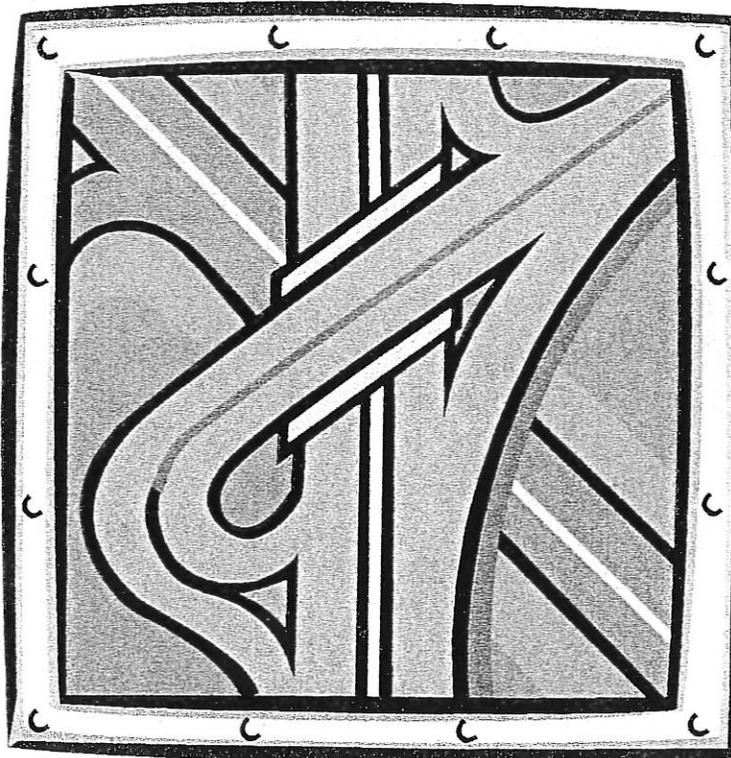


STATE ROUTE 71

Freeway Upgrade/ Mission Boulevard Interchange Improvement Projects In the City of Pomona, Los Angeles County

*Initial Study/Environmental Assessment
Negative Declaration/Finding of No Significant Impact*



June 2002



U.S. Department of Transportation

State Route 71 Freeway Upgrade and Interchange Improvement Project

From Interstate 10 to State Route 60 in Los Angeles County, California

07-LA-71-KP R0.84/7.24

INITIAL STUDY / ENVIRONMENTAL ASSESSMENT

State of California Department of Transportation

And

United States Department of Transportation
Federal Highway Administration

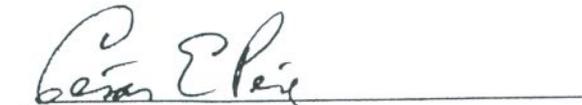
Pursuant to: 42 U.S.C. 4332 (2) (C)



Ronald J. Kosinski
Deputy District Director
California Department of Transportation, District 7

Dec 27, 2001

Date



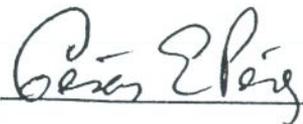
for Michael G. Ritchie
Division Administrator
Federal Highway Administrator

1/11/02

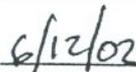
Date

**FEDERAL HIGHWAY ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT
FOR
SR-71 FREEWAY UPGRADE/ MISSION BOULEVARD INTERCHANGE
IMPROVEMENT PROJECT
In the
City of Pomona, Los Angeles County**

The Federal Highway Administration (FHWA) has determined that the proposed State Route 71 Freeway Upgrade/ Mission Boulevard Interchange Improvement Project will have no significant impact on the human environment. This finding is based on the enclosed Environmental Assessment which has been independently evaluated by the FHWA and determined to adequately and accurately discuss the environmental issues and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an environmental impact statement is not required. The FHWA takes full responsibility for the accuracy, scope, and content for the enclosed Environmental Assessment.



Cesar E. Perez
Senior Transportation Engineer



Date

NEGATIVE DECLARATION (CEQA)

Pursuant to: Division 13, Public Resources Code

Description

The California Department of Transportation (Caltrans), District 7 is proposing to upgrade State Route 71 to full freeway standards from Interstate 10 to State Route 60. The facility would be widened to three mixed flow lanes and one High Occupancy Vehicle (HOV) lane in each direction. This project also proposes to improve Mission Boulevard with a grade-separated partial cloverleaf interchange. This project is located in the City of Pomona, Los Angeles County. The proposed improvements to the facility will involve acquiring new right-of-way.

Determination

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

1. The proposed project will require the acquisition of both commercial and residential properties but adequate compensation will be provided for those acquisitions and relocation assistance will be provided for those displaced. Incorporation of these measures to minimize harm will prevent potentially adverse impact of the proposed project.
2. There will be no adverse effects on unique or significant natural features, including, but not limited to, plant life, animal life, or animal habitat or movement.
3. The proposed project will promote improved regional air quality.
4. The proposed project will not significantly affect natural vegetation, sensitive, endangered or threatened plant or animal species.
5. The proposed project will result in increased noise levels along its route, but with the addition of soundwalls these effects will be reduced to below mandated levels.
6. The proposed project will not significantly affect water quality, solid waste, or the consumption of energy and natural resources.
7. There will be no adverse effects on wetland, floodplain or agricultural areas.
8. The proposed project will not significantly affect land use, public facilities or other socio-economic features.
9. There will be no adverse impacts on local traffic as a result of the proposed project. However, a Traffic Management Plan will minimize the affect on local traffic during construction.



Ronald J. Kosinski
Deputy District Director
Division of Environmental Planning
California Department of Transportation, District 7

June 10, 2002

Date

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SUMMARY

This Initial Study/Environmental Assessment (IS/EA) addresses the potential environmental impacts resulting from the upgrade of State Route 71 and the improvement of the Mission Boulevard Interchange project. This project proposes to add one High Occupancy Vehicle (HOV) lane in each direction of travel in the median of State Route 71 between Interstate 10 and State Route 60 in the City of Pomona, Los Angeles County, California. The other project in the corridor proposes to improve Mission Boulevard by constructing a new interchange. All of the alternatives with the exception of the No Action Alternative will require widening of the highway to accommodate the HOV lanes and associated improvements.

This IS/EA is a preliminary analysis of the proposed projects to determine whether a Negative Declaration/Finding of No Significant Impact (ND/FONSI) is appropriate or if there will be significant impacts, which would require the preparation of an Environmental Impact Report/Study (EIR/EIS). This IS/EA has been prepared in accordance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

After review by various agencies and the public, Caltrans and the Federal Highway Administration in consultation with the City of Pomona have selected Alternative 2B as the recommended project. It has also been determined that project impacts can be mitigated to a level of non-significance allowing the approval of this ND/FONSI.

Changes have been made to this environmental document since the circulation of the draft environmental document. Public and Agency comments received during the circulation of the Draft IS/EA, the Public Hearing process, and subsequent agency consultations have resulted in refinements that have been incorporated in this final environmental document. A vertical line in the outside margin indicates changes in the document.

1-0 PURPOSE AND NEED FOR PROPOSED PROJECT

1-1 Introduction

In 1989 a Final Environmental Impact Statement (FEIS) was prepared by Parsons Brinkerhoff, which covered improvements along State Route 71 from Interstate 10 to State Route 91 in Los Angeles, San Bernardino, and Riverside Counties. This FEIS outlined the need to upgrade the existing State Route 71 facility. The need was characterized by operational and geometric deficiencies and the lack of Level of Service (LOS) consistent with a major freeway system in the Los Angeles region. However, due to funding issues, the improvements from Interstate 10 to State Route 60 were dropped from the original project. Caltrans District 8 is continuing to implement phases of the State Route 71 project described in the 1989 FEIS. Many of the segments have been constructed and are currently serving as operational improvements to State Route 71. Refer to Appendix A for locations of project segments.

