction, the implementing agency shall identify the locations of existing utility lines. The contractor shall avoid all known utility lines during construction.

MM 3.13-8b: The implementation agency shall work with the local jurisdiction(s) where the project is being built to ensure compliance with public utility codes and regulations.

MM 3.13-9a: SCAG shall encourage the California Integrated Waste Management Board to continue to enforce solid waste diversion mandates that are enacted by the Legislature.

MM 3.13-9b: SCAG shall encourage local jurisdictions to continue to adopt programs to comply with state solid waste diversion rate mandates and, where possible, shall encourage further recycling to exceed these rates.

MM 3.13-9c: Future impacts related to management of solid waste shall be minimized through cooperation, information sharing, and program development during the update of the Integrated Solid Waste Management chapter of SCAG's Regional Comprehensive Plan and Guide and through SCAG's Energy and Environment Committee. SCAG shall consult with the California Integrated Waste Management Board during this process.

# Environmental Mitigation Workshops

The Southern California Association of Governments (SCAG) will conduct workshops at the following locations and times:

**Tuesday, October 10<sup>th</sup> 11:00 a.m. – Noon**  
**SCAG Offices - Los Angeles**  
**818 W. 7th Street, 12<sup>th</sup> Floor, Los Angeles, CA 90017**

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**Thursday, October 12<sup>th</sup> 1:30 p.m. – 2:30 p.m.**  
**SCAG Offices - Riverside**  
**3600 Lime Street, Suite 216, Riverside, CA 92501**

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These workshops are intended to gain your organization's input on future environmental mitigation. We are interested in making the Regional Transportation Plan's mitigation measures as useful as possible for subsequent environmental documents.

Please RSVP Jennifer Sarnecki at [sarnecki@scag.ca.gov](mailto:sarnecki@scag.ca.gov) or (213) 236-1829. Written comments may be submitted beforehand for SCAG's consideration and discussion at the workshop. Written comments should be submitted no later than **5:00 p.m. on October 6, 2006**, to the address below:



**SOUTHERN CALIFORNIA  
ASSOCIATION of GOVERNMENTS**

818 W. 7th Street, 12th Floor  
Los Angeles, CA 90017  
Attention: Jennifer Sarnecki



September 2006

Posted Wednesday, September 27, 2006

## President's Message

This month is a very important time for SCAG. It is time to start planning ahead on State and Federal legislative programs and the many other activities performed on a cyclical basis.

The Regional Housing Needs Assessment Pilot Program was not acted upon during the final days of the legislative session, however, there are plans to move forward on several sub-regional RHNA workshops over the next two months.

Currently, Compass Blueprint demonstration projects are in full-swing and the Southern California National Freight Gateway Strategy MOU will be included on the Regional Council's October agenda for approval. In addition, the draft Public Participation Plan will also be included on the Transportation and Communications Committee's October agenda for review. Upon approval, the plan will then be made available to the public for a 45-day public comment period.

The SCAG Member Handbook, which is designed to inform and educate readers about SCAG roles and responsibilities, policy and procedures, is undergoing an extensive update and will be made available to members by mid-October.

All members are encouraged to attend a dynamic presentation being made by Professor Robert Kaufmann from Boston University on October 5 prior to the Regional Council meeting. He will be presenting his research on world oil markets. This will be the first of three joint policy workshops on the Regional Comprehensive Plan.

## Executive Director Report

On August 30, 2006, SCAG coordinated a very successful visit to Southern California by Representative Joseph Knollenberg, chair of the Transportation, Treasury, Housing and Urban Development, Judiciary, and District of Columbia Subcommittee of the Appropriations Committee of the United States House of Representatives.

During his visit Representative Knollenberg was updated on SCAG's goods movement priorities. Los Angeles Mayor Antonio Villaraigosa, SCAG President Yvonne Burke and Regional Council Member Pam O'Connor briefed him on specific projects. MTA CEO Roger Snoble conducted a visit for Representative Knollenberg to a Gold Line construction site and gave him an overview of MTA activities and projects. Representative Knollenberg also toured the Port of Long Beach and was briefed on the key environmental, operational and security issues facing Port of Long Beach and the Port of Los Angeles. Representative Knollenberg expressed interest in SCAG's proposed innovative financing proposals for goods movement and transportation projects. The visit by Representative Knollenberg follows a visit to his office by SCAG leadership during the SCAG Consensus Program trip to Washington, D.C. last spring.

On August 4th, SCAG staff attended the third and last stakeholders meeting, convened by Senator Feinstein's staff. The purpose of these meetings has been to reach a regional consensus on the types of assistance and involvement needed from the federal government and the role that the Senator can play in helping resolve the goods movement challenges in Southern California. The discussion items have covered the following: legislation for private-sector tax-credits, use of TIFIA loans for project development activities, formation of a Senate Goods Movement Caucus, legislation permitting use of custom revenues for goods movement projects, implementation of voluntary user fees, SAFETEA-LU appropriations, environmental/air quality conformity concerns, and the development of a National Goods Movement Policy. The meeting concluded with a commitment amongst stakeholders to move forward with the execution of a Local/State/Federal Goods Movement MOU.

Beginning in September, staff will be making specific proposals for Performance Outcomes and basic strategy components for each of the nine chapters within the Regional Comprehensive Plan. By December, the RCP Task Force, and the appropriate policy committees will have received all of the proposals. Staff will be seeking an action to release these preliminary outcomes and strategies as the first step in a six month public and stakeholder review and participation process leading up to the completion of a full draft plan in 2007.

August 31st was the deadline for the latest round of applications for Compass Blueprint Planning Services. Twenty applications were received from local government jurisdictions seeking to partner as Compass Demonstration sites. Staff will be evaluating applications based on their consistency with Compass principles, and specifically on each project's ability to integrate land use and transportation planning, provide a mix of land uses and housing types, and coordinate with local governments, agencies and stakeholders. Projects that are located within the 2% Strategy Opportunity Areas will receive additional consideration. We expect to announce the successful applicants in October. To date, SCAG has engaged in 19 successful Compass Blueprint Demonstration Projects, most of which are at or near completion.

For the complete Executive Director's Report, please [click here](#).

## SCAG Action Report

## **Transportation/Infrastructure Ballot Measures**

On September 14, 2006, the SCAG policy committees recommended that the Regional Council take a support position on each of the following measures appearing on the November 6, 2006 ballot: Proposition 1A, a constitutional amendment to protect Proposition 42 transportation funds; Proposition 1B, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006; Proposition 1C, the Housing and Emergency Shelter Trust Fund Act of 2006; Proposition 1E, the Disaster Preparedness and Flood Prevention Bond Act of 2006; and Proposition 84, the Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006. These recommendations for a support position have been forwarded to the Regional Council for its consideration at the October 5, 2006 meeting.

## **Energy and Environment Committee**

At the September Energy and Environment Committee (EEC) meeting, SCAG staff presented a summary of SCAG's portion of the draft 2007 South Coast Air Quality Management Plan (AQMP). SCAG is responsible for the development of a transportation strategy and transportation control measures for the AQMP and the State Implementation Plan (SIP). The South Coast Air Quality Management District is scheduled to release the Draft AQMP for public review and comment in October 2006.

EEC recommended to authorize staff to collaborate with the Local Government Commission in hosting a workshop at the SCAG office on Water Efficient Land use Planning and to coordinate with the Advisory Committees to be created by the Commission.

## **Legislative Update**

### **State Legislation**

Since the adjournment of the Legislature on August 31, 2006, there are a number of bills relevant to SCAG activities or items of interest that Governor Schwarzenegger has either signed or vetoed or which remain on his desk awaiting further action. The Governor has until September 30, 2006 to act upon all bills. The following is a brief summary of some of these bills:

- AB 32 – Greenhouse Gas Emissions (Nunez) – landmark legislation that establishes the toughest emissions standards in the United States. Requires the reduction of greenhouse gas emissions to year 2000 levels in four years. Signed by Governor.
- AB 521 – Public Private Partnerships (PPP) (Runner, Sharon) – follow up legislation to AB 1467 which provided a framework for establishment of transportation PPPs in California, including two in the SCAG region. On Governor's Desk.
- AB 2762 – Indian Tribal Governments (Levine) – SCAG-sponsored bill that would allow SCAG to amend the Joint Powers Agreement to allow tribal representation at SCAG's General Assembly. On Governor's Desk.
- SB 927 – Port Container Fee (Lowenthal) - The bill imposes a fee of \$30 per twenty-foot equivalent unit (TEU) on containers discharged at the Ports of Long Beach and Los Angeles in order to fund rail system improvements, pollution mitigation measures, and port security enhancements. Vetoed by Governor.
- SB 1282 – Border Infrastructure (Ducheny) - Specifies that federal funds for the coordinated border infrastructure program (CBI) shall be included, but separately identified, in the fund estimates for the STIP, in the Interregional Transportation Improvement Program, and in the STIP, and shall be exempt from the STIP allocation formulas so the funds can be used exclusively for border infrastructure development projects. Signed by Governor.

### **Federal Legislation**

The Senate Appropriations Committee on Transportation, Treasury, the Judiciary, HUD, and related agencies approved the fiscal year 2007 spending bill, HR 5576, on July 20. The spending bill funds mass transit programs at \$8.8 billion, Federal Aid Highway programs at \$39.1 billion and the Federal Aviation Administration (including the Airport Improvement Program) at \$14.2 billion. The bill rejects deep cuts proposed by the Administration in the Airport Improvement Program. The bill is placed on the U.S. Senate Calendar for General Orders, where it will move from the Senate to Conference Committee for reconciliation in the minor differences between the House and Senate versions of the bill, followed by final vote for passage by the full House and Senate. Staff to the Senate Transportation and Treasury Appropriations subcommittee report that current plans are for further action to move the bill in November during a possible lame-duck session.

### **Secretary of Transportation Confirmation**

On September 26, 2006, the United States Senate confirmed Mary Peters as Secretary for the Department of Transportation by unanimous consent.

## **What's Hot!**

To commence the Fourth Cycle of the Regional Housing Needs Assessment process, SCAG will be holding a public hearing/workshop on September 28th. The purpose of this workshop is to accept public testimony from interested parties concerning the integrated growth forecast and RHNA methodology and for SCAG to outline the upcoming RHNA process and the methodologies used. This public

hearing/workshop will be followed in October by 14 subregional workshops regarding feedback on AB 2158 considerations. An additional public hearing/workshop for RHNA policy is scheduled for November, and will cover policy issues including adjustments to avoid over concentration of low income households and balancing job and housing growth.

Please [click here](#) for the latest schedule of upcoming subregional workshops.

## Subregion News

The Subregional Integrated Forecast Workshops will obtain local government feedback used to refine the draft small area growth allocation of the 2007 Integrated Growth Forecast. Each workshop will be structured to focus on the horizon years 2015 and 2035 to serve the requirements of the RHNA and RTP, respectively.

SCAG teams consisting of Compass, RHNA, and Forecasting staff will participate at each workshop. Additional volunteers from Planning & Policy will assist in facilitating the small group exercise. Please [click here](#) for the latest schedule of the upcoming subregional workshops.

Congratulations to the Coachella Valley Association of Governments and Caltrans District 8 for their recent recognition from the Federal Highway Administration Exemplary Ecosystem Initiative. CVAG and Caltrans were recognized for their outstanding commitment to environmental stewardship for their participation in the cooperative effort to develop and implement conservation measures and mitigation in designing an ecosystem-based plan to restore and protect critical habitats for threatened and endangered species in the Coachella Valley.

On Thursday, September 21, the Westside Cities Council Of Governments appointed Jody Hall Esser as Executive Director. Previously, Ms. Hall Esser held the position of Chief Administrative Officer for the City of Culver City and most recently she served as a Consultant on Special projects and Interim Director of Planning and Development, County of Santa Clara, CA. Congratulations to Ms. Esser.

An Inland Empire Goods Movement signing ceremony is scheduled for September 27 at 11:00 am at the Mt. Vernon Avenue overpass near the San Bernardino Associated Governments office to demonstrate that the region's overriding priority should be to find solutions to the health, infrastructure and employment issues associated with goods movement and to ensure that all subregions' perspectives on the growth of logistics be understood and considered in future planning efforts.

## Upcoming Events

SCAG is holding workshops to gather input on environmental mitigation measures for the next Regional Transportation Plan. The workshops will be held on October 10th (11:00 a.m. – Noon) at SCAG Offices in Los Angeles and on October 12th (1:30 p.m. – 2:30 p.m.) at SCAG Offices in Riverside. Please [click here](#) to download the workshop notice.

The Southwest Mega Region Task Force of SCAG, in cooperation with the City of Mexicali, Baja California, Mexico, and the City of Yuma, Arizona, will be conducting the third Southwest Compact Mega-Region Bi-National Hearing on October 24th and 25th at the Holiday Inn Resort in Yuma Arizona. For registration and additional information, please [click here](#).

To view other October events, please [click here](#).

## Did You Know?

The City of Lomita derives its name from the Spanish meaning "little hills." Lomita is the home of the Lomita Railroad Museum, often referred to as a "work of art" since everyone who worked on the building was an artist in his own right. Dedicated to the proud era of the steam engine, complete authenticity is the hallmark of the Museum. On display is a Southern Pacific Railroad Steam Locomotive (1902-1960) and Tender. Nearby stand a 1910 Union Pacific caboose and a modern all-steel Santa Fe caboose. On display at the annex are a 1923 Union Oil tank car and a 1913 Southern Pacific outside-braced wood box car.

Celebrating its 100th birthday, the City of Newport Beach officially became a city in 1906. John Scarpa, an obscure Italian gondolier, and Joseph Beek, developer of Beacon Bay, the Balboa Ferry Line and the principal force in the early development of Balboa Island, arrived in the Newport Harbor area about 98 years ago. These two men established what was then called the Tournament of Lights, an event that would continue for the next nine decades. Today the Tournament of Lights, now called the Newport Beach Christmas Boat Parade, features as many as 150 boats and is hailed as "one of the top ten holiday happenings in the nation" by the New York Times.

Sierra Madre, also known as the Village of the Foothills, is celebrating its 125th anniversary. In 1918, 12,000 people attended the first public Sierra Madre Wistaria Festival. In the 1930s, a 6-week Wistaria event took place, with more than 100,000 people making the trip to see the vine. Extra "Red Cars" were put on the Pacific Electric route to Sierra Madre to handle the crowds. More recently, the Sierra Madre wistaria was named by the Guinness Book of World Records as the largest blossoming plant in the world. It has also been named one of the seven horticultural wonders of the world, along with the redwood forest in Sequoia National Park, Brazil's tropical jungle in the Amazon Valley, Mexico's Xochimilco floating gardens, India's gardens of the Taj Mahal, Japan's Yokohama rock gardens, and the gardens of Buckingham Palace.

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eVision is a publication of the Southern California Association of Governments (SCAG). If you have any comments or suggestions we'd like to hear from you. Email: [evision@scag.ca.gov](mailto:evision@scag.ca.gov).

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Gallatin, Mark	Mark Gallatin City Planner City of San Gabriel 425 S. Mission Drive San Gabriel, CA 91776-0130	(626) 308-2800	(626) 458-2830		Add Note	Remove

<b>Last Name, First Name</b>	<b>Primary Address</b>	<b>Primary Phone</b>	<b>Primary Fax</b>	<b>Primary E-mail Address</b>	<b>Add Note</b>	<b>Remove from Category</b>
Garcia, Eugenia	Mr. Eugenia Garcia Planning Director City of Aliso Viejo 12 Journey, Suite 100 Aliso Viejo, CA 92656-5335	(949) 425-2500	(949) 425-3899	Ggarcia@cityofaliso Viejo.com	Add Note	Remove
Garcia, Robert	Mr. Robert Garcia Executive Director and Counsel CLIFI 1055 Wilshire Blvd., Suite 1660 Los Angeles, CA 90017	(213) 977-1035		rgarcia@clipi.org	Add Note	Remove
Gardner, Keith	Mr. Keith Gardner County of Riverside 4080 Lemon Street, 5th FL Riverside, CA 92501	(951) 955-6646	(951) 955-2194		Add Note	Remove
Gaste, Gordon	Mr. Gordon Gaste City of Brawley 400 Main St., Plaza Park Brawley, CA 92227-2491	760-344-3822	760-344-0307	gordon.gaste@cityofbrawley.com	Add Note	Remove
Gerogino, Sue	Ms. Sue Gerogino Director Of Community Development City of Burbank 275 E. Olive Avenue Burbank, CA 91502-1232	(818) 238-5176	(818) 238-5177	sgeorgino@ci.burbank.ca.us	Add Note	Remove
Gibson, Jeffrey W.	Mr. Jeffrey W. Gibson Planning Director Planning Department City of Torrance 3031 Torrance Blvd. Torrance,, CA 90509-2970	(310) 618-5990	(310) 618-5829		Add Note	Remove
Gillen, Jeannie	Ms. Jeannie Gillen Chair California Recreational Trails Committee 13133 Franceschi Rd. Twin Oaks, CA 93518	(661) 433-5307		jeanniegillen@sierratel.com	Add Note	Remove
Godlewski, John	Mr. John Godlewski Planning Director Community Development City of Downey 11111 Brookshire Ave. Downey, CA 90241-3898	(562) 904-7157	(562) 923-6388	ryoshiki@downeyca.org	Add Note	Remove
Golding, Brian	Mr. Brian Golding Economic Development Specialist Fort Yuma Reservation P.O. Box 1899 Yuma, AZ 85366	(760) 928-1280	(760) 572-2102		Add Note	Remove
Gomez, Carol	Ms. Carol Gomez Planning & Rules Manager South Coast AQMD 21865 E. Copley Dr Diamond Bar, CA 91765-4178	(909) 396-3264	(909) 396-3252	cgomez@aqmd.gov	Add Note	Remove
Gomez, Rick	Mr. Rick Gomez Director Of Community Development AICP 505 South Garey Avenue Pomona, CA 91766	(909) 477-2847	(909) 477-2849	Rick_Gomez@ci.pomona.ca.us	Add Note	Remove
Gonzalez, Alfredo	Mr. Alfredo Gonzalez Associate Director, External Affairs The Nature Conservancy 523 W. 6th St., Suite 1216 Los Angeles, CA 90014	(213) 327-0104 x206	(213) 327-0161	agonzalez@tnc.org	Add Note	Remove
Goodson, AICP, Michael L.	Mr. Michael L. Goodson, AICP Dir.of Planning & Redevelopment City of Hawthorne 4455 W. 126th Street Hawthorne, CA 90250-4482	(310) 970-7939	(310) 644-6685	plandirector@earthlink.net	Add Note	Remove
Gray, Henry	Mr. Henry Gray Director of Community Development City of Huntington Park 6550 Miles Avenue Huntington Park, CA 90255-4393	(323) 582-6161	(323) 584-6302		Add Note	Remove
Grey, Ph.D., Mark	Mr. Mark Grey, Ph.D. Director, Environmental Affairs BIA Southern California 1330 S. Valley Vista Dr. Diamond Bar, CA 91765	(909) 396-1571		mgrey@biasc.org	Add Note	Remove
Grimes, Linda	Ms. Linda Grimes Chief Transportation Planning Caltrans - District 8 464 W. 4th Street, 6th Floor	(909) 383-4561			Add Note	Remove

<b>Last Name, First Name</b>	<b>Primary Address</b>	<b>Primary Phone</b>	<b>Primary Fax</b>	<b>Primary E-mail Address</b>	<b>Add Note</b>	<b>Remove from Category</b>
	San Bernardino, CA 92401-1400					
Griselle, Alice	Ms. Alice Griselle Director Community Development City of Monrovia 415 S. Ivy Avenue Monrovia, CA 91016-2819	(626) 932-5525	(626) 932-5595	agriselle@ci.monrovia.ca.us	Add Note	Remove
Guillis, Linda	Ms. Linda Guillis Director Community & Economic Development City of Moreno Valley 14177 Frederick Street Moreno Valley, CA 92553	(951) 413-3469	(951) 413-3210	lindag@moval.org	Add Note	Remove
Gutierrez, Ken	Mr. Ken Gutierrez Director of Planning City of Riverside 3900 Main Street Riverside, CA 92522-0111	(951) 826-5658	(951) 826-5622	steveuw@ci.riverside.ca.us	Add Note	Remove
Gutierrez, Olivia	Ms. Olivia Gutierrez Director of Planning City of Perris 101 North D Street Perris, CA 92570-	(951) 943-5003	(951) 943-8379		Add Note	Remove
Haley, Patricia	Ms. Patricia Haley Director Of Community Development City of Yorba Linda P.O. Box 87014 Yorba Linda, CA 92885-8714	(714) 961-7130	(714) 996-1064	phaley@yorba-linda.org	Add Note	Remove
Hamada, Ray	Mr. Ray Hamada Planning Director City of Monterey Park 320 W. Newmark Avenue Monterey Park, CA 91754-2896	(626) 307-1255	(626) 280-4537		Add Note	Remove
Hamby, Joel	Mr. Joel Hamby Director of Planning & Public Works City of Imperial 420 S. Imperial Avenue Imperial, CA 92251-1637	(760) 355-1152	(760) 355-1151	publicwksdirector@cityofimperial.org	Add Note	Remove
Hamilton, Manuel	Hon. Manuel Hamilton Chairman Ramona Band of Mission Indians P O Box 391372 Anza, CA 92539-	(951) 763-4105	(951) 763-4325	ramona41@gte.net	Add Note	Remove
Hansen, George	Mr. George Hansen Planning Director City of Calimesa 908 Park Avenue P.O. Box 1190 Calimesa, CA 92320-0919	(951) 795-9801	(951) 795-4399		Add Note	Remove
Hansen, Jim	Mr. Jim Hansen Dir. of Community, Econ. & Dev.Ser City of El Segundo 350 Main Street El Segundo, CA 90245-3895	(310) 524-2313	(310) 322-4167		Add Note	Remove
Harlan, Jeffrey	Mr. Jeffrey Harlan Senior Project Manager Michael Brandman Associates 220 Commerce, Suite 200 Irvine, CA 92602	(714) 508-4100 x176		jharlan@brandman.com	Add Note	Remove
Hartl, James E.	Mr. James E. Hartl Director of Regional Planning 320 W. Temple St., Room 1390 Los Angeles, CA 90012	(213) 974-6401	(213) 974-6384	jhartl@planning.co.la.ca.us	Add Note	Remove
Hassel, Eric	Mr. Eric Hassel Director Community Development City of Lawndale 14717 Burin Avenue Lawndale, CA 90260-1497	(310) 970-2100	(310) 644-4556		Add Note	Remove
Healy Keene, Susan	Ms. Susan Healy Keene Director of Community Development City of West Hollywood 8300 Santa Monica Blvd. West Hollywood, CA 90069	(310) 854-7475	(310) 854-6569	skeene@weho.org	Add Note	Remove
Heep, Lisa	Ms. Lisa Heep Director of Community Development City of Los Alamitos 3191 Katella Avenue Los Alamitos, CA 90720-5600	(562) 431-3538	(562) 493-1255	lheap@ci.los-alamitos.ca.us	Add Note	Remove
Henderson, Kenneth J.	Mr. Kenneth J. Henderson Director of Economic & Comm Devlpmt	(760) 240-7000	(760) 240-7910	applevalley@applevalley.org	Add Note	Remove