On September 9, 2000, Governor Gray Davis adopted the Transportation Congestion Relief Program (TCRP), which provided funding for crucial transportation projects. The TCRP initiative specifically identified the funding required for the State Route 71 improvements included in this project (segment 1) from Interstate 10 to State Route 60.

Construction is proposed to begin on the Mission Boulevard interchange in November 2004. The freeway conversion project would be scheduled to start in June 2005 with a completion date of June 2009.

1-2 Purpose for the Project

State Route 71 is a northwest-southeast diagonally aligned facility servicing the residents and commuters of Los Angeles, San Bernardino Riverside and Orange counties. Project limits along State Route 71 extend from Interstate 10 to State Route 60. These modifications are located entirely within the City of Pomona, Los Angeles County (Figure 1.1).

The primary purpose of this project is to:

- Replace the at-grade, signalized intersection at Mission Boulevard/State Route 71 with a grade separated interchange.
- Upgrade State Route 71 from an expressway to full freeway standards between Interstate 10 and State Route 60. (Figure 1.2).
- Establish High Occupancy Vehicle Lanes (HOV) completing the gap that currently exists in this area.
- Reduce congestion and improve traffic safety on State Route 71 between Interstate 10 and State Route 60 to accommodate project traffic demand through year 2029.

Figure 1.1: Regional Location Map

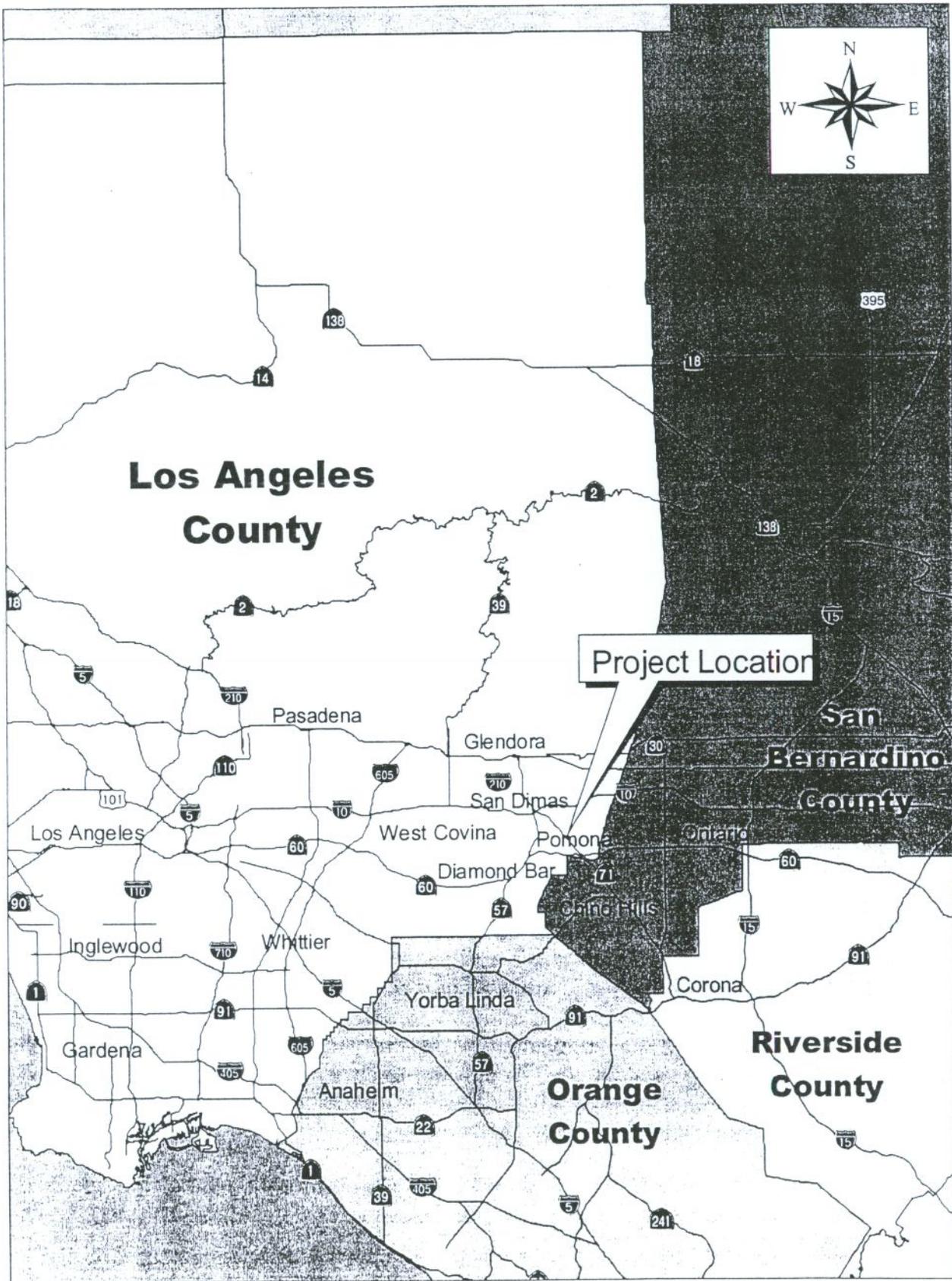
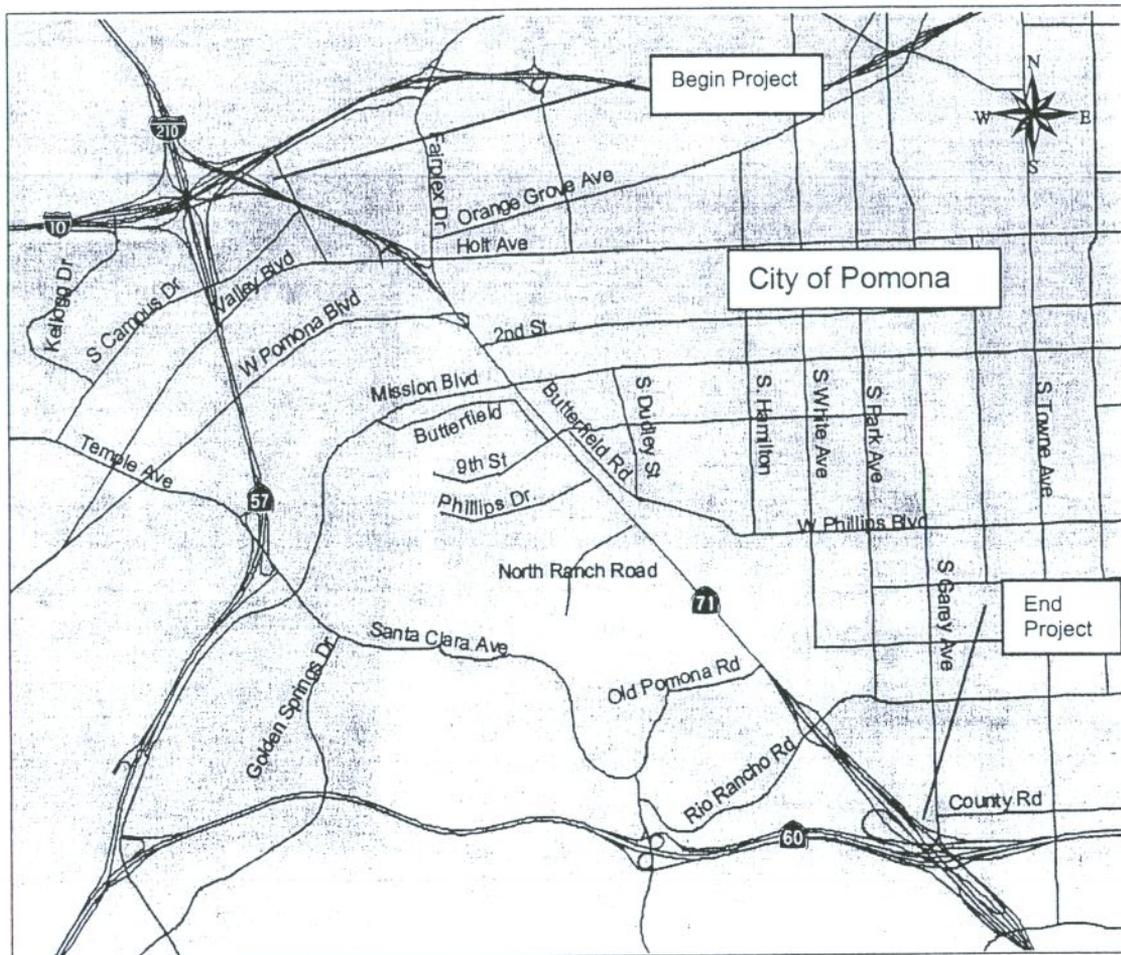