Last Name, First Name	Primary Address	Primary Phone	Primary Fax	Primary E-mail Address	Add Note	Remove from Category
Hensley, Larry	Town of Apple Valley 14955 Dale Evans Parkway Apple Valley, CA 92307 Mr. Larry Hensley Chief of Planning County of L.A. Parks and Recreation 510 South Vermont Ave., #201 Los Angeles, CA 90020	(213) 351-5098		lhensley@lacountyparks.org	Add Note	Remove
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Higa, Ray	Mr. Ray Higa Office Chief, Traffic Manager Division of Operations Caltrans - District 07 100 S. Main Street, Suite 100 Los Angeles, CA 90012	(213) 897-0310	(213) 897-0288	ray.higa@dot.ca.gov	Add Note	Remove
Hinojosa, Ricardo	Mr. Ricardo Hinojosa Planning Director City of Calexico 608 Heber Avenue Calexico, CA 92231-2892	(760) 768-2110	(760) 768-2103	rhinojosa@calexico.ca.gov	Add Note	Remove
Hoffman, Bob	Mr. Bob Hoffman Acting Asst. Regional Administrator for Habitat Conservation Southwest Regional Office National Marine Fisheries 501 W. Ocean Blvd., Suite 4200 Long Beach, CA 90802-4213	(562) 980-4005			Add Note	Remove
Hogan, Barry K.	Mr. Barry K. Hogan Community Development Director City of Moorpark 799 Moorpark Avenue Moorpark, CA 93021-1155	(805) 517-6258	(805) 529-8270	bhogan@ci.moorpark.ca.us	Add Note	Remove
Holloway, James S.	Mr. James S. Holloway Director of Community Development City of San Clemente 100 Avenida Presidio San Clemente, CA 92672-3195	(949) 361-6100	(949) 361-8281	hollowayj@san-clemente.org	Add Note	Remove
Hueners, Dave	Mr. Dave Hueners Manager of Community Development City of Thousand Oaks 2100 Thousand Oaks Blvd. Thousand Oaks, CA 91362-2903	(805) 449-2530	(805) 449-2575	dhueners@toaks.org	Add Note	Remove
Hughes, Terrance	Mr. Terrance Hughes Tribal Administrator Santa Rosa Band of Mission Indians P.O. Box 609 Hemet, CA 92546	(951) 658-5311	(916) 658-6733		Add Note	Remove
Hults, Tim	Mr. Tim Hults Director of Planning City of San Jacinto 241 E. Main Street San Jacinto, CA 92583	(951) 487-7325	(951) 654-9896	thults@hotmail.com	Add Note	Remove
Huntley , Michael A.	Mr. Michael A. Huntley Director of Planning City of Montebello 1600 W. Beverly Blvd. Montebello, CA 90640-3970	(323) 887-1475	(323) 887-1488	mhuntley@cityofmontebello.com	Add Note	Remove
Hurse, Emma	Ms. Emma Hurse Director of Community Development City of Cudahy 5220 Santa Ana Street Cudahy, CA 90201-6024	(323) 773-5143	(323) 771-2079		Add Note	Remove
Ikari, Kathy T.	Ms. Kathy T. Ikari Director of Community Development City of Gardena 1700 W. 162nd Street Gardena, CA 90247-3778	(310) 217-9526	(310) 217-9698	kikari@ci.gardena.ca.us	Add Note	Remove
Jackson, Sr., Mike	Hon. Mike Jackson, Sr. Chairman Fort Yuma (Quechan Tribe) P O Box 1899 Yuma, AZ 85366-	(760) 572-0213	(760) 572-2102		Add Note	Remove
James, John A.	Hon. John A. James Chairman Cabazon Band of Mission Indians 84-245 Indio Springs Parkway	(760) 342-2593	(760) 347-7880		Add Note	Remove

Last Name, First Name	Primary Address	Primary Phone	Primary Fax	Primary E-mail Address	Add Note	Remove from Category
Jaramillo, Carlos	Indio,, CA 92203 Mr. Carlos Jaramillo Deputy Director City of La Habra 201 E. La Habra Blvd. La Habra,, CA 90631-8367	(562) 905-9724	(562) 905-9781	carlos-jaramillo@la-habra.com	Add Note	Remove
Jeff, Gloria J.	Ms. Gloria J. Jeff General Manager Department of Transportation (LADOT) City of Los Angeles 100 S. Main Street, 10th Floor Los Angeles, CA 90012	(213) 972-8448	(213) 580-1188	gloria.jeff@lacity.org	Add Note	Remove
John, Steven	Mr. Steven John Director Southern California Field Office U.S. Environmental Protection Agency 600 Wilshire Blvd., Suite 1460 Los Angeles, CA 90017	(213) 244-1804		john.steven@epa.gov	Add Note	Remove
Johnson, Brad	Mr. Brad Johnson Director of Planning City of Rosemead 8838 E. Valley Blvd. Rosemead, CA 91770-1714	(626) 569-2100	(626) 307-9218	bwjohnson@cityofrosemead.org	Add Note	Remove
Jones, Gary	Mr. Gary Jones Director of Community Development City of Signal Hill 2175 Cherry Avenue Signal Hill,, CA 90755-3799	(562) 989-7345	(562) 989-7391	gjones@cityofsignalhill.org	Add Note	Remove
Joseph, Daniel	Mr. Daniel Joseph Community Development Director City of Chino Hills 2001 Grand Avenue Chino Hills, CA 91709-4869	(909) 364-2600	(909) 364-2695	djoseph@chinohills.org	Add Note	Remove
Kamhi, Vic	Mr. Vic Kamhi Director of Transit Services County Trans. Commission 51 W. Sidlee Street #900 Thousand Oaks, CA 91360	(213) 922-3093	(213) 922-2476	vkamhi@goventura.org	Add Note	Remove
Kamino, Michael	Mr. Michael Kamino Director of Planning/Comm. Develpt City of Agoura Hills 30001 Ladyface Court Agoura Hills, CA 91301-4335	(818) 597-7309	(818) 597-7352	mkamino@ci.agoura-hills.ca.us	Add Note	Remove
Kates, Corrie D.	Mr. Corrie D. Kates Director of Planning City of Indian Wells 44-950 Eldorado Drive Indian Wells, CA 92210-7497	(760) 346-2489	(760) 346-0407	ckates@cityofindianwells.org	Add Note	Remove
Kilroy, Barbara	Ms. Barbara Kilroy City Manager City of Compton 205 S. Willowbrook Ave. Compton, CA 90220-3190	(310)605-5585	(310) 631-0322	bkilroy@comptoncity.org	Add Note	Remove
Kinser, Cynthia	Ms. Cynthia Kinser City Planner City of Cathedral City 68-700 Avenida Lalo Guerrero Cathedral City, CA 92234-	(760) 770-0322	(760) 770-0399		Add Note	Remove
Kirkland, Steve	Mr. Steve Kirkland Fish & Wildlife Biologist Caltrans Liaison U.S. Fish & Wildlife Service 2493 Portola Road Suite B Ventura, CA 93003	(805) 644-1766		steve_kirkland@fws.gov	Add Note	Remove
Kissell, Michael	Mr. Michael Kissell Planning Director City of Industry P. O. Box 3366 Industry, CA 91744-0366	(626) 333-2211	(626) 961-6795	mkissell@cityofindustry.org	Add Note	Remove
Kootz, Gary L.	Mr. Gary L. Kootz Director City of Grand Terrace 22795 Barton Road Grand Terrace, CA 92313-	(909) 824-6621	(909) 783-7629		Add Note	Remove
Kosinski, Ron	Mr. Ron Kosinski Deputy District Director Environmental Caltrans - District 07 100 S. Main Street, Suite 100 Los Angeles, CA 90012	(213) 897-0703	(213) 897-0685	ron_kosinski@dot.ca.gov	Add Note	Remove

Last Name, First Name	Primary Address	Primary Phone	Primary Fax	Primary E-mail Address	Add Note	Remove from Category
Koutnic, Daryl	Ms. Daryl Koutnic Hall of Records County of Los Angeles 500 W. Temple Street Los Angeles, CA 90012	(213) 974-1311	(213) 620-0636		Add Note	Remove
Lamb, Matthew	Mr. Matthew Lamb Director of Community Development City of Baldwin Park 14403 E. Pacific Avenue Baldwin Park, CA 91706-4226	(626) 930-0411	(626) 962-2625	mlamb@baldwinpark.com	Add Note	Remove
Lambert, Jeff	Mr. Jeff Lambert Director of Planning and Building Services City of Santa Clarita 23920 Valencia Blvd Santa Clarita, CA 91355-2196	(661) 259-2489	(661) 259-8125		Add Note	Remove
Lambert, Joe	Mr. Joe Lambert Director of Community Development City of Temple City 9701 Las Tunas Drive Temple City, CA 91780-0668	(626) 285-2171	(626) 285-8192	jlambert@templecity.us	Add Note	Remove
Lamm, Donald D.	Mr. Donald D. Lamm Development Services Director City of Costa Mesa P. O. Box 1200 Costa Mesa, CA 92628-1200	(714) 754-5270	(714) 754-4856	donlamm@ci.costa-mesa.ca.us	Add Note	Remove
Laurence AICP, Aleta J.	Ms. Aleta J. Laurence AICP Planning Director Planning Dept. County of Riverside 4080 Lemon Street, 5th FL Riverside, CA 92501	(951) 955-3265	(951) 955-1891		Add Note	Remove
Lazzaretto, Dominic	Mr. Dominic Lazzaretto Director Community Development City of La Palma 7822 Walker Street La Palma, CA 90623-1771	(714) 690-3333	(714) 523-2141		Add Note	Remove
Le Fevre, Steven	Mr. Steven Le Fevre Acting Director of Community Development City of South Gate 8650 California Avenue South Gate, CA 90280-3075	(323) 563-9566	(323) 567-0725	slefevre@sogate.org	Add Note	Remove
Ledford, Hal	Mr. Hal Ledford City Manager City of La Puente 15900 E. Main Street La Puente, CA 91744-4719	(626) 855-1500	(626) 961-4646	hledford@lapuente.org	Add Note	Remove
Lee, Brian K.	Mr. Brian K. Lee Community Development Director City of Bellflower 16600 Civic Center Drive Bellflower, CA 90706-5494	(562) 804-1424 x2224	(562) 925-8660	blee@bellflower.org	Add Note	Remove
Lee, Deborah	Ms. Deborah Lee Senior Deputy Director South Coast Area Office California Coastal Commission 200 Oceangate, 10th Floor Long Beach, CA 90802-4416	(562) 590-5071		dlee@coastal.ca.gov	Add Note	Remove
Lenard, Robert P.	Mr. Robert P. Lenard Director Of Community Development City of Laguna Niguel 27801 La Paz Road Laguna Niguel, CA 92677-	(949) 362-4322	(949) 362-4369		Add Note	Remove
Ley, Alicia	Ms. Alicia Ley Director of Planning Assistant To The City Manager City of Artesia 18747 Clarkdale Ave. Artesia, CA 90701-5899	(562) 865-6262	(562) 865-6240	odor@cityofartesia.org	Add Note	Remove
Lile, Laurie	Ms. Laurie Lile Director of Planning City of Palmdale 38250 Sierra Hwy. Palmdale, CA 93550	(661) 267-5200	(661) 267-5233	llile@cityofpalmdale.org	Add Note	Remove
Lo, Env., P.E. (INFO ONLY), Philip	Dr. Philip Lo, Env., P.E. (INFO ONLY) Senior Engineer Industrial Waste Section Los Angeles County Sanitation District 1955 Workman Mill Road	(562) 699-7411, x2912		plo@lacsds.org	Add Note	Remove

Last Name, First Name	Primary Address	Primary Phone	Primary Fax	Primary E-mail Address	Add Note	Remove from Category
Longcore, Travis	Whittier, CA 90601 Mr. Travis Longcore Science Director The Wildlands Group P.O. Box 24020 Los Angeles, CA 90024-0020			longcore@urbanwildlands.org	Add Note	Remove
Lopez Workman, Raven	Ms. Raven Lopez Workman Consultant Morongo Band of Mission Indians RLW Consulting 5059 Quail Run Road #103 Riverside, CA 92507				Add Note	Remove
Lovett, Dirk	Mr. Dirk Lovett City Engineer City of Hidden Hills 6165 Spring Valley Rd Hidden Hills, CA 91302-1257	(818) 888-9281	(818) 719-0083	dirklovett@caaprofessionals.com	Add Note	Remove
Ludicke, Brian S.	Mr. Brian S. Ludicke Planning Department Director City of Lancaster 44933 N. Fern Avenue Lancaster, CA 93534-2561	(661) 723-6105	(661) 723-5926	bludicke@cityoflancafterca.org	Add Note	Remove
Lyons, Maurice	Hon. Maurice Lyons Tribal Chairman Morongo Band of Mission Indians 11581 Potrero Rd. Banning, CA 92220	(951) 849-4697	(951) 849-4425		Add Note	Remove
Macarro, Mark	Hon. Mark Macarro Chairman Pechanga Band of Luiseno Indians P O Box 1477 Temecula, CA 92593-	(951) 676-2768	(951) 695-1778		Add Note	Remove
Malakates, Andy	Mr. Andy Malakates Section Head, Research/Community Relations Department of Regional Planning Los Angeles County 320 W. Temple St., Room 1346 Los Angeles, CA 90012-3208	(213) 974-6476	(213) 626-0434	amalakates@planning.co.la.ca.us	Add Note	Remove
Mancha, Manuel	Mr. Manuel Mancha Director of Community Development City of South El Monte 1415 Santa Anita Ave. South El Monte, CA 91733-3141	(626) 579-6540	(626) 579-2409	mmancha@soelmonte.org	Add Note	Remove
Mango, David	Mr. David Mango Director of Building & Planning City of Maywood 4319 E. Slauson Avenue Maywood,, CA 90270-2897	(323) 562-5012	(323) 773-2806		Add Note	Remove
Manriquez, Carmen	Ms. Carmen Manriquez Director of Community Development City of Coachella 1515 Sixth Street Coachella, CA 92236-1713	(760) 398-3102	(760) 398-5421	cmanriquez@coachella.org	Add Note	Remove
Marcus, John	Hon. John Marcus Chair Santa Rosa Band of Mission Indians P.O. Box 609 Hemet, CA 92546	(951) 763-5140			Add Note	Remove
Marquez, Michael A.	Mr. Michael A. Marquez Director Of Community Development City of Covina 125 E. College Street Covina, CA 91723-2199	(626) 858-7214	(626) 858-7274	mmarquez@ci.covina.ca.us	Add Note	Remove
Marsh, Lindell L.	Mr. Lindell L. Marsh Attorney at Law 172 Westport Suite 350 Newport, CA 92660-4244	(949) 706-7095	(949) 752-6804	lmarsh@lindellmarsh.com	Add Note	Remove
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Martin, Michael A.	Mr. Michael A. Martin Director Of Development Services Alhambra City 111 S. First Street Alhambra, CA 91801-3704	(626) 570-5034	(626) 458-4201	mmartin@cityofalhambra.org	Add Note	Remove
Masyczek, Richard	Mr. Richard Masyczek	(951) 765-2375	(951) 765-	rmasyczek@cityofhemet.org	Add Note	Remove

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	Planning Director City of Hemet 445 E. Florida Ave. Hemet, CA 92543		2359			
Matley, Ted M.	Mr. Ted M. Matley Community Planner, FTA Region 9 Federal Transit Administration 201 Mission St., Suite 1650 San Francisco, CA 94105-1839	(415) 744-2590	(415) 744-2726	ted.matley@fta.dot.gov	Add Note	Remove
Mayer, Anne	Ms. Anne Mayer District Director Caltrans - District 8 464 W. 4th St, 6th Floor San Bernadino, CA 92401-1400	(909) 383-4055	(909) 383-6239		Add Note	Remove
Mcallester, Brad	Mr. Brad Mcallester Dir., Regional Planning LACMTA One Gateway Plaza Los Angeles, CA 90012-2952	(213) 922-2814	(213) 922-2849	mcallesterb@metro.net	Add Note	Remove
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McDowell, Nora	Hon. Nora McDowell Chairperson Fort Mojave Indian Tribe 500 Merriman Ave Needles, CA 92363-	(760) 629-4591	(760) 629-2468		Add Note	Remove
McGuirt, Mike	Mr. Mike McGuirt California Office of Historic Preservation P.O. Box 942896 Sacramento, CA 94296	(916) 653-8920		mmcquirt@parks.ca.gov	Add Note	Remove
McInnis, Rodney	Mr. Rodney McInnis Regional Administrator Southwest Regional Office National Marine Fisheries 501 W. Ocean Blvd., Suite 4200 Long Beach, CA 90802-4213	(562) 980-4005			Add Note	Remove
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McLaughlin, Jim	Mr. Jim McLaughlin Director of Transit Planning Bus System Improvement Planning LACMTA - Metropolitan Transportation Authority One Gateway Plaza MS-99-23-01, Los Angeles, CA 90012-2952	(213) 922-2806	(213) 922-2845		Add Note	Remove
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Mike, Dean	Hon. Dean Mike Chairman Twenty-Nine Palms Band of Mission Indians 46-200 Harrison St. Coachella, CA 92236	(760) 775-5566	(760) 863-2449		Add Note	Remove

<b>Last Name, First Name</b>	<b>Primary Address</b>	<b>Primary Phone</b>	<b>Primary Fax</b>	<b>Primary E-mail Address</b>	<b>Add Note</b>	<b>Remove from Category</b>
Mikesell, Steve	Mr. Steve Mikesell California Office of Historic Preservation P.O. Box 942896 Sacramento, CA 94296	(916) 653-7113		smike@ohp.parks.ca.gov	Add Note	Remove
Milanovich, Richard	Hon. Richard Milanovich Chairman Agua Caliente Band of Indians 600 E. Tahquitz Canyon Way Palm Springs, CA 92262	(760) 325-3400	(760) 325-6952		Add Note	Remove
Minsk, Janna	Ms. Janna Minsk Planning Director City of Santa Paula P.O. Box 569 Santa Paula, CA 93061	(805) 933-4244	(805) 525-6660	jminsk@ci.santa-paula.ca.us	Add Note	Remove
Mulligan, Michael	Mr. Michael Mulligan Deputy Regional Manager California Department of Fish and Game 4949 Viewridge Ave. San Diego, CA 92123			mmulligan@dfg.ca.gov	Add Note	Remove
Myers, David	Mr. David Myers Executive Director The Wildlands Conservancy 39611 Oak Glen Rd., #12 Oak Glen, CA 92399	(760) 369-9408		paula@wildlandsconservancy.org	Add Note	Remove
Noda, Diane	Ms. Diane Noda Field Supervisor U.S. Fish & Wildlife Service 2493 Portola Road, Ste B Ventura, CA 93003-7726	(805) 644-1766 x313	(805) 644-3958	diane.noda@fws.gov	Add Note	Remove
Noiron, Jody	Ms. Jody Noiron Forest Supervisor Region 5 Angeles National Forest USDA Forest Service Supervisor's Office 701 N. Santa Anita Avenue Arcadia, CA 91006	(626) 574-5216		jnoiron@fs.fed.us	Add Note	Remove
O'Connor, Pam	Hon. Pam O'Connor Councilmember City of Santa Monica 1685 Main St., #200 Santa Monica, CA 90401-3295	(310) 458-8201 Message	(310) 458-1621	pam.oconnor@smgov.net	Add Note	Remove
Ochsenbein, Jeremy	Mr. Jeremy Ochsenbein City of Burbank 275 E. Olive Avenue Burbank, CA 91502-1232	(818) 238-5750	(818) 238-5853		Add Note	Remove
Orci, Oscar	Mr. Oscar Orci Director of Community Development City of Banning 99 E. Ramsey Street Banning, CA 92220-4427	(951) 922-3128	(951) 922-3128	oorci@ci.banning.ca.us	Add Note	Remove
Orpin, Robert G.	Mr. Robert G. Orpin Director of Planning & Development City of Santa Fe Springs 11710 Telegraph Road Santa Fe Springs, CA 90670-3658	(562) 868-0511	(562) 868-7112	boborpin@santafesprings.org	Add Note	Remove
Ottomanelli, John	Mr. John Ottomanelli Transportation Program Specialist Federal Transit Administration FHWA 888 S. Figueroa, Suite 1850 Los Angeles, CA 90017-5467	(213) 202-3957	(213) 202-3961	john.ottomanelli@fhwa.dot.gov	Add Note	Remove
Ouellette, Esq., Michelle	Ms. Michelle Ouellette, Esq. Partner Best Best & Krieger 3750 University Avenue, Suite 400 P.O. Box 1028 Riverside, CA 92502	(951) 826-8373		Michelle.Ouellette@bbklaw.com	Add Note	Remove
Paresa, Jerry	Mr. Jerry Paresa Executive Director Governmental Affairs San Manuel Band of Mission Indians 26569 Community Center Drive Highland, CA 92346	(951) 864-8933	(951) 864-3724		Add Note	Remove
Pascua, Ray	Mr. Ray Pascua Acting Director Community Development City of Placentia 401 E. Chapman Ave Placentia, CA 92870	(714) 993-8124	(714) 961-0283	rpascua@placentia.org	Add Note	Remove
Pastor, Steven	Mr. Steven Pastor Executive Director	(951) 684-6732		pastor@riversidecfb.com	Add Note	Remove