Figure 1.2- State Route 71 Vicinity Map



1-3 Need for the Project

The California Department of Transportation (Caltrans) is proposing two related improvements to address congestion and safety problems on State Route 71. State Route 71 is only developed to current freeway standards in a short section between Interstate 10 and Holt Avenue, the rest is a mixture of expressway, freeway, and conventional highway.

State Route 71 experiences serious congestion while carrying substantial traffic volumes through the study area during peak hours. Travel demands and urban growth projections indicate that if no improvements are made, unacceptable levels of service will extend for longer periods of time over larger sections during peak periods.

There is a need to eliminate signalized intersections to reduce accidents and improve safety by implementing current Caltrans design standards. The following list is a summary of problems related to State Route 71:

- congestion, existing and future
- growth and the need for carpool incentives

- local circulation problems
- accidents
- rural designs in urban areas
- missing gap in freeway HOV system

Widening of State Route 71 is included in Governor Gray Davis' Transportation Congestion Relief Program (TCRP), which is designed to relieve congestion in some of California's most heavily traveled transportation corridors. This project would close the freeway gap that currently exists between Holt Avenue and Rio Rancho Road so that State Route 71 can better serve its purpose as a connecting link in the regional transportation system.

1-4 Operational Deficiencies

The existing route handles heavy commuter traffic originating in the communities of Pomona, Chino, Chino Hills, and Ontario destined for employment centers in Orange and Los Angeles Counties. Traffic demand on the existing facilities is expected to increase due to continued urbanization in the Inland Empire.

Existing traffic volumes on State Route 71 range from 56,000 to 63,000 vehicles per day south of Mission Boulevard. State Route 71 currently operates at a LOS E during the AM/PM peak hours between Interstate 10 and Mission Boulevard. Between Mission Boulevard and the Los Angeles/San Bernardino County the expressway operates at a LOS F during the AM/PM peak hours. Average Daily Traffic (ADT) south of Mission Boulevard is 63,000 vehicle per day. Projected ADT for the year 2030 is 210,000 vehicles per day. All the proposed alternatives maintain a minimum level of service (LOS) "F0" during peak periods for design year 2029. The projected Level of Service for the State Route 71 project after construction is "D".

Daily two way traffic volumes on Mission Boulevard range up to 25,000 vehicles per day at State Route 71. Peak hour directional volumes along Mission Boulevard approach 2,000 vehicles per hour. Mission Boulevard currently operates at LOS E during AM peak hours and LOS F during PM peak hours.



Figure 1.3.1 :State Route 71 congestion due to signalized intersections and capacity problems.

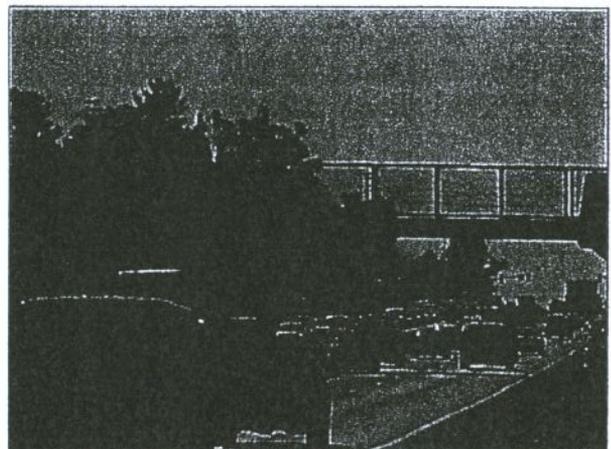


Figure 1.3.2: Ninth Street Pedestrian overcrossing

1-5 Existing Facility

State Route 71 is a regional transportation facility traversing through the City of Pomona, Chino Hills, Chino and on into Orange County. The portion, which traverses through parts of Los Angeles and San Bernardino counties, begins at Interstate 210 in San Dimas and extends southeasterly through the City of Pomona to State Route 91. State Route 71 serves as a connecting link for major east-west corridors including Interstate 10, State Route 60, State Route 91, and Interstate 210, and serves as an inland empire passageway for interregional travel between San Diego and the eastern portion of the Los Angeles area.

State Route 71 consists of two 3.6 meter (m) (12 feet) lanes in each direction and a 6.7 m (22 feet) median. Inside shoulders vary from 0.0 to 1.5 m (5 feet) and outside shoulders vary from 0 to 2.4 m (8 feet). At the Mission Boulevard intersection, a 70 m (230 feet) single left turn lane is provided along State Route 71 in the northbound direction and 100 m (328 feet) dual left turns lanes are provided in the southbound direction. Free right turn connectors provide access from State Route 71 to Mission Boulevard in both directions.

State Route 71 is improved to four to six lane standards between Interstate 210 and Holt Avenue just south of Interstate 10. From Holt Avenue to Rio Rancho Road, through the City of Pomona, State Route 71 is a four-lane expressway with several at-grade intersections including Second Street, Mission Boulevard, Ninth Street, Phillips Boulevard, North Ranch Road and Old Pomona Road. Mission Boulevard is a major east-west arterial through Pomona that runs from Temple Avenue to the west and continues into the Cities of Montclair and Ontario to the east. Mission Boulevard provides access into the city from State Route 57. State Route 71 also provides access to Pomona's civic center and downtown areas. Within the project vicinity the route provides access to the Westmont residential area and the Contractor's Warehouse and other commercial centers south of Mission Boulevard.

On the east side of State Route 71 within the project area, the width of Mission Boulevard is 34.1 m (111 feet) from curb to curb and consists of three lanes in each direction with a raised landscaped median. The width of the median is 7.3 m (23 feet) and the two inside lanes in each direction are 3.6 m (11 feet) wide. The outside lane in the eastbound direction 6.7 m (21 feet) with the outer 3.0 m (9.8 feet) acting as an acceleration/deceleration lane for vehicles accessing the Contractors Warehouse property (See Appendix B). In the westbound direction the outside lane is 5.5 m. West of State Route 71 the width of Mission Boulevard from curb to curb is 31.1 m (102 feet). The cross section is identical to that on the east side, but the width of the outside lane in the eastbound direction is 3.7 m (12 feet) instead of 6.7 m (21 feet).