<b>Last Name, First Name</b>	<b>Primary Address</b>	<b>Primary Phone</b>	<b>Primary Fax</b>	<b>Primary E-mail Address</b>	<b>Add Note</b>	<b>Remove from Category</b>
Payne, Roy	Riverside County Farm Bureau 21160 Box Springs Rd., Suite 102 Moreno Valley, CA 92557  Mr. Roy Payne Community Development Director City of Fillmore 250 Central Avenue Fillmore, CA 93015-1907	(805) 524-1500	(805) 524-5707	rpayne@ci.fillmore.ca.us	Add Note	Remove
Perea, Andrew	Mr. Andrew Perea Director of Planning City of Fountain Valley 10200 Slater Ave Fountain Valley, CA 92708	(714) 593-4426	(714) 593-4525		Add Note	Remove
Perea, Ernest	Mr. Ernest Perea Planning Manager City of Murrieta 26442 Beckman Court Murrieta, CA 92562-7022	(951) 461-6035	(951) 698-4509		Add Note	Remove
Perez, Joe	Mr. Joe Perez Director of Community Development City of Paramount 16400 Colorado Avenue Paramount, CA 90723-5012	(562) 220-2038	(562) 630-6731	jperez@paramountcity.com	Add Note	Remove
Pincetl, Stephanie	Prof. Stephanie Pincetl Director Urban Center for People & the Environment UCLA Institute of the Environment La Kretz Hall, Suite 300 Box 951496 Los Angeles, CA 90095	(310) 825-2434		spincetl@ioe.ucla.edu	Add Note	Remove
Plafkin, Hadar	Mr. Hadar Plafkin Planning City of Los Angeles 200 N. Spring Street, 4th FL Los Angeles, CA 90012	(213) 485-2121	(213) 487-0636		Add Note	Remove
Priester, Scott	Mr. Scott Priester Community Development Director/City Planner City of Barstow 220 E. Mountain View St., Suite A Barstow, CA 92311-	(760) 256-3531	(760) 256-1750		Add Note	Remove
Purvis, Drew D.	Mr. Drew D. Purvis Director of Planning City of Malibu 23815 Stuart Ranch Road Malibu,, CA 90265-4897	(310) 456-2489	(310) 456-3356		Add Note	Remove
Quon, Frank L.	Mr. Frank L. Quon Deputy District Director Caltrans - District 07 100 S. Main Street, Suite 100 Los Angeles, CA 90012	(213) 897-0362	(213) 897-0685	fquon@dot.ca.gov	Add Note	Remove
Raymond, John	Mr. John Raymond Director of Planning & Building City of Palm Springs 3200 E. Tahquitz Canyon Way Palm Springs, CA 92262	(760) 323-8245	(760) 322-8360	ecodev@palmsprings-ca.gov	Add Note	Remove
Reichert, Jim	Mr. Jim Reichert Director Economic Development City of Orange 300 E. Chapman Ave P.O. Box 449 Orange, CA 92866	(714) 288-2580	(714) 288-2598		Add Note	Remove
Reid, Bob	Mr. Bob Reid Project Director Parks for People-LA Trust for Public Land The Los Angeles River Center 570 West Ave. 26, Suite 300 Los Angeles, CA 90065	(323) 223-0441		bob.reid@tpl.org	Add Note	Remove
Repp-Loadsmann, Sheri	Ms. Sheri Repp-Loadsmann Planning Manager City of Carson 701 E. Carson Street Carson, CA 90745-	(310) 830-7600	(310) 513-6243		Add Note	Remove
Reynolds, Angela	Ms. Angela Reynolds Planner City of Long Beach 333 W. Ocean Blvd. Long Beach, CA 90802-4664	(562) 570-6458	(562) 570-6610		Add Note	Remove

<b>Last Name, First Name</b>	<b>Primary Address</b>	<b>Primary Phone</b>	<b>Primary Fax</b>	<b>Primary E-mail Address</b>	<b>Add Note</b>	<b>Remove from Category</b>
Rojas, Joel	Mr. Joel Rojas Dir. Of Planning, Bldg, Code Enfc. City of Rancho Palos Verdes 30940 Hawthorne Blvd. Rancho Palos Verdes,, CA 90275-5391	(310) 544-5228	(310) 544-5293	joelr@rpv.com	Add Note	Remove
Rosen, Joel W.	Mr. Joel W. Rosen Chief Planner City of Fullerton 303 W. Commonwealth Ave Fullerton, CA 92832-1775	(714) 738-6554	(714) 738-3110	joelr@ci.fullerton.ca.us	Add Note	Remove
Rupert, Jean	Ms. Jean Rupert Section Head, Environmental L.A. County Dept. Parks and Recreation Planning and Development Agency 510 S. Vermont Ave., Room 201 Los Angeles, CA 90020			jrupert@lacountyparks.org	Add Note	Remove
Salas, Gerry	Mr. Gerry Salas Army Corps of Engineers 915 Wilshire Blvd., Suite 980 Los Angeles, CA 90017	(213) 452-3417			Add Note	Remove
Saldana, David A.	Mr. David A. Saldana Director of Planning City of San Marino 2200 Huntington Drive San Marino, CA 91108-2639	(626) 300-0710	(626) 282-3587	dsaldana@ci.san-marino.ca.us	Add Note	Remove
Salgado, LeeAnn	Hon. LeeAnn Salgado Chairman Cahuilla Band of Mission Indians P O Box 391760 Anza, CA 92539-1760	(951) 763-5549	(951) 763-2808		Add Note	Remove
Salgado, Sr., Robert	Hon. Robert Salgado, Sr. Chairman Soboba Band of Luiseno Indians P O Box 487 San Jacinto, CA 92581-	(951) 654-2765	(951) 654-4198		Add Note	Remove
Sall, April	Ms. April Sall Pipes Canyon Preserve Project Director The Wildlands Conservancy P.O. Box 395 Pioneertown, CA 92268	(760) 396-7105		april@wildlandsconservancy.org	Add Note	Remove
Sanderson, Sheryl	Ms. Sheryl Sanderson Planning Director City of La Habra Heights 1245 N. Hacienda Blvd La Habra Heights, CA 90631-8367	(562) 694-6302	(562) 694-4410		Add Note	Remove
Savio, Yvonne	Ms. Yvonne Savio Common Ground Garden Program Manager University of California Cooperative Extension 4800 Cesar Chavez Ave. Los Angeles, CA 90022	(323) 260-3407		ydsavio@ucdavis.edu	Add Note	Remove
Schmidt, Karen	Ms. Karen Schmidt Executive Director Save Open Space & Agricultural Resources P.O. Box 7352 Ventura, CA 93006	(805) 789-1629		kschmidt@soarusa.org	Add Note	Remove
Schwartz, Yolanda	Ms. Yolanda Schwartz Planning Director City of Rolling Hills Two Portuguese Bend Road Rolling Hills, CA 90274-5199	(310) 377-1521	(310) 377-7288	cityofrh@aol.com	Add Note	Remove
Scott, Thomas	Dr. Thomas Scott Associate Director, Cooperative Extension Center for Conservation Biology University Laboratory Bldg., Room 208 University of California Riverside, CA 92521-0334	(951) 827-5115		Thomas.Scott@ucr.edu	Add Note	Remove
Self, Steve	Mr. Steve Self Director, Community & Economic Dev. City of Adelanto 11600 Air Expressway Adelanto, CA 92301-1753	(760) 246-2300	(760) 246-8421		Add Note	Remove
Shaw, Jeffrey L.	Mr. Jeffrey L. Shaw Community Development Director City of Redlands 35 Cajon Street P.O. Box 3005 Redlands, CA 92373-1505	(909) 798-7533	(909) 798-7503	jshaw@cityofredlands.org	Add Note	Remove

<b>Last Name, First Name</b>	<b>Primary Address</b>	<b>Primary Phone</b>	<b>Primary Fax</b>	<b>Primary E-mail Address</b>	<b>Add Note</b>	<b>Remove from Category</b>
Shoberg, Michael	Mr. Michael Shoberg Director of Community Development Terra Nova Planning & Research City of Desert Hot Springs 65950 Pierson Blvd. Desert Hot Springs, CA 92240-3006	(760) 325-0429	(760) 251-8351		Add Note	Remove
Silver, Dan	Dr. Dan Silver Endangered Habitats League 8424-A Santa Monica Blvd, Suite 592 Los Angeles, CA 90069-4267	(213) 804-2750	(323) 654-1931	dsilverla@earthlink.net	Add Note	Remove
Sims, Susan	Ms. Susan Sims Chief Office of Public Affairs California Department of Water Resources 1416 - 9th Street Sacramento, CA 95814	(916) 653-6192		ssims@water.ca.gov	Add Note	Remove
Smith, GloriaM	s. Gloria Smith Administrative Assistant Fort Mojave Indian Tribe 500 Merriman Ave Needles, CA 92363	(760) 629-4591	(760) 629-5767		Add Note	Remove
Smith, Shirley	Hon. Shirley Smith Councilmember Chemehuevi Reservation P O Box 1976 Havasu Lake, CA 92363	(760) 858-4219	(760) 858-5400		Add Note	Remove
Smith, Steve	Dr. Steve Smith Program Supervisor, CEQA Section South Coast AQMD 21865 E. Copley Dr Diamond Bar, CA 91765-4178	(909) 396-2000	(909) 396-3252	ssmith@aqmd.gov	Add Note	Remove
Snyder, Jonathan	Mr. Jonathan Snyder Fish & Wildlife Biologist U.S. Fish & Wildlife Service 6010 Hidden Valley Rd Carlsbad, CA 92011	(760) 431-9440 x 307		jonathan_d_snyder@fws.gov	Add Note	Remove
Spranza II, John	Mr. John Spranza II Senior Manager Aquatic Ecologist/ Project Manager- Water Resources PBS & J Science and Engineering 12301 Wilshire Blvd., Suite 430 Los Angeles, CA 90025	(310) 268-8132		jjspranza@pbsj.com	Add Note	Remove
Stanley, Robert	Mr. Robert Stanley Director Community Development City of La Canada Flintridge 1327 Foothill Blvd. La Canada Flintridge, CA 91011-2137	(818) 790-8880	(818) 790-7536		Add Note	Remove
Stevens, Larry	Mr. Larry Stevens Director of Planning City of San Dimas 245 E. Bonita Ave San Dimas, CA 91773-3002	(909) 394-6250	(909) 394-6209	lstevens@ci.san-dimas.ca.us	Add Note	Remove
Story, Mike	Mr. Mike Story Director Of Development Services City of Rialto 150 S. Palm Avenue Rialto, CA 92376-6487	(909) 820-2535	(909) 873-4814	mstory@rialtoca.gov	Add Note	Remove
Stueckle, Shane	Mr. Shane Stueckle Deputy Town Manager Town of Yucca Valley 57090 Twentynine Palms Hwy. Yucca Valley, CA 92284-		(760) 369-0626	sstueckle@yucca-valley.org	Add Note	Remove
Sutley, Nancy	Ms. Nancy Sutley Deputy Mayor, Energy and Environment Office of the Mayor City of Los Angeles 200 N. Spring St., Room 303 Los Angeles, CA 90012	(213) 922-7967		nancy.sutley@lacity.org	Add Note	Remove
Tamuri, Maureen	Ms. Maureen Tamuri Community Development Director Environmental Programs City of Calabasas 26135 Mureau Road, # 200 Calabasas, CA 91302-3172	(818) 878-4225	(818) 878-4215	scraig@ci.calabasas.ca.us	Add Note	Remove
Tarango, Dennis	Mr. Dennis Tarango Director of Building & Planning City of Bell	(323) 588-6211	(323) 771-9473	dtarango@cityofbell.org	Add Note	Remove

Last Name, First Name	Primary Address	Primary Phone	Primary Fax	Primary E-mail Address	Add Note	Remove from Category
Taucher, Curt	6330 Pine Avenue Bell, CA 90201-1291 Mr. Curt Taucher Regional Manager Eastern Sierra and Inland Deserts Region California Department of Fish & Game 4665 Lampson Avenue, Suite J Los Alamitos, CA 90720	(562) 596-4121			Add Note	Remove
Taylor, Grant	Mr. Grant Taylor Planning Manager City of Lynwood 11330 Bullis Road Lynwood, CA 90262-3665	(310) 603-0220	(310) 886-0449		Add Note	Remove
Tellis, Ray	Mr. Ray Tellis Transportation Planner FTA/FHWA Metro Office Federal Transit Administration FHWA 888 So. Figueroa, Suite 1850 Los Angeles, CA 90017-5467	(213) 202-3950	(213) 202-3961	ray.tellis@fhwa.dot.gov	Add Note	Remove
Temple, Patty	Ms. Patty Temple Director of Planning City of Newport Beach 3300 Newport Blvd. Newport Beach, CA 92663-1768	(949) 644-3225	(949) 644-3250	ptemple@city.newport-beach.ca.us	Add Note	Remove
Temple, Peggy	Mr. Peggy Temple Planning Director City of Corona P.O. Box 940 Corona, CA 92878-0940	(909) 736-2294	(951) 736-2399		Add Note	Remove
Theobald, Robert	Mr. Robert Theobald Director of Planning City of Westlake Village 31200 Oak Crest Drive Westlake Village, CA 91361-4631	(818) 706-1613	(818) 706-1391	bobt@wlv.org	Add Note	Remove
Thomas, Scott	Mr. Scott Thomas Conservation Co-Chair Sea and Sage Audubon Society P.O. Box 5447 Irvine, CA 92616-5447			redtail1@cox.net	Add Note	Remove
Thompson, Richard	Mr. Richard Thompson Community Development Director City of Manhattan Beach 1400 Highland Ave Manhattan Beach, CA 90266-4795	(310) 802-5501	(310) 545-9322	rthompson@citymb.info	Add Note	Remove
Thomsen, Greg	Mr. Greg Thomsen Program Manager California Bureau of Land Management 22835 Calle San Juan de los Lagos Moreno Valley, CA 92553	(951) 697-5237		gregory_thomsen@ca.blm.gov	Add Note	Remove
Tippets, Ron	Mr. Ron Tippets Chief, Public Projects Resources & Development Management Department County of Orange P. O. Box 687 Santa Ana, CA 92702-0687	(714) 834-5394	(714) 834-4439		Add Note	Remove
Torres, Raymond	Hon. Raymond Torres Chairman Torres-Martinez Desert Cahuilla Indians P.O. Box 1160 Thermal,, CA 92274	(760) 397-8144	(760) 397-8146		Add Note	Remove
Tróyer, James	James Troyer City of El Monte 11333 E. Valley Blvd. El Monte, CA 91731-3293	(626) 580-2001	(626) 453-3612		Add Note	Remove
Ubnoske, Debbie	Ms. Debbie Ubnoske Planning Director City of Temecula 43200 Business Park Dr Temecula,, CA 92589	(951) 694-6444	(951) 694-1999		Add Note	Remove
Urquhart, Lee	Ms. Lee Urquhart Realty Specialist Angeles National Forest U.S.D.A. Forest Service 701 N. Santa Anita Ave. Arcadia, CA 91006-2725	(818) 574-5271	(818) 574-5233		Add Note	Remove
View, Charles	Mr. Charles View Planning Director City of Brea	(714) 990-7690	(714) 671-3694	charliev@ci.brea.net	Add Note	Remove

Last Name, First Name	Primary Address	Primary Phone	Primary Fax	Primary E-mail Address	Add Note	Remove from Category
Wade, Dennis	1 Civic Center Circle Brea, CA 92821-5732  Mr. Dennis Wade Planning & Technical Support Division Air Resources Board 1001 I Street, Box 2815 Sacramento, CA 95812-2815	(916) 327-2963	(916) 322-3646	dwade@arb.ca.govAd	d Note	Remove
Walker, Steve	Mr. Steve Walker City Planner City of Highland 27215 Base Line Highland, CA 92346-3158	(909) 864-6861	(909) 862-3180		Add Note	Remove
Warsinski, Rick	Mr. Rick Warsinski Director of Community Development City of Buena Park 6650 Beach Blvd, Box 5009 Buena Park, CA 90622-5009	(714) 562-3610	(714) 562-3770	rwarsinski@buenapark.com	Add Note	Remove
Watkins, David	David Watkins Director of Planning and Building Planning and Building City of South Pasadena 1414 Mission Street South Pasadena, CA 91030-3298	(626) 403-7230	(626) 403-7211		Add Note	Remove
Webb, Bill	Mr. Bill Webb Director Planning & Development City of Victorville 14343 Civic Drive Victorville, CA 92393-5001	(760) 955-5000	(760) 245-7243	bwebb@ci.victorville.ca.us	Add Note	Remove
Wellman, Jennifer	Ms. Jennifer Wellman Director of Development Services City of Blythe 235 N. Broadway Blythe, CA 92225-1635		(760) 922-6334		Add Note	Remove
White, Aubrey	Ms. Aubrey White Center for Law in the Public Interest 1055 Wilshire Blvd., Suite 1660 Los Angeles, CA 90017	(213) 977-1035		awhite@clipi.org	Add Note	Remove
White, Tobin	Mr. Tobin White Tribal Administrator Soboba Band of Luiseno Indians P O Box 487 San Jacinto, CA 92581-	(951) 654-2765	(951) 654-4198		Add Note	Remove
Whittenberg, Lee	Mr. Lee Whittenberg Director, Development Services City of Seal Beach 211 Eighth Street Seal Beach, CA 90740-6379	(562) 431-2527	(562) 431-4067	lwhittenberg@ci.seal-beach.ca.us	Add Note	Remove
Whittenberg, Lee	Mr. Lee Whittenberg Director, Development Services City of Seal Beach 211 Eighth Street Seal Beach, CA 90740-6379	(562) 431-2527	(562) 431-4067	lwhittenberg@ci.seal-beach.ca.us	Add Note	Remove
Wilkerson, Elaine	Elaine Wilkerson Director of Planning City of Glendale 613 E. Broadway, #110 Glendale, CA 91206-4391	(818) 548-2090	(818) 547-6740		Add Note	Remove
Williams, Don	Mr. Don Williams Planning Manager City of Fontana 8353 Sierra Avenue Fontana, CA 92335-	(909) 350-6711	(909) 350-7676	dwilliams@fontana.org	Add Note	Remove
Williford, Douglas	Mr. Douglas Williford Director Community Development City of Irvine P.O. Box 19575 Irvine, CA 92623-9575	(949) 724-6451	(949) 724-6440	dwilliford@ci.irvine.ca.us	Add Note	Remove
Wilson, Charles E.	Mr. Charles E. Wilson Director, Community Development City of Mission Viejo 200 Civic Center Mission Viejo, CA 92691-5519	(949) 470-3056	(949) 859-1386	cwilson@mission-viejo.org	Add Note	Remove
Wilson, P.E., Kevin	Mr. Kevin Wilson, P.E. Dir. of Community Services & Water City of Vernon 4305 Santa Fe Avenue Vernon, CA 90058-1714	(323) 583-8811	(323) 826-1433	kwilson@ci.vernon.ca.us	Add Note	Remove

<b>Last Name, First Name</b>	<b>Primary Address</b>	<b>Primary Phone</b>	<b>Primary Fax</b>	<b>Primary E-mail Address</b>	<b>Add Note</b>	<b>Remove from Category</b>
Winegar, Matthew	Matthew Winegar Development Services Director City of Oxnard 305 W. Third Street Oxnard, CA 93030-5790	(805) 385-7805	(805) 385-7806		Add Note	Remove
Wing, Damon	Mr. Damon Wing Assistant to Supervisor Linda Parks County of Ventura 2100 E. Thousand Oaks Blvd., Suite C Thousand Oaks, CA 91362	(805) 373-2564		Damon.Wing@ventura.org	Add Note	Remove
Witt, Anthony	Mr. Anthony Witt Director of Community Development City of Claremont 207 Harvard Avenue Claremont, CA 91711-0880	(909) 399-5464	(909) 399-5366	twitt@ci.claremont.ca.us	Add Note	Remove
Wolch, Jennifer	Dr. Jennifer Wolch Director USC Center for Sustainable Cities University of Southern California Kapriellian Hall, 416 3620 S. Vermont Ave. Los Angeles, CA 90089-0255	(213) 821-1325		wolch@college.usc.edu	Add Note	Remove
Woldruff, Deborah	Ms. Deborah Woldruff Director Of Community Development City of Loma Linda 25541 Barton Road Loma Linda,, CA 92354-3160	(909) 799-2800	(909) 799-2890	dwoldruff@ci.loma-linda.ca.us	Add Note	Remove
Wong, Stan	Mr. Stan Wong Director Planning & Redevelopment City of Glendora 116 E. Foothill Blvd. Glendora, CA 91741-3380	(626) 914-8210	(626) 914-8221	swong@ci.glendora.ca.us	Add Note	Remove
Woolson, Pete	Mr. Pete Woolson Planning Director City of Avalon P. O. Box 707 Avalon, CA 90704-0707	(310) 510-0220	(310) 510-0901	petewoolson@cityofavalon.com	Add Note	Remove
Wu, Barbara	Ms. Barbara Wu Los Angeles unified School District 450 N. Grand Ave., Room A-223 Los Angeles, CA 90012	(213) 972-5870			Add Note	Remove
Ybarra, Anthony	Mr. Anthony Ybarra Community Development Director City of Bell Gardens 7100 Garfield Avenue Bell Gardens, CA 90201-3293	(562) 806-7700	(562) 776-5347		Add Note	Remove
Zamora, David R.	Mr. David R. Zamora Community Development Director City of Colton 650 N. La Cadena Dr. Colton, CA 92324-2853	(909) 370-5099	(909) 370-5060	dzamora@ci.colton.ca.us	Add Note	Remove
Zarrilli, Bob	Mr. Bob Zarrilli City Planner City of Commerce 2535 Commerce Way Commerce,, CA 90040-1410	(323) 722-4805	(323) 887-4441	rmz35@hotmail.com	Add Note	Remove
Zelesky, Howard	Mr. Howard Zelesky Director of Planning City of Huntington Beach 2000 Main Street Huntington Beach, CA 92648-2763	(714) 536-5276	(714) 536-5233		Add Note	Remove
TOT						

## Jennifer Sarnecki

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**From:** Jonathan Nadler  
**Sent:** Tuesday, October 03, 2006 8:17 AM  
**To:** Jonathan Nadler; 'airlaw5@cox.net'; 'Alan DeSalvio'; 'andy\_woods@dot.ca.gov'; 'Anup Kulkarni'; 'arman\_behtash@dot.ca.gov'; 'asherwood@prodigy.net'; 'ben@vcapcd.org'; 'bkernag@lbtransit.com'; 'bradpoiriez@imperialcounty.net'; 'carlson@mta.net'; Cathy Alvarado; 'cfryxell@mdaqmd.ca.gov'; 'cgomez@aqmd.gov'; 'chengh@mta.net'; 'ckeynejad@sbcglobal.net'; 'clennard@fulbright.com'; 'cwalecka@earthlink.net'; 'david\_brewer@dot.ca.gov'; 'dgabbard@hotmail.com'; 'dmcgivney@emwd.org'; 'Doug@sonomatech.com'; 'dthompso@arb.ca.gov'; 'dwade@arb.ca.gov'; 'eburton@octa.net'; 'ehaley@rctc.org'; 'Eldonh@mdaqmd.ca.gov'; 'El-Rabaa, Maged'; 'esells@aqmd.gov'; 'frank Roberts'; 'fulgene\_cortez@dot.ca.gov'; 'glenn\_harris@ca.blm.gov'; 'grace.balmer@fhwa.dot.gov'; 'HamidehA@metro.net'; Hasan Ikhata; 'hsugita@rctc.org'; 'ilene\_gallo@dot.ca.gov'; 'jbergener@octa.net'; 'jean.mazur@fhwa.dot.gov'; Jessica Kirchner; 'jesson.david@epa.gov'; 'kathiwilliams@imperialcounty.net'; 'kforsythe@goventura.org'; 'kimd@mta.net'; 'KLobeck@rctc.org'; 'kmortazavi@octa.net'; 'Leann Williams'; 'leslie.rogers@fta.dot.gov'; 'lewisco@cyberg8t.com'; 'Lisa Poe'; 'lisa@lisajburke.com'; 'lterry@arb.ca.gov'; Ludlow Brown; 'luisa.easter@dot.ca.gov'; 'marroquinn@mta.net'; 'mattdessert@imperialcounty.net'; 'maureen\_el\_harake@dot.ca.gov'; 'mbryant@ci.irvine.ca.us'; 'mcallesteb@mta.net'; 'mike\_bradley@dot.ca.gov'; 'mstanley@riversidetransit.com'; 'n.emerson@worldnet.att.net'; Naresh Amatya; 'nking@sanbag.ca.gov'; 'oconnor.karina@epa.gov'; 'Paul\_Fagan@dot.ca.gov'; 'pdehaan@goventura.org'; Philip Law; 'ray.sukys@fta.dot.gov'; 'rdulla@sierraresearch.com'; 'rmarcus@octa.net'; 'rnbrasington@mdaqmd.ca.gov'; 'Robert.O'Loughlin@fhwa.dot.gov'; Rosemary Ayala; 'Rosen.Rebecca@epamail.epa.gov'; 'rtdixon@DSLextreme.com'; 'rturmer'; 'sam\_alameddine@dot.ca.gov'; 'sandy\_johnson@dot.ca.gov'; 'sean\_yeung@dot.ca.gov'; Sheryll Del Rosario; 'Shirley Medina'; 'Steve.Luxenberg@fhwa.dot.gov'; Sylvia Patsaouras; 'ted.matley@fta.dot.gov'; 'tgdala@ci.calabasas.ca.us'; 'tony\_louka@dot.ca.gov'; 'tschuiling@sanbag.ca.gov'; 'washburnD1@aol.com'; 'wwm@pdcorp.com'; 'yaled@mta.net'; 'khiggins@aqmd.gov'; 'gretchen.hardison@lacity.org'; 'jose.gutierrez@lacity.org'; 'r\_b\_balanza@dot.ca.gov'; 'Andrew.Yoon@dot.ca.gov'; Sheryll Del Rosario; 'jacque\_clayton@dot.ca.gov'; Lori Huddleston (E-mail)  
**Cc:** Jennifer Sarnecki  
**Subject:** Mitigation Workshops  
**Attachments:** enviro mitigation workshop.pdf

The Southern California Association of Governments (SCAG) is contacting cities and counties in the SCAG region as well as applicable resource and transportation agencies to address SCAG's 2004 Regional Transportation Plan (RTP) Environmental Impact Report (EIR), and specifically, the mitigation measures included as part of the 2004 RTP EIR (see <http://scag.ca.gov/RTPpeir2004/draft/2004/index.htm>). SCAG is seeking input relative to EIR mitigation measures for the next RTP update.

You are invited to attend workshops related to this mitigation outreach effort at the following locations and times:

**Tuesday, October 10<sup>th</sup>, 11 a.m. – Noon**  
**Southern California Association of Governments**  
**818 W. 7<sup>th</sup> Street, 12<sup>th</sup> Floor**  
**Los Angeles, CA 90017**

**Thursday, October 12<sup>th</sup>, 1:30 p.m. – 2:30 p.m.**  
**Southern California Association of Governments --Riverside Office**  
**3600 Lime Street, Suite 216**  
**Riverside, CA 92501**

Please **RSVP** Jennifer Sarnecki at [sarnecki@scag.ca.gov](mailto:sarnecki@scag.ca.gov) or (213) 236-1829.

Written comments may be submitted beforehand for SCAG's consideration and discussion at the workshop. Written comments should be submitted no later than **5:00 p.m. on October 6, 2006**, to:

**Jennifer Sarnecki**  
**SCAG**  
**818 W. 7th Street, 12th Floor**  
**Los Angeles, CA 90017**

**Jennifer Sarnecki**

---

**From:** Sandy Johnson [sandy\_johnson@dot.ca.gov]  
**Sent:** Wednesday, October 04, 2006 2:19 PM  
**To:** Jennifer Sarnecki  
**Cc:** Jonathan Nadler  
**Subject:** Re: Mitigation Workshops

**Attachments:** enviro mitigation workshop.pdf



enviro mitigation  
workshop.pdf...

Jennifer,

Would it be possible for us here in San Diego to attend either of these workshops via teleconference/webconference/???

Regards,  
Sandy

Sandy Johnson, Chief  
Air Quality and Regional Studies Branch  
Caltrans District 11  
4050 Taylor Street (MS-240)  
San Diego, CA 92110  
(619) 688-6460  
Cell (619) 709-4131  
Fax (619) 688-3338  
"Caltrans improves mobility across California"

Mike  
Brady/HQ/Caltrans  
/CAGov

10/03/2006 08:38  
AM

To  
Leann  
Williams/D07/Caltrans/CAGov@DOT,  
Paul Fagan/D08/Caltrans/CAGov@DOT,  
Maureen El  
Harake/D12/Caltrans/CAGov, Tony  
Louka/D08/Caltrans/CAGov@DOT,  
Andrew Yoon/D07/Caltrans/CAGov@DOT,  
Reza  
Aurasteh/D12/Caltrans/CAGov@DOT,  
Sandy  
Johnson/D11/Caltrans/CAGov@DOT,  
Jayne Dowda/D11/Caltrans/CAGov@DOT,  
Kelly Dunlap/HQ/Caltrans/CAGov@DOT  
cc  
David Ipps/HQ/Caltrans/CAGov@DOT,  
Sharon  
Scherzinger/HQ/Caltrans/CAGov@DOT,  
nadler@scag.ca.gov  
Subject  
Fw: Mitigation Workshops

You-all definitely need to look at this (SCAG RTP EIR mitigation measure proposals) to see whether and how they affect CT ops and project analysis. I'm booked up those days and won't be able to attend (Jonathan: will there be a phone hookup for at least one of them?).

There have been cases where RTP EIRs included project-level mitigation measures for air quality impacts. That can complicate project delivery.

Plan covers Ven, LA, Ora, SBd, Riv, and Imp Counties.

Michael Brady  
California Department of Transportation  
DOTP-ORIP

Air Quality/Conformity Coordinator

Phone: (916) 653-0158

Fax: (916) 653-1447

Cell: (916) 804-2747

----- Forwarded by Mike Brady/HQ/Caltrans/CAGov on 10/03/2006 08:32 AM

-----

"Jonathan Nadler"  
<nadler@scag.ca.gov>  
ov>

10/03/2006 08:17  
AM

To

"Jonathan Nadler"  
<nadler@scag.ca.gov>,  
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Huddleston \ (E-mail\)"  
<huddlestonl@metro.net>  
cc  
"Jennifer Sarnecki"  
<SARNECKI@scag.ca.gov>  
Subject  
Mitigation Workshops

The Southern California Association of Governments (SCAG) is contacting cities and counties in the SCAG region as well as applicable resource and transportation agencies to address SCAG's 2004 Regional Transportation Plan (RTP) Environmental Impact Report (EIR), and specifically, the mitigation measures included as part of the 2004 RTP EIR (see <http://scag.ca.gov/RTPpeir2004/draft/2004/index.htm>). SCAG is seeking input relative to EIR mitigation measures for the next RTP update.

You are invited to attend workshops related to this mitigation outreach effort at the following locations and times:

Tuesday, October 10th, 11 a.m. - Noon  
Southern California Association of Governments  
818 W. 7th Street, 12th Floor  
Los Angeles, CA 90017

Thursday, October 12th, 1:30 p.m. - 2:30 p.m.  
Southern California Association of Governments --Riverside  
Office  
3600 Lime Street, Suite 216

Riverside, CA 92501

Please RSVP Jennifer Sarnecki at [sarnecki@scag.ca.gov](mailto:sarnecki@scag.ca.gov) or (213) 236-1829.

Written comments may be submitted beforehand for SCAG's consideration and discussion at the workshop. Written comments should be submitted no later than 5:00 p.m. on October 6, 2006, to:

Jennifer Sarnecki  
SCAG  
818 W. 7th Street, 12th Floor  
Los Angeles, CA 90017 (See attached file: enviro mitigation

workshop.pdf)

Environmental Mitigation Workshops: Personal phone contacts October 2006

First Name	Last Name	Affiliation	Title	Phone	Email	Contact Date	Action
Jennifer	Chicconi	US EPA	Chief of Staff, SC field office	213.244.1834	chicconi.jennifer@epa.gov	10/3/2006	left message: she called back and said that Eric Raffini (sp?) will be at the meeting on the 10th
Alta Grace	Balmer	US DOT, FHWA	Transportation Planner, FTAFHWA Metro office	213.202.3953	altagrace.balmer@hwa.dot.gov	10/3/2006	she will attend the meeting on the 12th with a new associate
Ted	Maley	US DOT, FTA	Community Planner, Region 9	(415) 744-2590	ted.maley@fta.dot.gov		left message
Ed	Demesa	US Army Corps of Engineers	Planning Sec. Chief	213.452.3792	edmesa@spl.usace.army.mil	10/3/2006	left message he is on vacation that week; he has passed the invitation along and if that person is available they will attend
Bob	Hoffman	National Marine Fisheries	Acting Asst. Regional Administrator for Habitat Conservation	562.980.4041		10/3/2006	
Jody	Noiron	USDA Forest Service	Forest Supervisor, Angeles National Forest	626.574.5200		10/3/2006	left message
Ronald	Kosinski	Caltrans District 7	Deputy District Director for Environmental Planning	213.897.0703	rkosinski@dot.ca.gov	10/3/2006	left message She retired: John Pignano (sp?) took her place 909 383 6327. Left message.
Linda	Grimes	Caltrans District 8	Chief, Transportation Planning	909.383.4561		10/3/2006	She is no longer there. Gayle McInyre (sp?) look her place; left a message 949-724-2899
Gail	Farber	Caltrans District 12	Deputy District Director of Planning	949.724.2000		10/3/2006	
Larry	Eng	CA Dept. of Fish and Game	Regional Manager, Region 5	858.487.4210	leng@dfg.ca.gov	10/3/2006	spoke with assistant to confirm - waiting for response
Curt	Taucher	CA Dept. of Fish and Game	Regional manager, Region 6	(562) 596-4212	ctaucher@dfg.ca.gov	10/3/2006	spoke with assistant to confirm - left message with habitat conservation office
Steve	Mikesell	California Office of Historic Preservation		916.653.7113	smike@ohp.parks.ca.gov	10/3/2006	left message
Dennis	Wade	California Air Resources Board	Planning & Technical Support Division	916.327.2963	dwade@arb.ca.gov	10/3/2006	left message
Greg	Thomson	California Bureau of Land Management	Program Manager	951.697.5237	gregory_thomson@ca.blm.gov	10/3/2006	greg is checking with Dick to confirm
Richard	Crowe	California Bureau of Land Management	Bioregional Planner	951.697.5216	Richard_Crowe@ca.blm.gov	10/3/2006	see above spoke with s.smith he is checking with management to see if he can attend. Would likely go to LA
Steve	Smith	SCAQMD	Program Supervisor, CEQA	909.396.2000	s.smith@sqamd.gov	10/3/2006	no contact info on website or in CMS
Michelle	Bitner	OCTA	Senior Transportation Analyst	213.922.2814	mcallesienb@metro.net	10/3/2006	left message
Brad	McAlister	LACMTA	Dir. Regional Planning		amalakates@planning.co.la.ca.us	10/3/2006	someone from environmental will attend
Andy	Malakates	LA County California Coastal Commission	Community Relations	213.974.6476		10/3/2006	left message with assistant in San Diego and Long Beach
Deborah	Lee	California Coastal Commission	senior deputy director	562.590.5071	dlee@coastal.ca.gov	10/3/2006	
Hon. Stephanie	Bustamante	Secretary	San Manuel Band of Mission Indians	(909) 864-8933		10/6/2006	Contacted by Governmental Affairs staff

Environmental Mitigation Workshops: Personal phone contacts October 2006

First Name	Last Name	Affiliation	Title	Phone	Email	Contact Date	Action
Hon. Daniel	Eddy, Jr	Chairman	Colorado River Indian Tribe	(928) 699-9211		10/6/2006	Contacted by Governmental Affairs staff
Hon. Manuel	Hamilton	Chairman	Ramona Band of Mission Indians	(951) 763-4105		10/6/2006	Contacted by Governmental Affairs staff
Hon. Mike	Jackson, Sr.	Chairman	Fort Yuma (Quechan Tribe)	(760) 572-0213		10/6/2006	Contacted by Governmental Affairs staff
Hon. John A.	James	Chairman	Cabazon Band of Mission Indians	(760) 342-2593		10/6/2006	Contacted by Governmental Affairs staff
Hon. Maurice	Lyons	Tribal Chairman	Morongo Band of Mission Indians	(951) 849-4697		10/6/2006	Contacted by Governmental Affairs staff
Hon. Mark	Macarro	Chairman	Pechanga Band of Luiseno Indians	(951) 676-2768		10/6/2006	Contacted by Governmental Affairs staff
Hon. John	Marcus	Chair	Santa Rosa Band of Mission Indians	(951) 763-5140		10/6/2006	Contacted by Governmental Affairs staff
Hon. Mary Ann	Martin	Chairperson	Augustine Band of Mission Indians	(760) 365-1373		10/6/2006	Contacted by Governmental Affairs staff
Hon. Nora	McDowell	Chairperson	Fort Mojave Indian Tribe	(760) 629-4591		10/6/2006	Contacted by Governmental Affairs staff
Hon. Dean	Mike	Chairman	Twenty-Nine Palms Band of Mission Indians	(760) 775-5566		10/6/2006	Contacted by Governmental Affairs staff
Hon. Richard	Milhanovich	Chairman	Agua Caliente Band of Indians	(760) 325-3400		10/6/2006	Contacted by Governmental Affairs staff
Hon. LeeAnn	Salgado	Chairman	Cahuilla Band of Mission Indians	(951) 763-5549		10/6/2006	Contacted by Governmental Affairs staff
Hon. Robert	Salgado, Sr.	Chairman	Socoba Band of Luiseno Indians	(951) 654-2765		10/6/2006	Contacted by Governmental Affairs staff
Hon. Shirley	Smith	Councilmember	Chemehuevi Reservation	(760) 858-4219		10/6/2006	Contacted by Governmental Affairs staff
Hon. Raymond	Torres	Chairman	Torres-Martinez Desert Cahuilla Indians	(760) 397-8144		10/6/2006	Contacted by Governmental Affairs staff
Andy	Cannella	Tribal Administrator	Cahuilla Band of Mission Indians	(951) 763-5549		10/6/2006	Contacted by Governmental Affairs staff
Brian	Golding	Economic Development Specialist	Quechan Tribe	(760) 572-0213		10/6/2006	Contacted by Governmental Affairs staff
Raven	Lopez Workman	RLW Consulting	RLW Consulting (Consultant to Morongo Band of Mission Indians)	(951) 314-6684		10/6/2006	Contacted by Governmental Affairs staff
Gloria	Smith	Administrative Assistant	Fort Mojave Indian Tribe	(760) 629-4591		10/6/2006	Contacted by Governmental Affairs staff
Jerry	Parasa	Director of Operations	San Manuel Band of Mission Indians	(909) 864-8933		10/6/2006	Contacted by Governmental Affairs staff
Syanthia	Ameelyenah	Executive Secretary	Colorado River Tribe	(928) 669-9211		10/6/2006	Contacted by Governmental Affairs staff
Tom	Davis	Chief Planning Officer	Agua Caliente Band of Cahuilla Indians	(760) 325-3400 ext. 1322		10/6/2006	Contacted by Governmental Affairs staff
Terrence	Hughes	Tribal Administrator	Santa Rosa Band of Mission Indians	(951) 658-5311		10/6/2006	Contacted by Governmental Affairs staff
Tobin	White	Tribal Administrator	Soboba Band of Luiseno Indians	(951) 654-2765		10/6/2006	Contacted by Governmental Affairs staff

# Environmental Mitigation Workshops

Tuesday, October 10, 2006

SCAG Los Angeles Office

1. Gregory Nord	OCTA	gnord@octa.net	714.560.5885
2. Deborah Mankin	GCCoq	dchankin@earthlink.net	
3. <del>BRYAN</del> MOSCARDINI	LA COUNTY PARKS & RECREATION	bmoscardini@lacountyarks.org	
4. Wendy Reed	Antelope Valley Conservancy	avconservancy@yahoo.com	(661) 943-9000
5. Scott Harris	CA Dept Fish & Game	sharris@dfg.ca.gov	
6. John Eckria	L.B.U.S.D.	JEckria@lbusd.k12.ca.gov	562-997-7550
7. Keegan Fahay	LADPW	kfahay@ladpw.org	626-458-5166
8. Jody Noiron	USFS	jnoiron@fs.fed.us	(626) 574-5214
9. KARL RODENBAUGH	The Planning Center (LBUSD)	krodenba@planningcenter.ca.gov	710 670-9721
10. MAJREEN EL HARAKE	CALTRANS D12	majreen-el-harake@dot.ca.gov	(949) 734-2086
11. Karen Schmidt	SOAR	kschmidt@soarusa.org	805 798 1629
12. Jim Stewart	People for Parks	jim@PeopleforParks.org	213-487-9340
13. Bertha Ruiz-Hoffmann	County of LA Parks & Rec	bruiz@lacountyarks.org	(213) 738-4624
14. Changmi Bae	LA county Parks & Rec	cbae@lacountyarks	
15. Dan Silver	EHL	dsilver@earthlink.net	213 804-2750
16. Michael Fitts	FHL	gartodas@yahoo.com	323 908-3543
17. A. Bullo	PHLNHPA	agullo@habitatauthority.org	562 945-9003
18. Susan Sturges	USEPA via teleconference		
19. Sandy Johnson	Caltrans II via teleconference		
20.			
21.			
22.			