1-6 Accident History

Safety

Traffic Accident Surveillance and Analysis System (TASAS) records dated 10-01-97 to 9-30-00 reveal the three-year accident rate for both northbound and southbound directions (combined). Table 1.1 indicates that the total accident rate, 1.48 accidents per million vehicles (acc/mvm) is more than the expected rate of 1.14 acc/mv, for a three-year period on a similar facility. The "Fatal + Injury" rate also exceeds the expected rate by 16 percent.

The 493 accidents that occurred on State Route 71 during the three-year study period were mostly rear end and sideswipe accidents. These two types of accidents are considered to be congestion-related accidents and account for 71% of the accidents within the project limits. The addition of new lanes in both directions and the removal of the existing at-grade, signalized intersections should reduce the number of rear-end and sideswipe accidents.

**Table 1.1
TASAS Information**

RTE	Location KP to KP	Direction	Total Number of Accidents	Actual Rates (accidents per million vehicle km's)			California Average Rates (accidents per million vehicle km's)		
				F (fatal)	F + I (fatal + Injuries)	TOTAL All reported accidents	F (fatal)	F + I (fatal + Injuries)	TOTAL All reported accidents
71	R0.520 to R4.450	NB + SB	493	0.011	0.550	1.48	0.012	0.460	1.14

2-0 DESCRIPTION OF PROPOSED PROJECT

2-1 Alternative Selected for Implementation

After considering all relevant issues and public comments, Caltrans has selected Alternative 2B, with the design variation as the preferred alternative. A complete description of this alternative can be found in section 2-4.

2-2 Alternative 1- No Action

This alternative would retain the existing State Route 71 facility. No improvements would be made to alleviate existing deficiencies or future traffic demand. Improvements on this facility would be limited to routine maintenance, and minor safety related enhancements. Current high accident rates along State Route 71 would likely increase as traffic volumes intensify due to the high rate of growth in the region.

This alternative does not promote the formation of carpools, vanpools, and other transit options, nor does it address anticipated congestion expected from projected increases in traffic volumes. The No Action alternative does not address the purpose and need for the proposed project. This alternative would not complete the gap in the HOV system on State Route 71 and is inconsistent with local and regional plans. No additional right-of-way would be required.

2-3 Alternative 2A - Fully Depressed Freeway

This alternative proposes to upgrade the expressway to full freeway standards, which include six mixed-flow lanes and two High Occupancy Vehicle (HOV) lanes (one in each direction).

The freeway profile would be depressed 9 to 10 meters (29 to 33 feet) below the existing grade around Mission Boulevard and would reach its maximum depth around Ninth Street. It would then begin to rise up to original grade near Old Pomona Road.

Overcrossings are proposed at Ninth Street and North Ranch Road. The overcrossing at North Ranch Road would extend across State Route 71 to Dudley Street. The profile grade of these overcrossings on State Route 71 would remain unchanged.

This alternative also proposes to permanently close access from intersections at Second Street, Ninth Street, Phillips Drive, North Ranch Road, and Old Pomona Road. The adjacent frontage road, Butterfield Road would be eliminated. In addition Second Street, Phillips Drive, and Old Pomona are proposed as cul-de-sacs. An overpass to be used by automobiles and pedestrians proposes to replace the existing pedestrian overcrossing that currently exists south of Ninth Street. The new overcrossing would maintain pedestrian and vehicle access to Westmont Elementary School from both sides of State Route 71.

Acquisition of private property would be required for this alternative. Soundwalls and retaining walls would also be required along sections of the project corridor. The estimated cost for this alternative is \$150 million in 2001 dollars.

2-4 Alternative 2B: Half Depressed Freeway

Alternative 2A proposes to depress the existing freeway profile 4.5 meters in depth (15 feet) from Mission Boulevard reaching its maximum depth around Ninth Street. It would then begin to rise up to original grade near Old Pomona Road. An overcrossing is proposed at Ninth Street, which will act as a replacement to the pedestrian overcrossing at Grier Street. The profile grade of the Mission Boulevard and Ninth Street overcrossings would be elevated above State Route 71.

This alternative would permanently close access from intersections at Second Street, Ninth Street, Phillips Drive, North Ranch Road, and Old Pomona Road. Butterfield Road would be reconstructed on the east side of the freeway. The side streets on the west side of State Route 71 would terminate into cul-de-sacs. This alternative proposes cul-de-sacs at Second Street, Phillips Drive, North Ranch Road and Old Pomona Road. Acquisition of private property will be required for this alternative. Soundwalls and retaining walls will also be required along various sections of the project corridor. The estimated cost for this alternative is \$140 million in 2001 dollars.

The Caltrans Project Report identifies a Design Variation (Appendix H, layout 15) for this alternative. Comments from the Public Hearing indicated opposition to building a bridge across State Route 71 at North Ranch Road. Residents were concerned that increased traffic and speeds through their residential neighborhoods would be bothersome to their community. In addition, projected volumes for this bridge structure were relatively low which did not justify the cost of constructing the structure. Removal of the proposed overcrossing from consideration will also reduce some right-of-way impacts associated with this alternative.

This is the preferred alternative for the State Route 71 Freeway Upgrade and Mission Boulevard Improvement Project. Layouts for this Alternative are located in Appendix H.

2-5 Alternative 3: At-Grade Freeway

This proposal consists of upgrading the expressway to full freeway standards, which include six mixed flow lanes and two HOV lanes (one in each direction), with the freeway profile to remain at-grade. Overcrossings are proposed at Ninth Street and North Ranch Road to provide continued vehicle and pedestrian access across State Route 71. Construction of the Ninth Street Bridge would require a substantial amount of private property along Ninth Street in order to obtain the minimum vertical clearance necessary over the freeway. The overcrossing would heavily impact both sides of the proposed freeway. The Butterfield frontage road would remain intact, and adjacent streets would be directly connected to it. Soundwalls will also be required along various sections of the project corridor. The estimated cost for this alternative is \$138 million in 2001 dollars.

2-6 Design Details Common Among Alternatives

Several features of the proposed freeway upgrade/interchange improvements would be identical among all the build alternatives. These features are identified and discussed below:

- The Mission Boulevard interchange would require the closure of existing State Route 71 access to and from Second Street and Pomona Boulevard, due to their proximity to Mission Boulevard. These existing ramps cannot be accommodated by any of the build alternatives due to the limited distance between Holt Avenue and Mission Boulevard.
- The East Spradra Over-head (OH) Bridge and the West Pomona OH Bridge would need to be modified (widened or replaced) to accommodate the addition of mixed-flow lanes.
- Eliminate non-standard hook ramps at Second Street. Construct an auxiliary lane on both sides of State Route 71 between Valley Boulevard and Mission Boulevard. These two interchanges are less than the minimum standard of 1.5 km (4921 feet) causing the need for an additional lane.
- Butterfield Road currently operates as a frontage road on both sides of State Route 71. 1:2 freeway sideslopes would require the closure and removal of Butterfield Road. Most streets that currently connect to Butterfield Road would be converted to cul-de-sacs, on both sides of the freeway.
- Cul-de-sacs are proposed at the following streets: Second Street, Brea Canyon Road, Buffington Street, Viajar Street, Fleming Street, Meserve Street, Denision Street, Grier Street, Jess Street, Wright Street, Smith Street, Palmer Street, Grand Avenue, Phillips Boulevard, Phillips Drive, Hunter Point Road, and Old Pomona Road. (Street locations can be found in Appendix I)
- Impacts to single-family dwellings would be unavoidable in all the build alternatives due to the additional right-of-way required to construct Mission Boulevard and the freeway to full standards.