# Environmental Mitigation Workshops

Tuesday, October 10, 2006

SCAG Los Angeles Office

Name	Company	Email	Phone
45. LIZ CHATTIN	VENTURA COUNTY	elizabeth.chattin@ventura.ca.gov	805 654-5193
46. FRANK SIMPSON	RMC.	FSimpson@RMC.CA.GOV	626 458-4330
47.			
48.			
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**ENVIRONMENTAL MITIGATION WORKSHOP  
of the  
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS'**

**October 10, 2006  
Minutes**

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**THE FOLLOWING IS A SUMMARY OF THE ENVIRONMENTAL MITIGATION WORKSHOP. AN AUDIOCASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.**

The Environmental Mitigation Workshop was held at SCAG's office in Los Angeles.

**Present**

John Sprenger, PBS&J  
Brian Moscardini, LA County Parks & Recreation  
Wendy Reed, Antelope Valley Conservancy  
Scott Harris, CA Dept. of Fish & Game  
Mary Lokum, So. CA Wetlands Recovery Project  
Liz Chattin, Ventura County Planning  
Greg Nord, OCTA  
Jennifer Sarnecki, SCAG  
Jessica Kirchner, SCAG  
Wendy Lockwood, SCAG Consultant  
Naresh Amatya, SCAG  
Sylvia Patsaouras, SCAG  
Peter Brandenburg, SCAG  
Cheryl Collier, SCAG  
Deborah Chankin, Gateways Cities COG  
Karl Rodenbaugh, Long Beach Unified School District  
John Eclevia, Long Beach Unified School District  
Karen Schmidt, Open Space & Natural Resources  
Maureen El Harahe, Caltrans District 12  
Johnthan Nadler, SCAG  
Sheryll Del Rosario, SCAG  
Jody Noiron, Angeles Natl.US Forest Service  
Jim Stewart, People for Parks  
Joe Alcock, SCAG  
Keegan Fahey, LADWP  
Karen Schmidt, SOAR  
Bertha Ruiz-Hoffman, LA County Parks & Recreation  
Changmii Bae, L.A. County Parks & Recreation  
Dan Silver, Endangered Habitats League  
Michael Fitts, Endangered Habitats League

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**ENVIRONMENTAL MITIGATION WORKSHOP  
of the  
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS'**

**October 10, 2006  
Minutes**

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**Present continued**

A Gullo, Puente Hills Landfill Native Habitat Preserve Authority  
Frank Simpson, Rivers & Mountains Conservancy

**Via teleconference**

Susan Sturges, U.S. EPA Environmental Review Ofs.  
Sandy Johnson, Caltrans Dist. 11  
Jackie Claton, Caltrans Dist. 11

Sylvia Patsaouras, SCAG, stated that the reason for today's meeting was for SCAG to address the growth that the region is experiencing and to update the Regional Transportation Plan (RTP). In doing so, staff needs to address new requirements from the SAFETEA-LU. SCAG has developed an Environmental Impact Report for the RTP and there are certain requirements that staff needs to fulfill not only with CEQA but also with the SAFETEA-LU. Today's discussion will focus on the 2004 RTP with its existing adopted plan.

Naresh Amatya, SCAG, summarized the 2004 RTP and discussed SAFETEA-LU requirements.

**EIR OBJECTIVES**

Wendy Lockwood, SCAG consultant, gave a presentation on the EIR and moderated the workshop on environmental mitigation.

**COMMENTS**

Wendy Reed, Antelope Valley, commented that her area had a tremendous rate of growth and anticipates that the on-going work on SR138 is probably going to be supplemented in the Palmdale Road area for another east/west traffic corridor. Their concern is that at the same time this area of work has north/south wildlife corridors. Antelope Valley would like to see that the RTP will include specify environmental impacts of projects, such as testing where animals are crossing to provide under and overpasses and wildlife crossing corridors.

Ms. Lockwood responded that staff could not map and identify potential impacts in the RTP/EIR for each individual project. But staff could set up criteria for linear projects,

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**ENVIRONMENTAL MITIGATION WORKSHOP  
of the  
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS'**

**October 10, 2006  
Minutes**

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identify the survey methodology that should be undertaken, the types of resources that might be found, and then the mitigation that would be appropriate.

Scott Harris, California Department of Fish & Game, commented that some of the biggest problems his department faces are how to deal with impacts to non-listed species. The only way to address impacts to these species is through CEQA, which is still an imperfect program. It has come down to what the lead agencies' are willing to do as far as project requirements for their discretionary approval. There is no standard that is followed.

Ms. Lockwood responded it was an umbrella document in the RTP. It is the intent that all plans in the Region are consistent with the RTP. Staff can craft language from CDFG perspective, we believe that these are resources that need mitigation and this is the type of mitigation we are looking for. As an umbrella document it gives SCAG and CDFG the opportunity to give some general guidance on what they believe is appropriate for the non-listed species.

Jim Stewart, People for Parks, commented that a lot of the language in the mitigation measures, from an environmentalist perspective, is useless, i.e. as instances where the phrase, "encourage where feasible" is used. There there's language that is specific and useful that is not enforced. It was also questioned how the very specific mitigations were being regulated.

Ms. Lockwood responded that mitigation monitoring was the next phase of the analysis. Staff is currently in the process of strengthening the language in the measures so the language is in place, which would enable the lead agencies to follow-up and enforce the mitigation measures.

Michael Fitts, Endangered Habitats League, commented that all the mitigation were project type measures, there were no mitigation measures that deal directly with cumulative impacts from growth and transportation measures. SCAG should pursue a fee mechanism.

Ms. Lockwood responded that the way the RTP and SCAG deals with some of the growth inducement issues is through the alternative analysis. Staff took a look at the different growth patterns that are available in terms of aviation and growth in general. A fee requires a nexus and collection. It gets difficult to deal with at the regional level.

Mr. Fitts responded that staff would have to demonstrate, at the project level, the contribution to the cumulative impact. If there is no contribution there would be reason to

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consider opting in for a fee. If there is a contribution it seems that SCAG, as a regional organization, could serve a very useful role as putting together a program that project sponsors could opt into to deal with impacts.

Rich Macias, SCAG, responded that the attendees of the workshop go to the SCAG website and review the RTP; assess what it attempts to do. The plan is a mitigation for numerous things. SCAG is spending millions of dollars in SCAG's Compass Program. The goal of the Compass Program is to create the nexus, efficiencies, economies of scale, between transportation investments and land uses. For the past several years SCAG has gone out to solicit participation from its membership cities. What SCAG is doing in a very simplistic way is extending help to these cities to assess their land use practices, help to design efficiencies in terms of densities, specific land uses, the use of open space and how all this relates to transportation investments. SCAG is not an implementation agency, it does not enforce mitigations on entity, but it can lay the foundations for what is an appropriate level of mitigation throughout the context of the Plan. Someone could challenge a project if it's not in compliance with the regional plan.

Frank Simpson, Rivers and Mountains Conservancy, commented on mitigation measure 3.12A, page 2, that an improvement would be made if it were to list specific agencies or reference a specific database. Project need agencies could be directed to this database and then consult that specific open space goals and objectives of these entities. There are no qualifiers that could serve as an out. The project would need to be consistent with programmatic mitigation measures and therefore capture both the local concerns and the regional open space concerns.

Dan Silver, Endangered Habitats League, inquired as to what the mitigation measures from 2004 RTP have accomplished? If they have not accomplished anything, staff should look into in lieu fees which would be attractive to project applicants, if indeed it helps the applicant mitigate their growth inducing impacts in an efficient, simple way.

Ms. Lockwood responded that the 2004 RTP set a policy for the Region and any project or agency that is inconsistent would be out of compliance with the regional document. First staff needs to set in place the rules and guidelines for what the impacts are, when they become significant, and at what point mitigation is imposed and what mitigation is appropriate.

A question was raised on the RTP/EIR as a program EIR is it standard amongst MPO's around the County that the EIR is structured as a programmed EIR as opposed to a Plan?

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Ms. Lockwood responded that many states within the U.S. do not have the California Environmental Quality Act. It is only in California that the program EIR's are being done and in most cases the agencies MPO's are doing program EIR's. Because the region is time limited with the EIR staff has to be very broad in its approach to impacts of the mitigation measures.

A comment was made that the mitigations are not tied to specific impacts and require clarity. Additionally, with the 2030 planning horizon, there are other regional plans going on simultaneously that should be incorporated. It has gotten to the point where habitat buffers are becoming essential to be implemented in mitigation. Impacts should be looked at from a functional level, whether or not the functionality is perturbed.

Comment was made that in all instances where the phrase "where feasible" is used, be removed because it is not a mitigation measure if it is "where feasible". With respect to CEQA it has to be a mitigation measure to actually reduce the impact to a less than significant level whether it programmatic or project specific. The region does not have a good way of addressing cumulative impacts, because we simply do not have the tools, particularly not for impacts to habitat. It was recommended that one of the mitigation measures in land use is to actually develop a mitigation strategy to address cumulative impacts to species, wetlands, wildlife habitat movement, locally important species, coastal habitat, the whole gambit of open space protection needs to be. Then the implementation agencies can look at our region and say here's the appropriate mitigation strategy to address the land use and transportation impacts.

Ms. Lockwood responded that SCAG was looking to its Open Space Committee to help staff frame some of the mitigation efforts.

Ms. Reed commented that SCAG should take an active role in facilitating communication and empowering citizens within the Region so that where there area that no body's watching, signage that would state what that sites planning effort is and refer citizens and interested parties to a website where they could look at the mitigation plan and understand what was happening without having to go to the lead agency. Then, as SCAG is determining if the lead agencies are actually fulfilling their responsibilities there could be a central place where individuals can submit e-mails or write a letter and say that it says in the plan that the agency is supposed to do such and such and they did not do it.

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A comment was made that with the passage and signing of AB32, the information on energy in the 2004 RTP is rather out of date. The plan should include Global Warming.

Mr. Stewart suggested that staff and the committee look into a study made by Rich Ambrose, UCLA, on monitoring reporting for wetland mitigations and use it as a guidance to impacts on wetlands.

Staff announced that written comments were welcome through the end of October. Comments should be directed to [sarnecki@scag.ca.gov](mailto:sarnecki@scag.ca.gov).

The workshop adjourned at 12:00 p.m.

The next Environmental Mitigation Workshop will be held on **Thursday, October 12, 2006 at SCAG's Riverside office.**

# Environmental Mitigation Workshops

Thursday, October 12, 2006

SCAG Riverside Office

Name	Company	Email	Phone
1. Diane Jenkins	City of Riverside	DJenkins@RiversideCA.gov	951-826-5625
2. Grace Balwin	FHWA	grace.balwin@fhwa.dot.gov	213/202-3953
3. Michelle Noch	FHWA	michelle.noch@fhwa.dot.gov	213/202/3958
4. Carlos Jaramillo	City of Lathabra	Carlos.jaramillo@LathabraCity.ca	562/905-9727
5. Margaret Park	Agua Caliente Band of Cahuilla Indians	mpark@aguacaliente.net	760.883.1326
6. Allan Peña Florida	City of Loma Linda	apeñaflorid@lomalindacal.gov	909 797 2839
7. Chris Winters	City of COLTON	cwinters@ci.colton.ca.us	909-370-5079
8. EYVONNE SELLS	AGMD	rsells@AGMD.GOV	909)396-3287
9. Tracey Sato	Anaheim	tsato@anaheim.net	714 765-5139
10. Melanie McCain	City of Santa Ana	mmccain@cc.santa-ana.ca.us	714 667-2774
11. GINA GIBSON	CITY OF RIALTO	GGIBSON@RIALTO.CA.GOV	(909) 421-7240
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**ENVIRONMENTAL MITIGATION WORKSHOP  
of the  
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS'**

**October 12, 2006  
Minutes**

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**THE FOLLOWING IS A SUMMARY OF THE ENVIRONMENTAL MITIGATION WORKSHOP.**

The Environmental Mitigation Workshop meeting was held at SCAG's Riverside Office.

**Present**

Diane Jenkins, City of Riverside  
Grace Balmir, FHWA  
Michelle Noch, FHWA  
Carlos Jaramillo, City of La Habra  
Margaret Park, Agua Caliente Band of Cahuilla Indians  
Allan Peinaflorida, City of Loma Linda  
Chris Winters, City of Colton  
Eyvonne Sells, SCAQMD  
Tracy Sato, City of Anaheim  
Melanie Mccann, City of Santa Ana  
Gina Gibson, City of Rialto  
Jennifer Sarnecki, SCAG  
Jessica Kirchner, SCAG  
Wendy Lockwood, SCAG Consultant  
Naresh Amatya, SCAG  
Hasan Ikhata, SCAG

**EIR OBJECTIVES**

Hasan Ikhata, SCAG, stated that the reason for today's meeting was for SCAG to address the growth that the region is experiencing and to update the Regional Transportation Plan (RTP). In doing so, staff needs to address new requirements from the SAFETEA-LU. SCAG has developed an Environmental Impact Report for the RTP and there are certain requirements that staff needs to fulfill not only with CEQA but also with the SAFETEA-LU. Today's discussion will focus on the 2004 RTP with its existing adopted plan.

Naresh Amatya, SCAG, summarized the RTP and SAFETEA-LU requirements.

Wendy Lockwood, SCAG consultant, gave a presentation on the EIR Objectives.

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**ENVIRONMENTAL MITIGATION WORKSHOP  
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**COMMENTS**

SCAG staff presented information on SAFETEA-LU and the purpose of today's workshop. Wendy Lockwood, SCAG consultant, requested comments on the 2004 RTP EIR mitigation measures.

A representative from Riverside asked if the RTP EIR is able to mitigate the inland empire's air quality basin to a level of less than significant? Will they need a statement of overriding considerations (SOC)?

Ms. Lockwood: We can work to make the AQMD measures more accessible to communities outside the south coast air basin. All projects can tier off the EIR RTP/RCP. If tiering, address if growth is a result of the regular increase in the economy or if it is over and beyond anticipated growth.

A representative from La Habra asked if the land use maps consider most recently adopted plans and zones.

Ms. Lockwood: Yes, the GIS data is regularly updated. SCAG works with the Council of Governments to update land use data.

The representative from La Habra asked if the threshold of significance would change for air quality? Are we working with Caltrans to include arterials, level of service?

Ms. Lockwood: We use AQMD's thresholds of significance and they haven't changed for a while. SCAG includes major arterials and their levels of service. The RTP doesn't set an LOS threshold on project-specific analyses because of the size of the transportation analysis zones. SCAG does analyze the delay and congestion in the EIR per County. SCAG coordinates with Caltrans regarding LOS.

The representative from La Habra stated that performance indicators (LOS per County) would help tiering from the EIR and Mitigation Measures for minor arterials, methodology for analysis, and thresholds of significance (analysis structure) would help cities

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Ms. Lockwood stated that cities should remember to consider the secondary impacts of mitigation measures

A representative from Anaheim asked if a small 100-unit project could receive CEQA relief. In addition the representative stated that SCAG should add mitigation measures for infill to allow for CEQA relief and that Compass growth opportunity areas should be able to benefit from CEQA reform. How can we help smart growth projects in the analysis?

Ms. Lockwood: The concept is to assist with tiering documents for infill projects. There are many opportunities to comment during the full RTP process on these issues.

A representative from FHWA commented that SCAG should show how they addressed SAFETEA-LU in a generalized discussion

The workshop adjourned at 2:30 p.m.



**Environmental Mitigation  
Workshops**

Southern California Association of Governments  
October 10 & 12, 2006

## Agenda

- Welcome and Introductions
- Why We Are Here:  
Growth, RTP, SAFETEA-LU
- RTP Program EIR  
(CEQA Requirements and Guidance)
- 2004 RTP EIR Analysis Methodology
- 2004 RTP EIR Mitigation Approach
- Tier 2 Documents
- Technical Mitigation
- Discussion

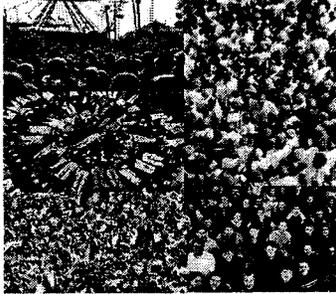
## Contacts

- Naresh Amatya
- Jessica Kirchner
- Rich Macias
- Sylvia Patsaouras
- Jennifer Sarnecki

## Region's Challenges

Population is expected to grow by more than  
**6,000,000**  
over the next two decades  
**36%**  
more than today

Burgeoning trade through the Ports is anticipated to triple in next 20 years



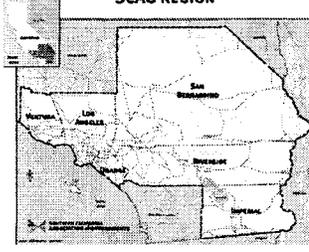

Preserving and Improving the  
Southern California Quality of Life

Water Quality

and More...

## Why We Are Here Growth, RTP, SAFETEA-LU

SCAG REGION



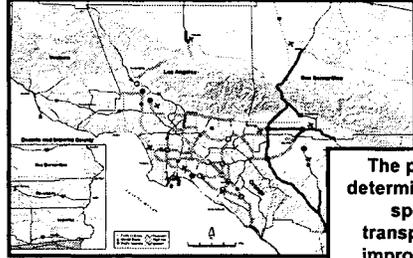
- 6 Counties
- 187 Cities
- 38,000 square miles
- 17 million people
- 10th largest economy in the world

## SAFETEA-LU

- RTP Cycle is extended to 4 years
- "Gap" analysis to extend the 2004 RTP
- Requires expanded consultation with Federal, State, Tribal, wildlife and land management agencies
- Increased focus on
  - Environmental mitigation
  - Safety and security



## The Regional Transportation Plan



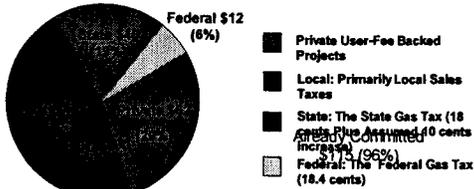
The plan that determines which specific transportation improvements within the region will be eligible for state and federal funding over the next 25 years

Long-Range Plan of Policies and Projects that:

- addresses mobility and congestion
- meets air quality requirements
- identifies adequate funding for transportation projects

## Preparing the Region's Checkbook SACAG 2004 RTP Budget Plan (2002-2030) 2002\$ Billions

### Funding Sources (\$213B)



Southern California ASSOCIATION OF GOVERNMENTS

## RTP Objectives

- Financially constrained Transportation Plan that:
  - Encourages improved coordination between land use strategies and transportation investment
  - Promotes decentralization of aviation system
  - Plans for efficient goods movement, with minimized impacts, through the region
  - Improves quality of life



## RTP Program EIR Objectives

- Comprehensive Defensible Programmatic Evaluation of RTP:
  - Objectives, Policies and Projects
- Utility for Tier 2 EIRs:
  - RTP and other specific projects, planning projects



## Program EIRs

A program EIR will be most helpful in dealing with subsequent activities if it deals with the effects of the program as specifically and comprehensively as possible. With a good and detailed analysis of the program, many subsequent activities could be found to be within the scope of the project described in the program EIR, and no further environmental documents would be required.

14 CCR Sec.15168(c)(5)



## Tiering

Where a lead agency is using the tiering process in connection with an EIR for a large-scale planning approval ..., the development of detailed, site-specific information may not be feasible but can be deferred, in many instances, until such time as the lead agency prepares a future environmental document in connection with a project of a more limited geographical scale, as long as deferral does not prevent adequate identification of significant effects of the planning approval at hand.

14 CCR Sec. 15152(c)



## Tiering (cont.)

Tiering refers to:

- using the analysis of general matters contained in a broader EIR ... with later EIRs and negative declarations on narrower projects;
- incorporating by reference the general discussions from the EIR ; and
- concentrating the later EIR or negative declaration solely on the issues specific to the later project.

14 CCR Sec. 15152(a)



## Tiering (cont.)

- Tiering is appropriate when the sequence of analysis is from an EIR prepared for a general plan, policy, or program to an EIR or negative declaration for another plan, policy, or program of lesser scope, or to a site-specific EIR or negative declaration.
- Tiering does not excuse the lead agency from adequately analyzing reasonably foreseeable significant environmental effects of the project and does not justify deferring such analysis to a later tier EIR or negative declaration.
- The level of detail contained in a first tier EIR need not be greater than that of the program, plan, policy, or ordinance being analyzed.

14 CCR Sec. 15152(b)



## Subsequent Activity Within Program EIR Scope

- No new CEQA document required
- Initial study should be used to document determination
- Feasible mitigation measures must be incorporated into activity
- Notice of later activity must indicate reliance on Program EIR

14 CCR Sec. 15168(c)



## Subsequent Activity is Not Within Program EIR

- New Initial Study is required
- Either EIR, ND, or MND is prepared

14 CCR Sec. 15168



## 2004 RTP Analysis Methodology

- Two types of analysis:
  1. Modeling (traffic, air quality, noise)
  2. GIS (mapped environmental resources)





# SAFETEA-LU Consultation

## List of Commenting Individuals and Organizations

SCAG sent a detailed letter on September 12, 2006 to 299 contacts about the intent of the Environmental Mitigation Workshops and a list of mitigation measures from the 2004 RTP EIR. The contacts included all the planning directors in the region as well as Federal, State, Tribal land use planning, natural resource, wildlife, environmental protection, historic preservation, conservation, and transportation agencies. The table below lists the four letters or emails received on the 2004 RTP PEIR mitigation measures.