All alternatives (2A, 2B and 3) propose the new freeway to be constructed underneath Mission Boulevard. Existing access to and from State Route 71 at Second Street, Philips Drive, and Old Pomona Road would be permanently closed. Overcrossings are proposed at Ninth Street and North Ranch Road.

2-7 Mission Boulevard Interchange Design Features

The Mission Boulevard Interchange proposal consists of removing the existing at-grade Mission Boulevard/State Route 71 intersection and constructing an interchange by grade separating Mission Boulevard over State Route 71. Six through lanes and two turning lanes are proposed for the overcrossing. This configuration would provide free-flow loop on-ramps in both the northwest and southeast quadrants allowing full ingress and egress on State Route 71. All alternatives presented for the State Route 71 projects are consistent with the Mission Boulevard interchange project

The proposed northbound off-ramp would require realignment of Butterfield Road East between Ninth Street and Vejar Streets. Due to the space required in the southeast quadrant for the northbound loop-on ramp, the northbound off-ramp would also require the removal of a portion of the Contractors Warehouse lumber storage structure along the existing state right-of-way line.

The proposed project would also require taking a portion of the parking lot located at the northwest corner of Mission Boulevard and State Route 71. The owner of the building, Meruelo Living Trust, has plans to lease the building. See Appendix B for the Mission Boulevard layout.

2-8 Related Transportation Projects

The following are additional projects within the vicinity of the proposed corridor discussed in this document.

- Pomona Maintenance Facility- Caltrans plans to construct a 4.6 acre (1.86 hectares) Maintenance Facility at the southeast quadrant of the State Route 60/State Route 71 Interchange. This project is scheduled to be completed before the State Route 71 Freeway Upgrade project begins.
- State Route 71 Pavement Rehabilitation- Caltrans is considering plans to replace some of the existing pavement on State Route 71 prior to the Upgrade of the freeway and construction of Mission Boulevard.
- Alameda Corridor East (ACE)- A 35-mile rail corridor through the San Gabriel Valley between East Los Angeles and Pomona. Currently, the project is in the final design process.
- City of Pomona- The Redevelopment Agency plans to improve the Boyd Furniture Company and Tech Systems sites. Both these parcels exist along State Route 71 and have been reserved as dedications for Highway use.
- State Route 57/State Route 60 Weave Improvement Project- This project proposes to improve operational movements that currently exist along the common alignment of State Route 57/State Route 60. This project is currently in the design stage.
- Pomona School District/City of Pomona- A joint project that proposes a mixed-use development called The Village at Ganesh Hill. The project proposes developing a commercial center, a new elementary school, and a residential village.

The proposed State Route 71 Freeway improvements are consistent with all applicable state and local plans, and would not contribute to land use impacts not addressed in those plans. The project would provide short-term employment opportunities (construction) and contribute to an overall increased economic activity in the long term by improving accessibility to and from the project area. The disruption of traffic on the freeway that would result from project construction is a temporary occurrence and would not contribute to a cumulative impact.

3-0 AFFECTED ENVIRONMENT

The following sections briefly describe the area that would be affected by the proposed alternatives. Presented below are the baseline conditions against which the decision-makers and the public can review the effects of the alternatives. Additional information and details can be found in the respective technical studies (see list at beginning of Section 5.0) prepared for this project.

3-1 GEOLOGY AND SEISMICITY

Geologic Features

This section of State Route 71 is located in the extreme northeasterly Puente Hills region within California's Peninsular Ranges Geomorphic Province. The Peninsular Range Province is a well-defined geologic and physiologic unit that occupies the southwestern corner of California. Structurally, this province is characterized by elongated ranges and valleys whose general northwesterly trend is terminated abruptly on the north by the east-west trending Transverse Ranges. Locally, the existing expressway is situated entirely over Quaternary alluvial sediments consisting of slightly compact, to compact sandy silt with sparse lenses of fine to medium sand.

Seismicity

The project is located in a seismically active area, however the activity level is considered normal for this region. A fault is considered by the State of California to be active if geologic evidence indicates that movement on the fault has occurred in the last 11,000 years, and potentially active movement is demonstrated to have occurred in the last 2 million years.

There is no geological evidence that indicates an active fault in the project area. The nearest known active fault (under Alquist-Priolo Earthquake Zoning Act) is the Whittier Earthquake Zone and is located 13.6 kilometers (km) (8.5 miles) to the southwest at the end of the project.

The San Jose fault is located 4.8 km (3.0 miles) to the north of the proposed project. In 1988 and 1990 two earthquakes, the "Upland earthquakes" occurred (ML=4.6 and ML= 5.2, respectively), with no ground rupture. Based on similar focal mechanisms and location, it is suggested that they occurred on the San Jose fault. This fault is considered to be a left-lateral strike-slip structure and has been studied by the U.S. Geological survey and Caltech to determine if there is evidence for potential future earthquakes.

The Chino Fault regionally cuts across the northeastern slope of the Puente-Chino Hills. Generally, this fault strikes N 40° W and dips 55° SW. It is apparently a right-reverse and is largely hidden beneath the alluvium but its trace has been inferred by geologists to be just south of Kilo Post (KP) 7.24, which is located at the end of the project near State Route 60.

Based on a regional study conducted by the U.S. Geological Survey (1985) using ground water levels measured from 1960 to 1975, concluded that the relative liquefaction susceptibility along the project is considered to be low to very low. The San Dimas Quadrangle issued by The Department of Conservation-Division of Mines & Geology shows that there is a potential for liquefaction along the project corridor. However, during the last two major earthquakes in this area (1971 San Fernando-Mm=6.62 and the 1994 Northridge-Mm=6.7) liquefaction did not occur within these limits and/or the entire project limits.

3-2 WATER QUALITY

Constituents of roadway runoff consist of four basic categories: Particulate automotive emission, roadside litter including eroded pavement material, chemicals used in maintenance operations and spills due to accidents. Except for spills rain washes most of the pollutant load into downstream receiving waters. The amount of pollutants is a function of the traffic volume, roadway drainage area and storm intensity. The environmental response to the pollutants is dependant upon many variables. Foremost is the sensitivity of the receiving waters. Another item of importance is the change in volumes of runoff into the receiving waters, either increasing or decreasing. The proposed project will add very little additional impervious surfaces, but will not materially change the existing drainage patterns.

3-3 HAZARDOUS MATERIALS

An Initial Site Assessment (ISA) was conducted for Mission Boulevard and State Route 71 to identify potential contaminant sources that may adversely affect the project area. Potential contaminant sources were identified by:

- Reviewing geologic and hydrologic data
- Reviewing federal and state databases that reported potential contaminant sources within the project area
- Reviewing of historical land use of the project area from aerial photographs
- Conduction of a site reconnaissance of the project area
- Reviewing public files from state regulatory agencies

State Route 71 findings:

The East Spadra overcrossing and the West Pomona overcrossing exhibits a potential for hazardous waste at these two bridge locations due to Asbestos Contain Materials (ACM) at the expansion filler joints. There is also a concern of an elevated concentration of Aerially Deposited Lead (ADL) along the unpaved area where the proposed railroad widening would take place. ADL generally exists along a heavily traveled highway or older highways due to vehicle emissions from leaded gasoline.

Mission Boulevard findings:

The southern quadrant bounded by State Route 71 from Mission Boulevard to Flemming Street consists of residential properties. Asbestos Contain Materials (ACM) may be present in the tile roofs of older houses within the area. The eastern quadrant is the present location of the Contrator's Warehouse, a home improvement store used for lumber storage. No potential for hazardous waste exists at this area.