Number	Organization	Commentor Name	Comment Date
1	City of Rancho Palos Verdes	Gregory Pfost	9/18/2006
2	National Marine Fisheries Service	Anthony Spina	10/2/2006
3	County of Ventura	Elizabeth Chattin	10/2/2006
4	U.S. EPA	Enrique Manzanilla	10/31/2006



CITY OF RANCHO PALOS VERDES

PLANNING, BUILDING, & CODE ENFORCEMENT

September 18, 2006

Ms. Jennifer Sarnecki  
SCAG  
818 W. 7<sup>th</sup> Street, 12<sup>th</sup> Floor  
Los Angeles, CA 90017

**Subject: SCAG 2004 Regional Transportation Plan, Environmental Impact Report, Mitigation Outreach**

Dear Ms. Sarnecki:

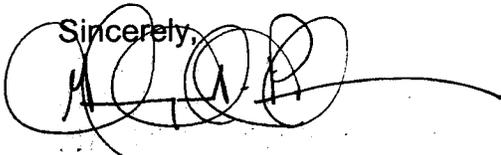
Thank you for giving the City of Rancho Palos Verdes an opportunity to comment on the proposed mitigation measures for the 2004 RTP EIR.

City Staff has reviewed the mitigation measures and has concerns with MM 3.5-1b and MM 3.5-1j. Mitigation measure 3.5-1b references construction hours to be 6am to 8pm Monday-Friday, and 7am to 8pm on weekends. Mitigation measure 3.5-1j indicates that certain construction activity not occur between 8pm and 8am. Please note that construction hours in the City of Rancho Palos Verdes are limited to 7am to 7pm Monday through Saturday, and no construction shall occur on Sundays or legal holidays unless under a special construction permit.

Due to these differences, City staff recommends that you alter said mitigation measures to reference compliance with construction hours for the governmental agency wherein the work will be performed as opposed to setting a specific time that may conflict with an agency's permitted construction hours.

If you have any questions, please contact me at (310) 544-5228 or via e-mail at [gregp@rpv.com](mailto:gregp@rpv.com).

Sincerely,



Gregory Pfost, AICP  
Deputy Planning Director

cc: Joel Rojas, Director  
Kit Fox, Associate Planner

## Jennifer Sarnecki

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**From:** Anthony Spina [Anthony.Spina@noaa.gov]  
**Sent:** Monday, October 02, 2006 2:33 PM  
**To:** Jennifer Sarnecki  
**Subject:** Mitigation Outreach for RTP

**Follow Up Flag:** Follow up  
**Flag Status:** Red

Hello Jennifer:

The National Marine Fisheries Service (NMFS) is in receipt of the Southern California Association of Governments' (SCAG) September 12, 2006, letter regarding mitigation outreach.

NMFS is a federal resources agency with jurisdiction over marine mammals, marine fish, anadromous fish (steelhead and salmon among others), and habitat for these groups of organisms. Generally, NMFS reviews proposed actions to determine whether jurisdictional species or habitats are likely to be adversely affected, and to recommend measures for avoiding, minimizing, and offsetting negative effects. Review of projects involving anadromous fish, such as steelhead (*Oncorhynchus mykiss*), is performed in the context of either section 7 or section 10 of the U. S. Endangered Species Act. Section 7 is appropriate when a Federal action (any action authorized, funded, or carried out by a Federal agency) is associated with a project. Review under section 10 applies when no Federal nexus exists. With regard to marine mammals, review of projects affecting this group of animals is performed under the authority of the Marine Mammal Protection Act.

I have reviewed the list of mitigation measures relating to biological resources, and offer the following measures for inclusion in the current list of mitigation measures. These specific measures are intended to assist the SCAG avoid adverse effects on steelhead and habitat for this species. NMFS emphasizes that the measures pertain only to projects proposed in waterways where steelhead, or habitat for this species, are known or believed to be present:

1. The SCAG shall notify NMFS in writing prior to undertaking a project. The notification shall be sent to: National Marine Fisheries Service, Attention Steelhead Team, 501 W. Ocean Blvd., Suite 4200, Long Beach, California 90802. The notification shall include a written description of the proposed action, a map showing the location of the proposed action, a written description of how the proposed action may affect steelhead and habitat for this species, and a list of the avoidance and compensatory mitigation measures proposed to offset the expected adverse effects.
2. A project shall not result in the construction of a permanent structure or device that might prevent or impede migration or movement of adult or juvenile steelhead.
3. Construction-related activities within the stream or riparian areas shall be confined to the dry season (i.e., June 15 to October 15).
4. Written approval from NMFS is necessary prior to dewatering portions of a stream or diverting surface flow.
5. Written approval from NMFS is necessary prior to handling, capturing, or collecting adult or juvenile steelhead.

Please contact me if you a question on any of the foregoing.

-Anthony

**Jennifer Sarnecki**

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**From:** Jessica Kirchner  
**Sent:** Monday, October 02, 2006 5:26 PM  
**To:** Jennifer Sarnecki; Wendy Lockwood  
**Subject:** FW: Mitigation Measures

Below are comments from Ventura County...

-----Original Message-----

**From:** Elizabeth Chatten [mailto:Elizabeth.Chatten@ventura.org]  
**Sent:** Monday, October 02, 2006 4:49 PM  
**To:** fsimpson@rnc.ca.gov; Jessica Kirchner; kristeen@scwildlands.org; Nancy Settle  
**Subject:** RE: Mitigation Measures

Hi Jessica,

Sorry, I have been so swamped lately. Here are my comments regarding the SCAG 2004 RTP mitigation measures.

My central comment is that mitigation measures per CEQA should not include language such as: "where feasible or appropriate". A mitigation measure is only appropriate when it mitigates the impact to a less than significant level; therefore, it is only appropriate to use language such as shall or will. If the mitigation measure is not feasible; it shouldn't be proposed.

I understand in the case of regional and programmatic EIRs that exact project mitigations are not possible and only general direction may be given; however, you can probably still clean up the mitigation measures to ensure they have teeth.

My general recommendation regarding the mitigation measures would be to revise the language of each measure that states where feasible and appropriate. Either get rid or where feasible and appropriate or remove the mitigation measure if it's not possible.

Could the language in the Biological Resources section be revised to simply say project instead of transportation project?

The only mitigation measure I'm specifically concerned with revising is in the Biological Resource Section, MM 3.7-1.b. I am concerned with recommending a mitigation measure to replant disturbed areas immediately adjacent to roads with native vegetation because native vegetation can attract animals and make it more likely for them to become roadkill. This measure should probably be revised to state that natural vegetation shall be replanted in appropriate areas, at a reasonable distance away from roadways, as identified by a biologist (and approved by CDFG).

Liz

\*^\*^\*^ Please note my new number: 805-654-5193

Elizabeth Chatten  
Planning Division Biologist  
County of Ventura  
RMA Planning  
800 S. Victoria Avenue  
Ventura, CA 93009  
USA

elizabeth.chatten@ventura.org  
Phone: 805-654-5193  
Fax: 805-654-2509



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
REGION IX  
75 Hawthorne Street  
San Francisco, CA 94105  
OFFICE: (415)947-8704 FAX (415)047-8026

COMMUNITIES AND ECOSYSTEMS DIVISION

FAX TRANSMISSION COVER SHEET

FROM

Number of Pages: 7

NAME: Susan Sturges

DATE: 10/31/06

TELEPHONE NO:  
415-947-4188

FAX NO: (415) 947-8026

DEPARTMENT/OFFICER:  
EPA - ENVIRONMENTAL REVIEW

TO

NAME: Jennifer Saeneck

TELEPHONE NO:  
213-236-1829

FAX NO:  
213-236-1825

DEPARTMENT/OFFICE:  
SCAG

SUBJECT: EPA Comments on 2004 Mitigation  
measures.

**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY****REGION IX****75 Hawthorne Street****San Francisco, CA 94105-3901****October 31, 2006**

Ms. Jennifer Sarnecki  
Southern California Association of Governments (SCAG)  
818 West 7<sup>th</sup> Street, 12<sup>th</sup> floor  
Los Angeles, California 90017

**Subject:** Review of SCAG 2004 Regional Transportation Plan (RTP), Programmatic Environmental Impact Report, Mitigation Measures for 2007-2008 RTP Update

Dear Ms. Sarnecki:

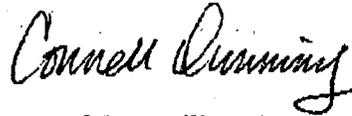
Thank you for inviting the U.S. Environmental Protection Agency (EPA) to the October 10, 2006 mitigation workshop to review the mitigation measures of the Southern California Association of Governments (SCAG) 2004 Regional Transportation Plan (RTP), Programmatic Environmental Impact Report for the 2007-2008 RTP update. EPA understands the workshop is part of an expanded consultation effort by SCAG under Section 6001 of the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU). As requested in your September 12, 2006 letter, the EPA has reviewed the mitigation measures and provides the following detailed comments which are attached.

EPA recognizes that the measures are crafted system-wide at a regional scale and intended to reduce environmental impacts at both the planning and project level. The measures are comprehensive for a planning level document and consider appropriate resources potentially affected by the plan. EPA notes that the measures alone do not sufficiently address mitigation requirements under Section 6001 of SAFETEA-LU and recommends developing a regional mitigation strategy for the RTP. These comments are further discussed in the attachment, as well as additional comments addressing: 1) the importance of first avoiding, then minimizing, and finally, compensating for loss of environmental resources, and 2) recommendations for growth-related, indirect impacts and cumulative impacts analyses.

EPA appreciates the opportunity to comment on the mitigation measures and to participate in the SAFETEA-LU process. Please continue to keep EPA apprised of additional opportunities to coordinate on the RTP update as we are available to assist SCAG in future efforts. Currently, Caltrans and Federal Highway Administration (FHWA) are developing guidance for metropolitan planning organizations (MPO) to implement Section 6001 of SAFETEA-LU. EPA will work with Caltrans and FHWA on this guidance development. If you have any questions on our comments or efforts to provide MPO guidance on Section 6001,

please contact me or Susan Sturges, the lead reviewer for the SCAG RTP update effort. Susan can be reached at 415-947-4188 or [sturges.susan@epa.gov](mailto:sturges.susan@epa.gov).

Sincerely,



*for* Enrique Manzanilla, Director  
Communities and Ecosystems Division

Attachment: EPA's Detailed Comments

cc: Sharon Scherzinger, Caltrans  
Lisa Cathcart-Randall, Federal Highway Administration

EPA DETAILED COMMENTS ON THE 2004 REGIONAL TRANSPORTATION PLAN ENVIRONMENTAL  
IMPACT REPORT MITIGATION MEASURES, OCTOBER 31, 2006

### **Regional Mitigation Strategy**

Section 6001 of Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) requires that a long range transportation plan include a discussion of the types of potential environmental mitigation activities and potential areas to carry out these activities. This includes activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan. Section 6001 also requires Metropolitan Planning Organizations (MPO) to develop the mitigation discussion in consultation with Federal, State, and tribal wildlife, land management, and regulatory agencies.

Under the California Environmental Quality Act (CEQA), the Southern California Association of Governments (SCAG) developed a Programmatic Environmental Impact Report (PEIR) for the 2004 Regional Transportation Plan (RTP). The PEIR evaluates the plan on a system-wide, regional scale, and includes a number of measures intended to reduce environmental impacts. While the measures are comprehensive for a planning level document and consider appropriate resources potentially affected by the plan, the measures alone are impact-specific and mostly intended for implementation at the project or corridor level. The RTP should identify overall, regional environmental goals and objectives to which the measures tie back to. The measures can then be utilized to assess and ensure the success of achieving these goals and objectives. For the RTP to meet the expectations of the Section 6001 mitigation requirements, EPA provides the following recommendations:

- Develop a regional mitigation strategy by identifying environmental mitigation goals and objectives for the RTP to provide context for the measures. Demonstrate how the measures tie back to these goals and objectives to assess and ensure success.
- Summarize current, available biological data and highlight the linkage of sensitive resources (i.e., wildlife corridors, habitat, wetlands...).
- Discuss where current and future mitigation/conservation efforts and areas of priority have been designated or identified by private, public, and/or non-profit parties in the region. Identify potential, strategic neighboring areas to focus new mitigation efforts to maximize environmental benefit.
- Identify critical resources and areas in peril throughout the region that would benefit from restoration, enhancement, and conservation efforts.
- Establish the foundation for innovative environmental mitigation solutions, such as financial mechanisms to fund mitigation (e.g., development fees (Merced County Association of Governments) and TransNet (San Diego Association of Governments), conservation easement purchases to connect to and expand existing conservation areas, or ecosystem-based mitigation (e.g., Eco-Logical [[http://environment.fhwa.dot.gov/ecological/eco\\_index.asp](http://environment.fhwa.dot.gov/ecological/eco_index.asp)])).

### **Avoidance and Minimization**

The 404(b)(1) Guidelines at 40 CFR Part 230 under Clean Water Act (CWA) provide substantive environmental criteria that must be met to permit discharges into waters of the United States (U.S.). The 404(b)(1) Guidelines set the stage for mitigation sequencing: first, avoidance of adverse impacts with no permitted discharge into waters of the U.S. if there's a practicable alternative that is less damaging; then, minimization of adverse impacts if they cannot be avoided; and lastly, compensation for those unavoidable impacts which remain. Integrating CWA considerations into early transportation planning would facilitate the CWA Section 404 permit review process. In addition to aquatic resources, the avoidance, minimization, and compensation sequencing can be applied to other resources.

The February 2005 Federal Highway Administration (FHWA) guidance Linking Planning and National Environmental Policy Act (NEPA) Processes recommends early coordination with regulating resource agencies. The guidance also recommends using geographic information systems (GIS) overlays to identify areas of environmental conflict and funding sources to support additional environmental studies early in the transportation planning process. Early transportation planning needs to include a comprehensive analysis of environmental impacts to resources, beyond establishing transportation conformity. When analysis of environmental impacts is incorporated into the transportation planning phase, planning decisions are made with more complete information and resource avoidance and protection can be built into project proposals. As a result, these decisions carry greater weight during later NEPA and CEQA reviews and can effectively streamline the environmental review process. To incorporate avoidance and minimization into the RTP mitigation strategy, EPA provides the following recommendations:

- Establish environmental constraints at the planning level. The RTP planning process is at the regional scale, so a detailed level of information is not expected when considering environmental constraints. However, the data should be refined enough to identify resource-rich areas to avoid and protect. At a minimum, the RTP should demonstrate how proposed projects in the RTP: 1) maximize the use of existing infrastructure, and 2) avoid and minimize environmental impacts.
- Identify core, sensitive areas or resources within the region to emphasize avoidance and minimization for RTP projects (i.e., hot spots, high quality habitat, wildlife corridors, or other resource-specific target areas). EPA is particularly concerned about new projects in rapidly growing areas with large, intact ecosystems and projects at the urban fringe with potential to impact resources.
- Stress the mitigation sequencing of avoidance, minimization, and compensation for appropriate resources, such as wetland waters of the U.S. and sensitive species and habitat, at the project and corridor level. The sequencing is appropriate for implementation in two phases: 1) during site or alignment selection decision-making, and 2) during project design.
- Include a measure recommending project proponents to engage in early resource

interagency coordination to:

- Discuss project alternatives when competing sensitive resource impacts are identified (for example, avoidance of an archeological site results in greater impacts to wetlands).
- Obtain recommendations for project design avoidance and minimization of resource impacts and project level mitigation strategy.

### Comments on Measures

The "mitigation measures" as presented in the RTP PEIR appear to be more of a collective blend of big-picture, program level parameters; general guidance for project implementation; best management practices; and avoidance, minimization, and compensatory mitigation measures. As noted earlier, EPA recognizes the comprehensive nature of the measures for a planning level document and the breadth of environmental resources addressed by the measures. EPA recommends the following to clearly articulate program and project-level responsibilities and when and how to implement the measures:

- Group the measures by program level (SCAG or collaborative follow-through) and project level (project proponents or lead agency) implementation.
- Clearly identify which measures are: 1) required (by law) and not optional, and 2) recommended if opportunistic or feasible.
- Provide continuity and flow for the measures by creating context for implementation and arranging the measures according to timing of consideration, such as during project planning, project development or design, construction, or pre- or post-construction.

### Growth-related, Indirect Impacts

The Council on Environmental Quality's (CEQ) NEPA regulations define indirect effects as those which are caused by the action and are later in time or farther removed in distance, but are still reasonable foreseeable (40 CFR Part 1508.8(b)). Indirect effects may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate. EPA recommends that projects identified in the RTP address potential indirect impacts in their subsequent environmental documentation. New access to undeveloped areas may induce growth on surrounding lands. The documentation should analyze the impacts from all reasonably foreseeable developments associated with the proposal. EPA provides the following recommendations to address induced growth impacts of individual projects:

- Include a measure that recommends project proponents to utilize the recently published *Guidance for Preparers of Growth-related, Indirect Impact Analysis* released by Caltrans. This guidance can be found at [[http://www.dot.ca.gov/ser/Growth-related\\_IndirectImpactAnalysis/gri\\_guidance.htm](http://www.dot.ca.gov/ser/Growth-related_IndirectImpactAnalysis/gri_guidance.htm)]. The guidance is applicable for surface transportation projects in California that are subject to CEQA and NEPA. The guidance will help identify whether a growth-related impact analysis is needed for a

proposed transportation project and assist in the preparation of an analysis that is sound and well documented.

- Include a measure that recommends individual projects make both the methodology and the assumptions in the analysis of induced growth as transparent as possible to the public and decision makers. If a land-use model is used, the projects environmental documents should discuss the model (including its assumptions, strengths, and weaknesses) and describe why it was selected. Project proponents should validate the results by enlisting local expertise involved in land use issues, such as local government officials and land use and transportation planners.

### **Cumulative Impact Analysis**

Cumulative impacts are defined in the NEPA regulations as the impact on the environment that results from the incremental impact of the action when added to the other past, present, and reasonably foreseeable future actions, regardless of what agency (Federal or non-Federal) or person undertakes such actions (40 CFR 1508.7). These actions include both transportation and non-transportation activities. The cumulative impact analysis should consider non-transportation projects such as large-scale developments and approved urban planning projects that are reasonably foreseeable and are identified within city and county planning documents. Consideration of cumulative impacts is an important element when determining appropriate project mitigation. EPA provides the following recommended measures for individual projects:

- Conduct a thorough cumulative impact assessment. The analysis should include a complete list of reasonably foreseeable actions, including non-transportation projects. EPA recommends the use of recently published cumulative impact guidance released by Caltrans. This guidance can be found at [[http://www.dot.ca.gov/ser/cumulative\\_guidance/purpose.htm](http://www.dot.ca.gov/ser/cumulative_guidance/purpose.htm)];
- Disclose the past, present, and reasonably foreseeable impacts on resources of concern from transportation and non-transportation activities and analyze the rate of loss and magnitude (size and relative importance) of impacts to resources;
- Establish the geographic scope for the analysis that is appropriate for the scale of the project and the resource of concern;
- Characterize the status of the specific resource as it exists today in the context of the historic condition;
- Characterize the stress factors affecting the resource;
- Address the incremental effects to environmental resources;
- Address the transportation project's relationship to land-use change (such as, increased access and mobility); and
- Incorporate resources protected by habitat conservation plans, affected city plans, and other restoration efforts in the project area.

**Responses to Comments from Individuals and  
Organizations, Environmental Mitigation Workshops  
(October 2006)**

Response to Comments  
Environmental Mitigation Workshops October 10 & 12 2006

**Introduction:**

This Response to Comments document was prepared to address the issues raised by participants and interested parties regarding the Environmental Mitigation Workshops. The response number corresponds to the assigned number in the margin of the meeting minutes and letters.

**Response to Comments:**

**Response 1.** The RTP EIR evaluates the impacts associated with the Regional Transportation Plan. It addresses both the direct and indirect impacts of the anticipated specific RTP projects and the potential growth that could be induced by the RTP projects (cumulative development), all in the SCAG six-county region, one of the most populous, geographically diverse such regions in the nation if not the world. Clearly then the RTP EIR can not evaluate any particular project or area in any great detail. Rather the document programmatically addresses types of potential impact and general areas where such impacts could occur. The RTP EIR provides regional scale maps of specific, sensitive environmental resources and overlays (using GIS) the mapped RTP projects as well as areas of anticipated growth. In this way the RTP EIR generally captures the range of impacts.

In the 2007/2008 RTP SCAG will update the GIS maps of regional resources and growth patterns as new data becomes available. Mitigation measures will be further refined based on input received as part of the SAFETEA-LU outreach effort and on-going outreach of SCAG staff to regulating agencies.

The 2007/2008 RTP EIR will provide greater specificity as far as mitigation design and thresholds of significance (i.e. when and where mitigation measures are to be applied and what will be considered successful). Additional information will be included in the mitigation measures themselves and/or the CEQA-required mitigation monitoring and reporting program (MMRP). A Draft EIR will be circulated for review and public hearings will be held, prior to approval of the 2007/2008 RTP. A formal Response to Comments document will be prepared (and circulated for review) to address all comments received on the EIR (including the mitigation measures) prior to certification of the EIR and adoption of the RTP.

**Response 2.** In preparing the 2007/2008 RTP EIR mitigation measures SCAG staff will work with the California Department of Fish and Game (CDFG) staff to attempt to design mitigation measures that address impacts to non-listed species.

**Response 3.** Given the programmatic nature of the RTP EIR and mitigation measures, it is necessary that some of the measures be more vague than others. Words like “encourage” and “as feasible” are open to abuse in interpretation. However, a rigorous review of enforcement would identify where agencies have complied with the spirit of such measures. SCAG staff, together with enforcement agency staffs will evaluate the possibility of further strengthening these measures, for example by requiring that a measure that includes the words “as feasible” document lack of feasibility in a feasibility study that addresses both technological and financial feasibility.

**Response 4.** SCAG’s Open Space Committee (comprised of regional representatives of agencies and concerned groups, including the commenter) is currently evaluating regional impacts to open space. It is anticipated that this committee will recommend a variety of measures to mitigate impacts to open space as a result of cumulative growth. These measures will likely be included in the 2007/2008 RTP EIR.