The northern quadrant bounded by State Route 71 from Second Street to Mission Boulevard is the former location of the U.S. Navy Bureau of Ordinance (NIROP) operated by General Dynamics. Soil remediation was conducted from 1994 to 1997. Records also showed that a Land Use Covenant was entered between the Department of Toxic Substances Control (DTSC) and the City of Pomona in November 1997. The Covenant prohibits the residential use of specified areas and prohibits excavation or removal of soil more than four feet below the ground surface with out DTSC approval.

The location of the proposed areas for acquisition is within the proximate location of the former Building 48. This building was mentioned to have residual chromium contamination left at the building area during the remediation process. Similar restrictions apply to the western quadrant bounded by State Route 71 from the railroad tracts to Mission Blvd. This area is in proximate location of Building 48 where residual arsenic, chromium and cadmium exist.

In general hazardous waste potential for aerially deposited lead may exist at the unpaved areas throughout the project site.

Groundwater

A review of the hydrogeologic information for the project area indicated that ground water flows in the south to southeasterly direction. The groundwater was recorded to be at an average depth of 38.7-m (127 feet) and to have Total Dissolved Solids (TDS) and a high nitrate condition. High Nitrates are most likely due to a common practice of spreading fertilizers a process commonly used in the 1940's when the area was used for agricultural purposes. The half-depressed section of the proposed project between Ninth Street and North Ranch Road may require dewatering. Regional groundwater contamination exists in the study area.

3-4 AIR QUALITY

The City of Pomona is located in the South Coast Air Quality Management District's (SCAQMD) jurisdictional boundaries. These boundaries include the urbanized portions of Los Angeles, Riverside, and San Bernardino Counties and all of Orange County. The basin is bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. Within the basin the climate is Mediterranean and characterized by mild, sunny winters with occasional rain and warm, dry summers. There can be pronounced differences in temperature, humidity, cloudiness, fog, rain, and sunshine over short distances. Prevailing wind direction is from the southwest, but from October to March, intermittent hot dry winds known as the "Santa Ana Winds" sweep in from interior desert regions.

The combination of topography, low mean pollutant/atmosphere mixing height (resulting from a prevalent inversion layer condition), abundant sunshine, and emissions from the second largest urban area in the United States gives the SCAB the most severe air pollution problem in the nation. The SCAB is a federal non-attainment area for ozone, carbon monoxide, and nitrogen dioxide and a moderate non-attainment area for respirable 10-micron diameter particulate matter (PM₁₀). The SCAB has met attainment goals for lead and sulfur dioxide. PM_{2.5} non-attainment designation is currently under review by the Environmental Protection Agency (EPA). PM_{2.5} non-attainment demonstration is currently in process. If the SCAB has been declared as non-attainment for PM_{2.5}, then a target date for attainment will be set.

Despite increases in population, industrial activity, and vehicle miles of travel, air quality trends have demonstrated a sustained reduction in pollutant concentrations between 1975 and 1993. These improved air quality levels and improving technology are the result of effective control strategies being developed under cooperation between the South Coast Air Quality Management District (SCAQMD) and the Southern California Association of Governments (SCAG) led by the U.S. EPA and the California Air Resources Board (CARB).

Air Quality Regulations and Planning

Air quality has been regulated at the federal level under the federal Clean Air Act (CAA) since 1970. This act authorizes the Environmental Protection Agency (EPA) to set National Ambient Air Quality Standards (NAAQS) for air pollutants of nationwide concern. The act also requires each state to submit a State Implementation Plan (SIP) detailing the state's strategy for achieving the national standards. The California Clean Air Act (CCAA) requires all areas of the state to achieve and maintain the California Ambient Air Quality Standards (CAAQS) by the earliest practical date. These standards encompass the most common varieties of airborne materials, which can pose a health hazard to the most sensitive individuals in the population.

The project area is located in the South Coast Air Basin (SCAB), which is designated as non-attainment area for Ozone (O₃), Carbon Monoxide (CO) and particulate matter (PM₁₀) at the state as well as the federal level.

The EPA has identified six air pollutants as being of nationwide concern: carbon monoxide (CO), sulfur oxides (SO_x), nitrogen oxides (NO_x), ozone (O₃), particulate matter (PM₁₀), and lead (Pb). These pollutants are collectively referred to as criteria pollutants. The pollutant sources, effects on human health, and final deposition into the atmosphere vary considerably. For this proposed project, PM₁₀ would be of concern during the project's construction phase. CO is a colorless and an odorless gas, which in high concentrations can incapacitate the red blood cells and interfere with their ability to carry oxygen to body tissues. Particulate matter includes both liquid and solid particles of a wide range of sizes and composition. The principal health effect of the airborne particulate matter is on the respiratory system, although PM₁₀ has been associated with carcinogenic effects. Particulate matter in the form of fugitive dust mainly results from demolition, excavating/grading, and the operation of earth moving equipment. The following sections provide a brief discussion of federal/state CAA amendments and SCAQMD's air quality management strategy. In addition, Table 3.1 shows both Federal and State ambient air quality standards.

Federal Clean Air Act Planning Requirements

In November 1990, Congress enacted a series of amendments to the CAA intended to intensify air pollution reduction efforts across the nation. One of the primary goals of the 1990 CAA amendments was an overhaul of the planning provisions for those areas not currently meeting the NAAQS. The CAA identifies specific emission reduction goals, requires both a demonstration of reasonable further progress and an attainment demonstration, and incorporates more stringent sanctions for failure to attain or to meet interim milestones. The CAA requires air districts throughout the country to develop: (1) a Federal Implementation Plan for PM₁₀ as required by Section 189(b)(2), and (2) a post-1966 Rate-of-Progress Plan as required in Section 182(2)(B).

California Clean Air Act Planning Requirements

The California Clean Air Act (CAL-CAA) was signed into law on September 30, 1988, became effective on January 1, 1989, and was amended in 1992. The CAL-CAA initiated its own ambient air quality standards, which are far more stringent than the NAAQS. The CAL-CAA requires, beginning on December 31, 1994 and every three years thereafter, that each air quality district in the state demonstrate the overall effectiveness of its Air Quality Management Plan (AQMP) to achieve a reduction in basin-wide air pollutant emissions of five percent or more per year (15 percent or more in a three-year period) for non-attainment pollutants or their precursors.

Table 3.1 Ambient Air Quality Standards

Air Pollutant	State	National	
	Standard	Primary	Secondary
Ozone (O ₃)	>0.09ppm , 1-hr. avg.	>0.12 ppm, 1-hr. avg. 0.08 ppm, 1-hr. avg.	>0.12 ppm, 1-hr. avg.
Carbon Monoxide (CO)	>9.0 ppm, 8-hr. avg. > 20 ppm, 1-hr. avg.	>9 ppm, 8-hr. avg. >35ppm, 1-hr. avg.	>9 ppm, 8-hr. avg. >35 ppm, 1hr. avg.
Nitrogen Dioxide (NO ₂)	>0.25 ppm, 1 hr. avg.	>0.0534 ppm, annual avg.	>0.0534 ppm, annual avg.
Sulfur Dioxide (SO ₂)	>0.25 ppm 1-hr. >0.04 ppm, 24-hr. avg.	>0.03 ppm, annual avg. >0.14 ppm, 24-hr. avg.	>0.50 ppm, 3-hr. avg.
Suspended Particulate Matter (PM ₁₀)	>50µg/m ³ , 24-hr. avg. >30 µg/m ³ , AGM	>150 µg/m ³ , 24-hr. avg. >50 µg/m ³ AAM	>150 µg/m ³ , 24-hr. avg. >50 µg/m ³ AAM
Sulfates (SO ₄)	>25 µg/m ³ , 24-hr. avg.		
Lead (Pb)	>1.5 µg/m ³ , monthly avg.	>1.5 µg/m ³ , calendar quarter	>1.5 µg/m ³
Hydrogen Sulfide (H ₂ S)	>0.03 ppm, 1-hr. avg.		
Vinyl Chloride	>0.010 ppm, 24-hr. avg.		
Visibility-Reducing Particles	Insufficient amount to reduce prevailing visibility to less than 16 kilometers (10 miles) at relative humidity less than 70%, 1 observation		
<p>Note: ppm = parts per million by volume > = greater than µg/m³ = micrograms per cubic meter AAM = annual arithmetic mean AGM = annual geometric mean</p> <p>Source: SCAQMD 1997 Air Quality Data</p>			

Monitored Air Quality

Air pollutant levels in the SCAB are monitored by a network of sampling stations operated under the supervision of SCAQMD. The State Route 71/Mission Boulevard Project study area falls within vicinity of the Pomona/Walnut Monitoring Station located 2.7 miles (4.3 km) from the study area. The most recent four years (1996-1999) of published air quality data for the Pomona/Walnut monitoring Station are summarized in Table 3.2.

Table 3.2: Air Quality Summary for Study Area Monitoring Station

LOCAL AIR QUALITY LEVELS MEASURED AT THE
POMONA/WALNUT AMBIENT AIR MONITORING STATION

Pollutant	California Standard	Federal Primary Standard	Year	Maximum ¹ Concentration	Days (Samples) Sate/Federal Std. Exceeded
CO	20 ppm for 1 hour	35 ppm for 1 hour	1996	8	0/0
			1997	8	0/0
			1998	10	0/0
			1999	10	0/0
	9.0 ppm for 8 hours	9 ppm for 8 hours	1996	5.0	0/0
			1997	5.0	0/0
			1998	7.3	0/0
			1999	6.7	0/0
Ozone	0.09 ppm for 1 hour	0.12 ppm for 1 hour	1996	.19	44/16
			1997	.16	30/7
			1998	.18	41/18
			1999	.14	19/2
NO ₂	0.25 ppm for 1 hour	0.053 ppm ^a annual average	1996	0.18	0
			1997	0.15	0
			1998	0.15	0
			1999	0.16	0
PM10 ²	50 ug/m ³ for 24 hours	150 ug/m ³ for 24 hours	1996	100	24/0
			1997	116	24/0
			1998	87	16/0
			1999	103	35/0

- Notes: 1. Maximum concentration is measured over the same period as the California Standard.
 2. At SRA # 9 Based on 58 samples in 1996, 60 samples in 1997, 57 samples in 1998 and 60 samples in 1999.
 -- = Pollutant not measured
 ug/m³ = microgram per cubic meter
 a = No location exceeded the federal standard
 ppm = parts per million

Source: South Coast Air Quality Management District

3-5 NOISE

Noise Standards

Traffic noise abatement requirements of the Federal Highway Administration (FHWA) are based on Title 23, *Code of Federal Regulations*, Part 772 (23 CFR, Part 772), "Procedures for Abatement of Highway Traffic and Construction Noise." FHWA criterion has abatement requirements when noise effects will substantially increase the ambient noise levels of adjacent areas. Under CEQA, a substantial increase in noise will constitute a significant impact and must be mitigated or justification provided for not providing mitigation. Under FHWA regulations, noise abatement measures must be considered when the predicted noise levels "approach or exceed" the Noise Abatement Criteria (NAC) (Table 3.3) or when the predicted noise levels substantially exceed existing noise levels and it is reasonable and feasible to mitigate such exceedances. FHWA requirements are applicable to the proposed project.

Activity Category	$L_{eq}(h)$ for noisiest Traffic Hour (dBA)	Description of Activity
A	57 (Exterior)	Land on which serenity and quiet are of extraordinary significance and serve an important public need; and where the preservation of those qualities is essential to serve its intended purposes.
B	67 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
C	72 (Exterior)	Developed lands, properties, or activities not included in Categories A or B.
D	--	Undeveloped lands.
E	52 (Interior)	Residences, motels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

Notes: The interior noise levels (activity) apply to:

- Indoor activities for those parcels where no exterior noise-sensitive land use or activities are identified, and
- Those situations where the exterior activities are either remote from the highway or shielded in some manner so that the exterior activities will not be affected by the noise, but the interior activities will.

$L_{eq}(h)$ is the one-hour energy equivalent sound level.

Source: FHWA, 1982

Caltrans Noise Policy

Caltrans noise policy (developed to carry out FHWA noise abatement objectives) requires a determination to be made whether the proposed project will substantially increase the ambient (existing) noise levels in adjacent areas. If so, it may be considered a significant environmental impact, and must be mitigated. If noise abatement is found to be reasonable and feasible (in accordance with established criteria), sound barriers will be constructed. For purposes of noise analysis, when the predicted noise level reaches 1dBA less than the NAC, it is considered to be approaching the NAC for all land use categories. If traffic noise impacts have been identified, noise abatement must be considered and all reasonable and feasible noise abatement measures must be considered in the project. When a sound barrier is proposed as a noise abatement measure, it must achieve a "substantial reduction" (a minimum noise reduction of 5 dBA).

Existing Conditions

Traffic noise typically results from the interaction of the sources (moving vehicles) and the roadway. A considerable portion of traffic noise derives from the sound emitted by the combustion engines of these vehicles. From the source to the receiver noise varies both in level and frequency. Changes in noise levels are perceived as follows: 3 dBA barely perceptible, 5 dBA readily perceptible, and 10 dBA perceived as a doubling or halving of noise. The locations of the receptors and the existing noise levels at specific locations can be found on Tables 5.1 to 5.11 in Section 5-7, pages 41-52.

A number of descriptors have been devised by acousticians to rate noise on the basis of such things as annoyance, loudness, short term, long term and by statistical levels. All Caltrans highway traffic noise analysis is currently for the worst noise hour $L_{eq}(h)$ which is the equivalent steady state noise level in a defined period of time that would contain the same acoustic energy as the time varying sound level during the same period. In this descriptor the instantaneous noise energy levels are averaged over a period of time. The result is the average acoustic energy for that period of time, which is converted back to a decibel level.

Noise sensitive resources along the project corridor consist of single and medium density residential land uses with some commercial/industrial development north of Mission Boulevard and south of Old Pomona Road. The California Department of Transportation (Caltrans) uses the property immediately south of Mission Boulevard as a freeway maintenance station.

3-6 BIOLOGICAL RESOURCES

The project area is an urbanized freeway corridor with mature landscaping along portions of the freeway shoulder. Vegetation is limited to freeway landscaping and ornamental species including eucalyptus (*Eucalyptus sp.*), bottlebrush, pepper trees and large swaths of oleander (*Oleander sp.*).

Those areas not dominated by ornamental landscaping are composed of ruderal vegetation. Species in this community include mustard (*Bassica sp.*) and annual grasses. Mixed in with the ornamental landscape are a few natives. Near the State Route 71/Interstate 210 interchange, on the southbound side, are several sycamores (*Platanus racemosa*). On the southbound side between Valley Road and Pomona Boulevard, there are some mulefat (*Baccharis salicifolia*) on the slope.

California walnut (*Juglans californica*) is sporadic throughout the project area as is California coast live oak trees (*Quercus agrifolia*). Surrounding native plant communities indicate that prior to human encroachment coastal sage scrub and chaparral on the slopes historically inhabited many portions of the project area, with walnut woodlands in the valleys and drainages.