**Response 5.** In the 2007/2008 RTP EIR, the indicated mitigation measure requiring that, “project implementation agencies shall ensure that projects are consistent with Federal State and local plans that preserve open space” (3.1-2a) will be revised to reference a minimum list of agencies or a database so that local concerns are captured.

**Response 6.** Because of the regional and programmatic nature of the document it is difficult to assess the effectiveness of programmatic level mitigation measures because most, if not all, the project-specific mitigation occurs at the project level.

At the same time as the 2007/2008 RTP is being prepared, SCAG is also preparing an update to the Regional Comprehensive Plan (RCP), which will feature nine chapters; each based on a specific area of planning or resource management. The resource areas include land use and housing, solid and hazardous waste, energy, air quality, open space and habitat, economy, water, transportation, security and emergency preparedness, and finance. The RCP will be coordinated with the RTP. SCAG will prepare a joint EIR that addresses both the 2007/2008 RTP and the RCP. The RCP will serve as a model for coordinating State, local, and regional planning processes, and for directing innovative regulatory and financial tools for plan implementation. More information on SCAG’s RCP update is located at <http://scag.ca.gov/rcp/>.

The development of the RCP has proceeded through several stages, including process design and approach, policy compilation and review, and development of preliminary action plans. The process calls for the crafting of specific quantified performance outcomes as a central feature in each chapter. The Performance Outcomes will be the central feature for each RCP Chapter. They establish the goals for the plan, and define the region’s values across the range of planning and resource categories covered by the plan. The outcomes represent the region’s desired future position among a range of factors. Outcomes should be ambitious but achievable. In some cases, outcomes will be consistent with various requirements in established regional planning processes (such as air quality conformity). In these cases, the RCP outcome will be at least as stringent as the existing requirement. Subsequent to defining these outcomes, the planning process

will focus on crafting strategies to assure that the outcomes are achieved.

A preliminary draft of proposed outcomes is attached to these responses. Refinements will continue to be made based on technical considerations and input from stakeholders including the agencies and the public. When outcomes are fully developed for all chapters, SCAG staff, with input from the RCP Task Force, will integrate outcomes and strategies across plan topics.

**Response 7.** The RTP EIR evaluates potential impacts of the Regional Transportation Plan. The two documents are prepared interactively and in tandem, if mitigation measures are identified that are more appropriately included as policies in the plan, SCAG includes such measures in the RTP as policies or objectives rather than EIR mitigation measures.

**Response 8.** In the 2007/2008 RTP EIR a greater effort will be made to clarify the relationship between thresholds of significance, impacts and mitigation measures. The list of all impacts, the related mitigation measures and the comparison of alternatives was provided in the 2004 RTP EIR in Table ES-1 on pages ES-10 through ES-43. See also response to comment 4 above.

**Response 9.** See response to comment 3 above. The RTP EIR includes mitigation measures that can be measured in terms of their effectiveness (for example many air quality measures reduce impacts by a specific amount or percentage). However, many of the RTP EIR mitigation measures just formalize good practices, common courtesy and good stewardship. The EIR takes no "credit" for such measures, but they are worth presenting in the RTP EIR as a reminder of how environmental protection is frequently achieved.

**Response 10.** See responses 1 and 4 above.

**Response 11.** SCAG staff will consider including such a measure in the 2007/2008 RTP EIR. Either the 2007/2008 RTP EIR could require that all projects indicate clearly to the public a point of contact for reporting mitigation concerns or violations, or SCAG could choose (given sufficient staffing/funding) to take on the regional role of collecting concerns, reporting them to the appropriate lead agency and following up to ensure enforcement.

**Response 12.** The 2007/2008 RTP and RTP EIR will include a discussion of Global Warming.

**Response 13.** SCAG staff will review the referenced study. See also response to comment 1 above.

**Response 14.** The SCAQMD suggested thresholds of significance will continue to be the appropriate thresholds for evaluating whether a project has a potentially significant impact on air quality. As regional air quality improves, those thresholds may change.

**Response 15.** The SCAG land use maps include the most recent data available as of the beginning of the RTP preparation cycle.

**Response 16.** See response 14 above. The RTP EIR does not typically get down to the level of detail of arterials (see response 1 above). However, thresholds of significance and mitigation measures applicable to arterials will be considered for inclusion in the 2007/2008 RTP EIR. SCAG staff will consult with Caltrans staff in the formulation of such thresholds and measures.

**Response 17.** See response 16 above. It is not the intention of SCAG staff to usurp the existing LOS thresholds of significance currently used by different agencies. Therefore any new mitigation measures will have to allow for existing thresholds.

**Response 18.** Infill projects are already categorically exempt from CEQA (Class 32, Section 15332 of CEQA) provided that the project is consistent with the General Plan and zoning, is within city limits on a project site of no more than 5 acres generally surrounded by urban uses, the land has no habitat value, is served by all required public services and utilities and would not result in significant impacts to traffic, air quality, noise or water quality.

SCAG staff will clarify the 2007/2008 RTP EIR to further indicate what types of projects would not be expected to have potentially significant impacts that are not already disclosed in the RTP EIR or other such umbrella document.

**Response 19.** SCAG has prepared a general discussion of the SAFETEA-LU process and how SCAG complies with the planning requirements (see Administrative Amendment to the 2004 RTP in compliance with SAFETEA-LU, November 2006). A generalized discussion of SAFETEA-LU will be included in the 2007/2008 RTP and EIR.

**Response 20.** The referenced mitigation measures will be evaluated in the context of the new RTP and revised as appropriate in the 2007/2008 RTP EIR to allow for local regulations.

**Response 21.** The notification requirements recommended by NMFS will be evaluated in the context of the new RTP and incorporated as appropriate in to the 2007/2008 RTP EIR.

**Response 22.** See responses 3 and 9 above.

**Response 23.** Mitigation measures in the 2007/2008 RTP EIR will be reviewed and revised as appropriate to indicate project rather than transportation project.

**Response 24.** The suggested changes to the mitigation measure requiring replanting of native vegetation next to roads will be reconsidered and revised as appropriate, likely along the lines suggested by the commenter.

**Response 25.** See response to individual comments below.

**Response 26.** See response to comment 6 above. SCAG staff will work with EPA staff in considering and setting regional environmental mitigation goals for environmental parameters in addition to those already established.

**Response 27.** See response 26 above.

**Response 28.** The 2004 RTP EIR contained a regional evaluation of biological data. SCAG staff will work with EPA staff to update and augment this discussion.

**Response 29.** See response to comments 1, 2, 3, 4 and 6.

**Response 30.** See response to comment 28.

**Response 31.** See response to comment 4 above.

**Response 32.** The 2004 RTP EIR generally considers the protection provided by the Clean Water Act (CWA). The 2007/2008 RTP EIR will be revised to add more detail. See also response to comment 6.

**Response 33.** The 2004 RTP EIR made extensive use of GIS mapping of environmental resources and overlaying anticipated projects and development on these resource maps. It is anticipated that the 2007/2008 RTP EIR will similarly make extensive use of these resources and techniques, with resource and land use maps updated as applicable. It is the intent of the RTP EIR to provide a mitigation framework for future projects so that environmental considerations are incorporated as early as possible in to the planning process.

**Response 34.** See response to comments 1 and 6 above. A project-by-project environmental analysis is not possible at the regional level of analysis undertaken in the RTP EIR. In the 2007/2008 RTP/RTP EIR SCAG staff will add mitigation measures and/or RTP policies requiring maximum use of existing infrastructure.

**Response 35.** See response to comment 1. SCAG staff will work with EPA staff to attempt to capture sufficient detail in the regional analysis.

**Response 36.** The 2007/2008 RTP EIR will include emphasis on the mitigation sequencing identified in the comment (avoidance, minimization, compensation).

**Response 37.** The CEQA and NEPA scoping processes are intended to facilitate just the coordination identified in the comment. Nonetheless, a mitigation measure along the lines identified in the comment will be added to the 2007/2008 RTP EIR.

**Response 38.** See response to comment 1 above and specific responses below.

**Response 39 to 41.** As part of preparing the 2007/2008 RTP EIR SCAG staff will consider grouping the mitigation measures as suggested in the comments.

**Response 42.** See response to comment 1 above. The RTP EIR evaluates direct and indirect impacts programmatically at the regional level.

**Response 43 and 44.** Mitigation measures will be added to the 2007/2008 RTP EIR recommending that project proponents use the referenced guidance and that they make the methodologies and assumptions clear in all the analyses.

**Response 45.** See response to comment 1. It is not possible at the regional scale of analysis of the SCAG RTP EIR to review the impacts of individual projects. In preparation for the 2007/2008 RTP EIR, SCAG staff will consult with EPA and Caltrans staff to discuss improvements that could be made to the cumulative analysis methodology for this uniquely broad and expansive document.

**Response 46.** See response to comment 45 above.

**Response 47.** See response to comment 1 above. Past impacts are typically used to assist in forecasting potential future impacts. See response to comment 45 above.

**Response 48.** See response to comment 1.

**Response 49 - 51.** The RTP EIR provides a regional programmatic evaluation of impacts (from both transportation and regional growth) to resources over a 20 year plus time horizon. To the extent that additional information, at the appropriate scale, is available on the status of specific resources, historic conditions, stress factors that affect the resources and incremental effects it will be added to the 2007/2008 RTP. SCAG staff will coordinate with EPA staff to review the availability of such data.

**Response 52.** As indicated in response to comment 1, the RTP EIR cannot address impacts of specific projects. The 2004 RTP EIR discusses the relationship between land use changes and increased access and mobility. (This is a classic example of how growth is induced by improvements to infrastructure.) The 2007/2008 RTP EIR will provide additional discussion of this issue.

**Response 53.** As indicated in response to comment 5 above, the 2007/2008 RTP EIR will be augmented to reference a list of agencies or a database that captures local plans including habitat conservation plans, city plans and other known planning efforts to ensure that projects are consistent with all applicable plans and policies.



**2007 SCAG Regional Comprehensive Plan  
Preliminary Performance Outcomes (December 2006)**

<b>Outcome Category</b>	<b>Initial Proposed Quantifier (selected)</b>
Vehicle Miles Traveled per Household	10% Reduction from current conditions
Housing Supply	1 unit per 3 persons population growth 1 unit per 1.5 jobs employment growth
Urban Density	Increase in density of currently urbanized land area
Total Land Consumption	Newly urbanizing area developed at higher density than existing urbanized area
Green Building	Number of cities enacting standards or incentives
Regionally important open space	Reduction in rate of loss TBD% of priority open space in protection
Community open space	Increase in park space per 1,000 residents TBD # of Compass partner cities incorporating park standards
Agricultural lands	Reduction in conversion to non-agricultural uses
Waterwise Land Use and Local Policies	Increased natural areas for infiltration and cleaning Increased percolation
Integration of Water Management Planning	Increased implementation of integrated projects
Water Conservation and Stewardship	Increase in habitat conservation plans and constructed wetlands
Waterwise Transportation Planning	Reduced impairment listings wrt trans. facilities Ongoing monitoring of water quality
Water Supply Reliability	Lowered per capita consumption Increased water storage capacity Increased local water supply
Fossil Fuel Consumption	20% decrease from current conditions
Renewable Energy	Increase share of renewables in region's energy use
Waste Reduction	Increase from current conditions
Waste Reuse	Increase from current conditions
Waste Recycling	Increase from current conditions
Conversion Technologies	Permit viable facility(ies) in Southern California
Jobs	Low unemployment
Wages	Historic high per job earnings

Economic Equity	Economic growth shared evenly among income quartiles
Green Economy	Share of economic growth in sustainable industries
Incompatible Land Uses (AQ and health)	100% of cities adopt policies to minimize exposure to contaminants by sensitive receptors
Transit Related Crime	Reduction from current conditions
Train accidents	10% reduction
Transportation security surveillance	Increase in installed equipment
Regional Transit Security Strategy	100% compliance
Infrastructure safety	Number of facilities undergoing retrofit or improvement
Accident/incident related congestion	Increased re-routes
Regional disaster recovery	Increase plans and agreements on continuity of government
TRANSPORTATION OUTCOMES	TBD, pending RTP process

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**ENVIRONMENTAL MITIGATION WORKSHOP  
of the  
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS'**

**October 10, 2006  
Minutes**

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**THE FOLLOWING IS A SUMMARY OF THE ENVIRONMENTAL MITIGATION WORKSHOP. AN AUDIOCASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.**

The Environmental Mitigation Workshop held its meeting at the SCAG office in Los Angeles.

**Present**

John Sprenger, PBS&J  
Brian Moscardini, LA County Parks & Recreation  
Wendy Reed, Antelope Valley Conservancy  
Scott Harris, CA Dept. of Fish & Game  
Mary Lokum, So. CA Wetlands Recovery Project  
Liz Chatton, Ventura County Planning  
Greg Nord, OCTA  
Jennifer Sarnecki, SCAG  
Jessica Kirchner, SCAG  
Wendy Lockwood, SCAG Consultant  
Naresh Amatya, SCAG  
Sylvia Patsaourous, SCAG  
Peter Brandenburg, SCAG  
Cheryl Collier, SCAG  
Deborah Chankin, Gateways Cities COG  
Karl Rodenbaugh, Long Beach Unified School District  
John Ecleria, Long Beach Unified School District  
Karen Schmidt, Open Space & Natural Resources  
Maureen ElHarahe, Caltrans District 12  
Johnthan Nadler, SCAG  
Sheryll Del Rosario, SCAG  
Jody Noiron, Angeles Natl.US Forest Service  
Jim Stewart, People for Parks  
Joe Alcock, SCAG  
Keegan Fahey, LADWP  
Karen Schmidt, SOAR  
Bertha Ruiz-Hoffman, LA County Parks & Recreation  
Changmii Bae, L.A. County Parks & Recreation  
Dan Silver, Endangered Habitats League  
Michel Fitts, Endangered Habitats League

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**Present continued**

A Gullo, Puente Hills Landfill Native Habitat Preserve Authority  
Frank Simpson, Rivers & Mountains Conservancy

**Via teleconference**

Susan Sturges, U.S. EPA Environmental Review Ofs.  
Sandy Johnson, Caltrans Dist. 11  
Jackie Claton, Caltrans Dist. 11

Sylvia Patsouras, SCAG, stated that the reason for today's meeting was for SCAG to address the growth that the region is experiencing and to update the Regional Transportation Plan (RTP). In doing so, staff needs to address new requirements from the SAFETEA-LU. SCAG has developed an Environmental Impact Report for the RTP and there are certain requirements that staff needs to fulfill not only with CEQUA but also with the SAFETEA-LU. Today's discussion will focus on the 2004 RTP with its existing adopted plan.

Naresh Amatya, SCAG, summarized the 2004 RTP and discussed SAFETEA-LU requirements.

**EIR OBJECTIVES**

Wendy Lockwood, SCAG consultant, gave a presentation on the EIR and moderated the workshop on environmental mitigation.

**COMMENTS**

Wendy Reed, Antelope Valley, commented that her area had a tremendous rate of growth and anticipates that the on-going work on SR138 is probably going to be supplemented in the Palmdale Road area for another east/west traffic corridor. Their concern is that at the same time this area of work has north/south wildlife corridors. Antelope Valley would like to see that the RTP will include specify environmental impacts of projects, such as testing where animals are crossing to provide under and overpasses and wildlife crossing corridors.

Ms. Lockwood responded that staff could not map and identify potential impacts in the RTP/EIR for each individual project. But staff could set up criteria for linear projects,

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identify the survey methodology that should be undertaken, the types of resources that might be found, and then the mitigation that would be appropriate.

1  
(cont.)

Scott Harris, California Department of Fish & Game, commented that some of the biggest problems his department faces are how to deal with impacts to non-listed species. The only way to address impacts to these species is through CEQA, which is still an imperfect program. It has come down to what the lead agencies' are willing to do as far as project requirements for their discretionary approval. There is no standard that is followed.

2

Ms. Lockwood responded it was an umbrella document in the RTP. It is the intent that all plans in the Region are consistent with the RTP. Staff can craft language from CDFG perspective, we believe that these are resources that need mitigation and this is the type of mitigation we are looking for. As an umbrella document it gives SCAG and CDFG the opportunity to give some general guidance on what they believe is appropriate for the non-listed species.

Jim Stewart, People for Parks, commented that a lot of the language in the mitigation measures, from an environmentalist perspective, is useless, i.e. as instances where the phrase, "encourage where feasible" is used. There's language that is specific and useful that is not enforced. It was also questioned how the very specific mitigations were being regulated.

3

Ms. Lockwood responded that mitigation monitoring was the next phase of the analysis. Staff is currently in the process of strengthening the language in the measures so the language is in place, which would enable the lead agencies to follow-up and enforce the mitigation measures.

Michael Fitts, Endangered Habitats League, commented that all the mitigation were project type measures, there were no mitigation measures that deal directly with cumulative impacts from growth and transportation measures. SCAG should pursue a fee mechanism.

Ms. Lockwood responded that the way the RTP and SCAG deals with some of the growth inducement issues is through the alternative analysis. Staff took a look at the different growth patterns that are available in terms of aviation and growth in general. A fee requires a nexus and collection. It gets difficult to deal with at the regional level.

4

Mr. Fitts responded that staff would have to demonstrate, at the project level, the contribution to the cumulative impact. If there is no contribution there would be reason to

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consider opting in for a fee. If there is a contribution it seems that SCAG, as a regional organization, could serve a very useful role as putting together a program that project sponsors could opt into to deal with impacts.

Rich Macias, SCAG, responded that the attendees of the workshop go to the SCAG website and review the RTP; assess what it attempts to do. The plan is a mitigation for numerous things. SCAG is spending millions of dollars in SCAG's Compass Program. The goal of the Compass Program is to create the nexus, efficiencies, economies of scale, between transportation investments and land uses. For the past several years SCAG has gone out to solicit participation from its membership cities. What SCAG is doing in a very simplistic way is extending help to these cities to assess their land use practices, help to design efficiencies in terms of densities, specific land uses, the use of open space and how all this relates to transportation investments. SCAG is not an implementation agency, it does not enforce mitigations on entity, but it can lay the foundations for what is an appropriate level of mitigation throughout the context of the Plan. Someone could challenge a project if it's not in compliance with the regional plan.

4  
(cont.)

Frank Simpson, Rivers and Mountains Conservancy, commented on mitigation measure 3.12A, page 2, that an improvement would be made if it were to list specific agencies or reference a specific database. Project need agencies could be directed to this database and then consult that specific open space goals and objectives of these entities. There are no qualifiers that could serve as an out. The project would need to be consistent with programmatic mitigation measures and therefore capture both the local concerns and the regional open space concerns.

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Dan Silver, Endangered Habitats League, inquired as to what the mitigation measures from 2004 RTP have accomplished? If they have not accomplished anything, staff should look into in lieu fees which would be attractive to project applicants, if indeed it helps the applicant mitigate their growth inducing impacts in an efficient, simple way.

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Ms. Lockwood responded that the 2004 RTP set a policy for the Region and any project or agency that is inconsistent would be out of compliance with the regional document. First staff needs to set in place the rules and guidelines for what the impacts are, when they become significant, and at what point mitigation is imposed and what mitigation is appropriate.

A question was raised on the RTP/EIR as a program EIR is it standard amongst MPO's around the County that the EIR is structured as a programmed EIR as opposed to a Plan?

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Ms. Lockwood responded that many states within the U.S. do not have the California Environmental Quality Act. It is only in California that the program EIR's are being done and in most cases the agencies MPO's are doing program EIR's. Because the region is time limited with the EIR staff has to be very broad in its approach to impacts of the mitigation measures.

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(cont.)

A comment was made that the mitigations are not tied to specific impacts and require clarity. Additionally, with the 2030 planning horizon, there are other regional plans going on simultaneously that should be incorporated. It has gotten to the point where habitat buffers are becoming essential to be implemented in mitigation. Impacts should be looked at from a functional level, whether or not the functionality is perturbed.

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Comment was made that in all instances where the phrase "where feasible" is used, be removed because it is not a mitigation measure if it is "where feasible". With respect to CEQA it has to be a mitigation measure to actually reduce the impact to a less than significant level whether it is programmatic or project specific. The region does not have a good way of addressing cumulative impacts, because we simply do not have the tools, particularly not for impacts to habitat. It was recommended that one of the mitigation measures in land use be to actually develop a mitigation strategy to address cumulative impacts to species, wetlands, wildlife habitat movement, locally important species, coastal habitat, the whole gambit of open space protection needs to be addressed. Then the implementation agencies can look at our region and say here's the appropriate mitigation strategy to address the land use and transportation impacts.

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Ms. Lockwood responded that SCAG was looking to its Open Space Committee to help staff frame some of the mitigation efforts.

Ms. Reed commented that SCAG should take an active role in facilitating communication and empowering citizens within the Region so that where there is area that no body is watching, signage would state what that sites planning effort is and refer citizens and interested parties to a website where they could look at the mitigation plan and understand what was happening without having to go to the lead agency. Then, as SCAG is determining if the lead agencies are actually fulfilling their responsibilities there could be a central place where individuals can submit e-mails or write a letter and say that it says in the plan that the agency is supposed to do such and such and they did not do it.

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A comment was made that with the passage and signing of AB32, the information on energy in the 2004 RTP is rather out of date. The plan should include Global Warming. | 12

Mr. Stewart suggested that staff and the committee look into a study made by Rich Ambrose, UCLA, on monitoring reporting for wetland mitigations and use it as a guidance to impacts on wetlands. | 13

Staff announced that written comments were welcome through the end of October. Comments should be directed to [sarnecki@scag.ca.gov](mailto:sarnecki@scag.ca.gov).

The workshop adjourned at 12:00 p.m.

The next Environmental Mitigation Workshop will be held on **Thursday, October 12, 2006 at SCAG's Riverside office.**

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**ENVIRONMENTAL MITIGATION WORKSHOP  
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**THE FOLLOWING IS A SUMMARY OF THE ENVIRONMENTAL MITIGATION WORKSHOP.**

The Environmental Mitigation Workshop meeting was held at SCAG's Riverside Office.

**Present**

Diane Jenkins, City of Riverside  
Grace Balmir, FHWA  
Michelle Noch, FHWA  
Carlos Jaramillo, City of La Habra  
Margaret Park, Agua Caliente Band of Cahuilla Indians  
Allan Peinaflorida, City of Loma Linda  
Chris Winters, City of Colton  
Eyvonne Sells, SCAQMD  
Tracy Sato, City of Anaheim  
Melanie Mccann, City of Santa Ana  
Gina Gibson, City of Rialto  
Jennifer Sarnecki, SCAG  
Jessica Kirchner, SCAG  
Wendy Lockwood, SCAG Consultant  
Naresh Amatya, SCAG  
Hasan Ikhata, SCAG

**EIR OBJECTIVES**

Hasan Ikhata, SCAG, stated that the reason for today's meeting was for SCAG to address the growth that the region is experiencing and to update the Regional Transportation Plan (RTP). In doing so, staff needs to address new requirements from the SAFETEA-LU. SCAG has developed an Environmental Impact Report for the RTP and there are certain requirements that staff needs to comply not only with CEQA but also with the SAFETEA-LU. Today's discussion will focus on the 2004 RTP with its existing adopted plan.

Naresh Amatya, SCAG, summarized the RTP and SAFETEA-LU requirements.

Wendy Lockwood, SCAG consultant, gave a presentation on the EIR Objectives.

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**COMMENTS**

SCAG staff presented information on SAFETEA-LU and the purpose of today's workshop. Wendy Lockwood, SCAG consultant, requested comments on the 2004 RTP EIR mitigation measures.

A representative from Riverside asked if the RTP EIR is able to mitigate the inland empire's air quality basin to a level of less than significant? Will they need a statement of overriding considerations (SOC)?

Ms. Lockwood: We can work to make the AQMD measures more accessible to communities outside the south coast air basin. All projects can tier off the EIR RTP/RCP. If tiering, address if growth is a result of the regular increase in the economy or if it is over and beyond anticipated growth.

A representative from La Habra asked if the land use maps consider most recently adopted plans and zones.

Ms. Lockwood: Yes, the GIS data is regularly updated. SCAG works with the Council of Governments to update land use data.

The representative from La Habra asked if the threshold of significance would change for air quality? Are we working with Caltrans to include arterials, level of service?

Ms. Lockwood: We use AQMD's thresholds of significance and they haven't changed for a while. SCAG includes major arterials and their levels of service. The RTP doesn't set an LOS threshold on project-specific analyses because of the size of the transportation analysis zones. SCAG does analyze the delay and congestion in the EIR per County. SCAG coordinates with Caltrans regarding LOS.

The representative from La Habra stated that performance indicators (LOS per County) would help tiering from the EIR and Mitigation Measures for minor arterials, methodology for analysis, and thresholds of significance (analysis structure) would help cities

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Ms. Lockwood stated that cities should remember to consider the secondary impacts of mitigation measures

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(cont.)

A representative from Anaheim asked if a small 100-unit project could receive CEQA relief. In addition the representative stated that SCAG should add mitigation measures for infill to allow for CEQA relief and that Compass growth opportunity areas should be able to benefit from CEQA reform. How can we help smart growth projects in the analysis?

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Ms. Lockwood: The concept is to assist with tiering documents for infill projects. There are many opportunities to comment during the full RTP process on these issues.

A representative from FHWA commented that SCAG should show how they addressed SAFETEA-LU in a generalized discussion

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The workshop adjourned at 2:30 p.m.

September 18, 2006

Ms. Jennifer Sarnecki  
SCAG  
818 W. 7<sup>th</sup> Street, 12<sup>th</sup> Floor  
Los Angeles, CA 90017

**Subject: SCAG 2004 Regional Transportation Plan, Environmental Impact Report, Mitigation Outreach**

Dear Ms. Sarnecki:

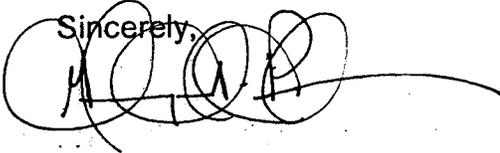
Thank you for giving the City of Rancho Palos Verdes an opportunity to comment on the proposed mitigation measures for the 2004 RTP EIR.

City Staff has reviewed the mitigation measures and has concerns with MM 3.5-1b and MM 3.5-1j. Mitigation measure 3.5-1b references construction hours to be 6am to 8pm Monday-Friday, and 7am to 8pm on weekends. Mitigation measure 3.5-1j indicates that certain construction activity not occur between 8pm and 8am. Please note that construction hours in the City of Rancho Palos Verdes are limited to 7am to 7pm Monday through Saturday, and no construction shall occur on Sundays or legal holidays unless under a special construction permit. 20

Due to these differences, City staff recommends that you alter said mitigation measures to reference compliance with construction hours for the governmental agency wherein the work will be performed as opposed to setting a specific time that may conflict with an agency's permitted construction hours.

If you have any questions, please contact me at (310) 544-5228 or via e-mail at [gregp@rpv.com](mailto:gregp@rpv.com).

Sincerely,



Gregory Pfost, AICP  
Deputy Planning Director

cc: Joel Rojas, Director  
Kit Fox, Associate Planner

Jennifer Sarnecki

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From: Anthony Spina [Anthony.Spina@noaa.gov]  
Sent: Monday, October 02, 2006 2:33 PM  
To: Jennifer Sarnecki  
Subject: Mitigation Outreach for RTP

Follow Up Flag: Follow up  
Flag Status: Red

Hello Jennifer:

The National Marine Fisheries Service (NMFS) is in receipt of the Southern California Association of Governments' (SCAG) September 12, 2006, letter regarding mitigation outreach.

NMFS is a federal resources agency with jurisdiction over marine mammals, marine fish, anadromous fish (steelhead and salmon among others), and habitat for these groups of organisms. Generally, NMFS reviews proposed actions to determine whether jurisdictional species or habitats are likely to be adversely affected, and to recommend measures for avoiding, minimizing, and offsetting negative effects. Review of projects involving anadromous fish, such as steelhead (*Oncorhynchus mykiss*), is performed in the context of either section 7 or section 10 of the U. S. Endangered Species Act. Section 7 is appropriate when a Federal action (any action authorized, funded, or carried out by a Federal agency) is associated with a project. Review under section 10 applies when no Federal nexus exists. With regard to marine mammals, review of projects affecting this group of animals is performed under the authority of the Marine Mammal Protection Act.

I have reviewed the list of mitigation measures relating to biological resources, and offer the following measures for inclusion in the current list of mitigation measures. These specific measures are intended to assist the SCAG avoid adverse effects on steelhead and habitat for this species. NMFS emphasizes that the measures pertain only to projects proposed in waterways where steelhead, or habitat for this species, are known or believed to be present:

1. The SCAG shall notify NMFS in writing prior to undertaking a project. The notification shall be sent to: National Marine Fisheries Service, Attention Steelhead Team, 501 W. Ocean Blvd., Suite 4200, Long Beach, California 90802. The notification shall include a written description of the proposed action, a map showing the location of the proposed action, a written description of how the proposed action may affect steelhead and habitat for this species, and a list of the avoidance and compensatory mitigation measures proposed to offset the expected adverse effects.
2. A project shall not result in the construction of a permanent structure or device that might prevent or impede migration or movement of adult or juvenile steelhead.
3. Construction-related activities within the stream or riparian areas shall be confined to the dry season (i.e., June 15 to October 15).
4. Written approval from NMFS is necessary prior to dewatering portions of a stream or diverting surface flow.
5. Written approval from NMFS is necessary prior to handling, capturing, or collecting adult or juvenile steelhead.

Please contact me if you a question on any of the foregoing.

-Anthony

Jennifer Sarnecki

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From: Jessica Kirchner  
Sent: Monday, October 02, 2006 5:26 PM  
To: Jennifer Sarnecki; Wendy Lockwood  
Subject: FW: Mitigation Measures

Below are comments from Ventura County...

-----Original Message-----

From: Elizabeth Chatten [mailto:Elizabeth.Chatten@ventura.org]  
Sent: Monday, October 02, 2006 4:49 PM  
To: fsimpson@rmc.ca.gov; Jessica Kirchner; kristeen@scwildlands.org; Nancy Settle  
Subject: RE: Mitigation Measures

Hi Jessica,

Sorry, I have been so swamped lately. Here are my comments regarding the SCAG 2004 RTP mitigation measures.

My central comment is that mitigation measures per CEQA should not include language such as: "where feasible or appropriate". A mitigation measure is only appropriate when it mitigates the impact to a less than significant level; therefore, it is only appropriate to use language such as shall or will. If the mitigation measure is not feasible; it shouldn't be proposed.

I understand in the case of regional and programmatic EIRs that exact project mitigations are not possible and only general direction may be given; however, you can probably still clean up the mitigation measures to ensure they have teeth.

My general recommendation regarding the mitigation measures would be to revise the language of each measure that states where feasible and appropriate. Either get rid or where feasible and appropriate or remove the mitigation measure if it's not possible.

Could the language in the Biological Resources section be revised to simply say project instead of transportation project?

The only mitigation measure I'm specifically concerned with revising is in the Biological Resource Section, MM 3.7-1.b. I am concerned with recommending a mitigation measure to replant disturbed areas immediately adjacent to roads with native vegetation because native vegetation can attract animals and make it more likely for them to become roadkill. This measure should probably be revised to state that natural vegetation shall be replanted in appropriate areas, at a reasonable distance away from roadways, as identified by a biologist (and approved by CDFG).

Liz

\*^\*^\*^ Please note my new number: 805-654-5193

Elizabeth Chatten  
Planning Division Biologist  
County of Ventura  
RMA Planning  
800 S. Victoria Avenue  
Ventura, CA 93009  
USA

elizabeth.chatten@ventura.org  
Phone: 805-654-5193  
Fax: 805-654-2509

**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY****REGION IX****75 Hawthorne Street****San Francisco, CA 94105-3901****October 31, 2006**

Ms. Jennifer Sarnecki  
Southern California Association of Governments (SCAG)  
818 West 7<sup>th</sup> Street, 12<sup>th</sup> floor  
Los Angeles, California 90017

**Subject:** Review of SCAG 2004 Regional Transportation Plan (RTP), Programmatic  
Environmental Impact Report, Mitigation Measures for 2007-2008 RTP Update

Dear Ms. Sarnecki:

Thank you for inviting the U.S. Environmental Protection Agency (EPA) to the October 10, 2006 mitigation workshop to review the mitigation measures of the Southern California Association of Governments (SCAG) 2004 Regional Transportation Plan (RTP), Programmatic Environmental Impact Report for the 2007-2008 RTP update. EPA understands the workshop is part of an expanded consultation effort by SCAG under Section 6001 of the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU). As requested in your September 12, 2006 letter, the EPA has reviewed the mitigation measures and provides the following detailed comments which are attached.

EPA recognizes that the measures are crafted system-wide at a regional scale and intended to reduce environmental impacts at both the planning and project level. The measures are comprehensive for a planning level document and consider appropriate resources potentially affected by the plan. EPA notes that the measures alone do not sufficiently address mitigation requirements under Section 6001 of SAFETEA-LU and recommends developing a regional mitigation strategy for the RTP. These comments are further discussed in the attachment, as well as additional comments addressing: 1) the importance of first avoiding, then minimizing, and finally, compensating for loss of environmental resources, and 2) recommendations for growth-related, indirect impacts and cumulative impacts analyses.

EPA appreciates the opportunity to comment on the mitigation measures and to participate in the SAFETEA-LU process. Please continue to keep EPA apprised of additional opportunities to coordinate on the RTP update as we are available to assist SCAG in future efforts. Currently, Caltrans and Federal Highway Administration (FHWA) are developing guidance for metropolitan planning organizations (MPO) to implement Section 6001 of SAFETEA-LU. EPA will work with Caltrans and FHWA on this guidance development. If you have any questions on our comments or efforts to provide MPO guidance on Section 6001,

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please contact me or Susan Sturges, the lead reviewer for the SCAG RTP update effort. Susan can be reached at 415-947-4188 or [sturges.susan@epa.gov](mailto:sturges.susan@epa.gov).

Sincerely,



for

Enrique Manzanilla, Director  
Communities and Ecosystems Division

Attachment: EPA's Detailed Comments

cc: Sharon Scherzinger, Caltrans  
Lisa Cathcart-Randall, Federal Highway Administration

EPA DETAILED COMMENTS ON THE 2004 REGIONAL TRANSPORTATION PLAN ENVIRONMENTAL IMPACT REPORT MITIGATION MEASURES, OCTOBER 31, 2006

**Regional Mitigation Strategy**

Section 6001 of Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) requires that a long range transportation plan include a discussion of the types of potential environmental mitigation activities and potential areas to carry out these activities. This includes activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan. Section 6001 also requires Metropolitan Planning Organizations (MPO) to develop the mitigation discussion in consultation with Federal, State, and tribal wildlife, land management, and regulatory agencies.

Under the California Environmental Quality Act (CEQA), the Southern California Association of Governments (SCAG) developed a Programmatic Environmental Impact Report (PEIR) for the 2004 Regional Transportation Plan (RTP). The PEIR evaluates the plan on a system-wide, regional scale, and includes a number of measures intended to reduce environmental impacts. While the measures are comprehensive for a planning level document and consider appropriate resources potentially affected by the plan, the measures alone are impact-specific and mostly intended for implementation at the project or corridor level. The RTP should identify overall, regional environmental goals and objectives to which the measures tie back to. The measures can then be utilized to assess and ensure the success of achieving these goals and objectives. For the RTP to meet the expectations of the Section 6001 mitigation requirements, EPA provides the following recommendations:

- Develop a regional mitigation strategy by identifying environmental mitigation goals and objectives for the RTP to provide context for the measures. Demonstrate how the measures tie back to these goals and objectives to assess and ensure success. 26
- Summarize current, available biological data and highlight the linkage of sensitive resources (i.e., wildlife corridors, habitat, wetlands...). 27
- Discuss where current and future mitigation/conservation efforts and areas of priority have been designated or identified by private, public, and/or non-profit parties in the region. Identify potential, strategic neighboring areas to focus new mitigation efforts to maximize environmental benefit. 28
- Identify critical resources and areas in peril throughout the region that would benefit from restoration, enhancement, and conservation efforts. 29
- Establish the foundation for innovative environmental mitigation solutions, such as financial mechanisms to fund mitigation (e.g., development fees (Merced County Association of Governments) and TransNet (San Diego Association of Governments), conservation easement purchases to connect to and expand existing conservation areas, or ecosystem-based mitigation (e.g., Eco-Logical [http://environment.fhwa.dot.gov/ecological/eco\_index.asp])). 30

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### Avoidance and Minimization

The 404(b)(1) Guidelines at 40 CFR Part 230 under Clean Water Act (CWA) provide substantive environmental criteria that must be met to permit discharges into waters of the United States (U.S.). The 404(b)(1) Guidelines set the stage for mitigation sequencing: first, avoidance of adverse impacts with no permitted discharge into waters of the U.S. if there's a practicable alternative that is less damaging; then, minimization of adverse impacts if they cannot be avoided; and lastly, compensation for those unavoidable impacts which remain. Integrating CWA considerations into early transportation planning would facilitate the CWA Section 404 permit review process. In addition to aquatic resources, the avoidance, minimization, and compensation sequencing can be applied to other resources.

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The February 2005 Federal Highway Administration (FHWA) guidance Linking Planning and National Environmental Policy Act (NEPA) Processes recommends early coordination with regulating resource agencies. The guidance also recommends using geographic information systems (GIS) overlays to identify areas of environmental conflict and funding sources to support additional environmental studies early in the transportation planning process. Early transportation planning needs to include a comprehensive analysis of environmental impacts to resources, beyond establishing transportation conformity. When analysis of environmental impacts is incorporated into the transportation planning phase, planning decisions are made with more complete information and resource avoidance and protection can be built into project proposals. As a result, these decisions carry greater weight during later NEPA and CEQA reviews and can effectively streamline the environmental review process. To incorporate avoidance and minimization into the RTP mitigation strategy, EPA provides the following recommendations:

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- Establish environmental constraints at the planning level. The RTP planning process is at the regional scale, so a detailed level of information is not expected when considering environmental constraints. However, the data should be refined enough to identify resource-rich areas to avoid and protect. At a minimum, the RTP should demonstrate how proposed projects in the RTP: 1) maximize the use of existing infrastructure, and 2) avoid and minimize environmental impacts.
- Identify core, sensitive areas or resources within the region to emphasize avoidance and minimization for RTP projects (i.e., hot spots, high quality habitat, wildlife corridors, or other resource-specific target areas). EPA is particularly concerned about new projects in rapidly growing areas with large, intact ecosystems and projects at the urban fringe with potential to impact resources.
- Stress the mitigation sequencing of avoidance, minimization, and compensation for appropriate resources, such as wetland waters of the U.S. and sensitive species and habitat, at the project and corridor level. The sequencing is appropriate for implementation in two phases: 1) during site or alignment selection decision-making, and 2) during project design.
- Include a measure recommending project proponents to engage in early resource

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interagency coordination to:

- Discuss project alternatives when competing sensitive resource impacts are identified (for example, avoidance of an archeological site results in greater impacts to wetlands).
- Obtain recommendations for project design avoidance and minimization of resource impacts and project level mitigation strategy.

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(cont.)

**Comments on Measures**

The "mitigation measures" as presented in the RTP PEIR appear to be more of a collective blend of big-picture, program level parameters; general guidance for project implementation; best management practices; and avoidance, minimization, and compensatory mitigation measures. As noted earlier, EPA recognizes the comprehensive nature of the measures for a planning level document and the breadth of environmental resources addressed by the measures. EPA recommends the following to clearly articulate program and project-level responsibilities and when and how to implement the measures:

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- Group the measures by program level (SCAG or collaborative follow-through) and project level (project proponents or lead agency) implementation.
- Clearly identify which measures are: 1) required (by law) and not optional, and 2) recommended if opportunistic or feasible.
- Provide continuity and flow for the measures by creating context for implementation and arranging the measures according to timing of consideration, such as during project planning, project development or design, construction, or pre- or post-construction.

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**Growth-related, Indirect Impacts**

The Council on Environmental Quality's (CEQ) NEPA regulations define indirect effects as those which are caused by the action and are later in time or farther removed in distance, but are still reasonable foreseeable (40 CFR Part 1508.8(b)). Indirect effects may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate. EPA recommends that projects identified in the RTP address potential indirect impacts in their subsequent environmental documentation. New access to undeveloped areas may induce growth on surrounding lands. The documentation should analyze the impacts from all reasonably foreseeable developments associated with the proposal. EPA provides the following recommendations to address induced growth impacts of individual projects:

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- Include a measure that recommends project proponents to utilize the recently published *Guidance for Preparers of Growth-related, Indirect Impact Analysis* released by Caltrans. This guidance can be found at [[http://www.dot.ca.gov/ser/Growth-related\\_IndirectImpactAnalysis/gri\\_guidance.htm](http://www.dot.ca.gov/ser/Growth-related_IndirectImpactAnalysis/gri_guidance.htm)]. The guidance is applicable for surface transportation projects in California that are subject to CEQA and NEPA. The guidance will help identify whether a growth-related impact analysis is needed for a

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proposed transportation project and assist in the preparation of an analysis that is sound and well documented.

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- Include a measure that recommends individual projects make both the methodology and the assumptions in the analysis of induced growth as transparent as possible to the public and decision makers. If a land-use model is used, the projects environmental documents should discuss the model (including its assumptions, strengths, and weaknesses) and describe why it was selected. Project proponents should validate the results by enlisting local expertise involved in land use issues, such as local government officials and land use and transportation planners.

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**Cumulative Impact Analysis**

Cumulative impacts are defined in the NEPA regulations as the impact on the environment that results from the incremental impact of the action when added to the other past, present, and reasonably foreseeable future actions, regardless of what agency (Federal or non-Federal) or person undertakes such actions (40 CFR 1508.7). These actions include both transportation and non-transportation activities. The cumulative impact analysis should consider non-transportation projects such as large-scale developments and approved urban planning projects that are reasonably foreseeable and are identified within city and county planning documents. Consideration of cumulative impacts is an important element when determining appropriate project mitigation. EPA provides the following recommended measures for individual projects:

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- Conduct a thorough cumulative impact assessment. The analysis should include a complete list of reasonably foreseeable actions, including non-transportation projects. EPA recommends the use of recently published cumulative impact guidance released by Caltrans. This guidance can be found at [[http://www.dot.ca.gov/ser/cumulative\\_guidance/purpose.htm](http://www.dot.ca.gov/ser/cumulative_guidance/purpose.htm)];
- Disclose the past, present, and reasonably foreseeable impacts on resources of concern from transportation and non-transportation activities and analyze the rate of loss and magnitude (size and relative importance) of impacts to resources;
- Establish the geographic scope for the analysis that is appropriate for the scale of the project and the resource of concern;
- Characterize the status of the specific resource as it exists today in the context of the historic condition;
- Characterize the stress factors affecting the resource;
- Address the incremental effects to environmental resources;
- Address the transportation project's relationship to land-use change (such as, increased access and mobility); and
- Incorporate resources protected by habitat conservation plans, affected city plans, and other restoration efforts in the project area.

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