Just past North Ranch Road, going southbound, is a parallel drainage, which qualifies as a federal and state jurisdictional wetland. It is a narrow soft-bottomed drainage, measuring on average 5 feet wide, and probably exists due to road runoff and irrigation of nearby ornamentals. This stretches for approximately 0.7 mile, and is composed of cattails (*Typha sp.*), rabbitsfoot and curly dock (*Rumex crispus*). This drainage becomes concrete line just past Old Pomona Road, and loses its vegetative component. Approximately 0.5 mile of it appears to be beyond current Caltrans right-of-way fencing. Adjacent vegetation above the drainage is ruderal.

Proceeding northbound, between Old Pomona Road and North Ranch Road is a concrete v-ditch. On the opposite bank from this v-ditch is the highly invasive plant species, giant bamboo grass (*Arundo donax*). It is in dense linear clusters and stands between the v-ditch and a backyard wall in a residential neighborhood. Near Phillips Drive, on the upslope northbound side, there is a patch of California buckwheat (*Eriogonum fasciculatum*).

The California Department of Fish and Game (CDFG) Natural Diversity Database (NDDDB) was searched in effort to identify threatened or endangered species that may inhabit the project area. The following species have been recorded in the project area and are assessed on an individual basis.

- Coastal Cactus Wren (*Campylorhynchus brunneicapillus couesi*)- State Species of Concern. This bird species are common on arid hillsides and valleys. Nests are built in thorny bushes and are used for both roosting and nesting. There are no areas with roosting habitat in the project area, nor is there enough open space to support this species. It is not expected within the project area.
- Coastal California Gnatcatcher (*Poliottila californica californica*)-State Species of Concern. This bird is an obligate of the coastal sage scrub plant community. Except for a small patch of buckwheat, this habitat no longer exists within the project impact area. This species is not expected within the project impact area.
- Intermediate Mariposa Lily (*Calochortus weedii var intermedius*) CA. Native Plant Society 1B This plant species is found in coastal sage scrub, chaparral, Valley grasslands, and on dry, rocky, open slopes. The only dry, rocky open slopes in the project area are composed of ruderal community species such as mustard, and annual grasses. The habitat for this species does not exist in the project area and is not expected to be impacted.
- Many-Stemmed Dudleya (*Dudleya multicaulus*) CA. Native Plant Society 1B – This plant occurs in heavy clay soils, in chaparral, coastal sage scrub, or Valley grassland plant communities. Soils are primarily loam or sandy in composition in the project area. This species was not seen during the field survey and is not expected to be impacted.
- Plummer's Mariposa Lily (*Calochortus plummerae*) CA. Native Plant Society 1B – This plant is found in much the same habitat as the Intermediate Mariposa lily. However, it prefers rocky and sandy sites. This species habitat no longer exists within the project area and is not expected to be impacted by this project.
- Rayless Ragwort (*Senecio aphanactis*) CA. Native Plant Society 2 – This species is found in dry, alkaline flats. This habitat does not exist within the project area and it is not expected to be impacted by this project.

The following permits would be required for this project:

- Section 401, Clean Water Act (33 U.S.C. 1251-1376)- Requires applicant for any federal permit conducting an activity which may result in discharge into waters of the United States, to obtain certification from the state that the discharge will comply with other provisions of the act.
- Section 404, Clean Water Act (33 U.S.C. 1251-1376)- Establishes a permit program for the discharge of dredged or fill material into waters of the United States.
- Section 1601, California Fish and Game Code. Requires agencies to notify the Department of Fish and Game of any project, which will divert, obstruct or change the natural flow or bed, channel or bank of any river, stream or lake.

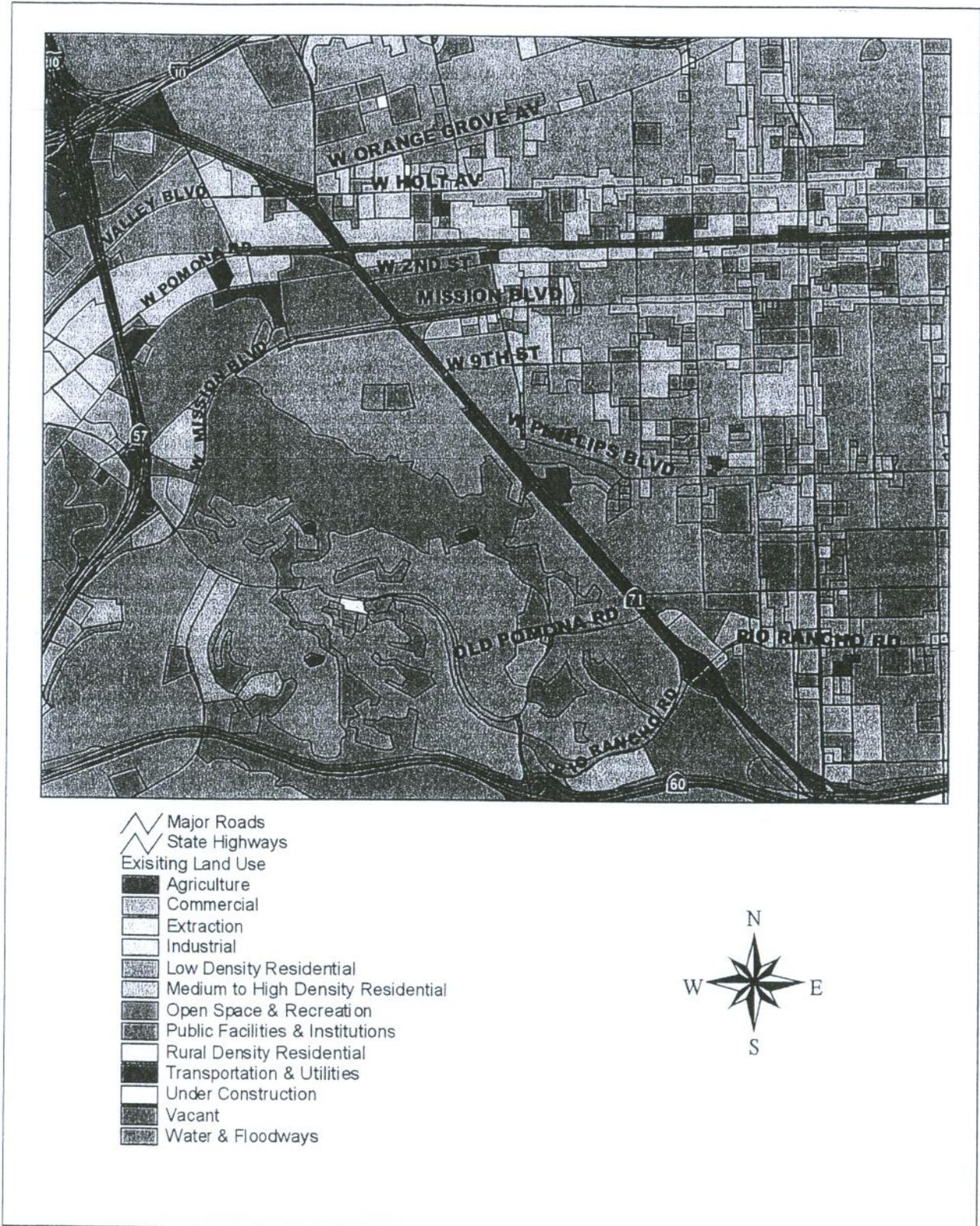
3-7 LAND USE

The City of Pomona's General Plan and Circulation Element were adopted in March 1976. The plan identifies the need to upgrade State Route 71 to full freeway standards in order to accommodate the anticipated growth in the region. The freeway alignment has been revised several times and development in surroundings communities will continue to put additional pressure on the current facility.

Although the General Plan does not specifically mention the Mission Boulevard/State Route 71 interchange, the proposed project is considered in compliance with its policies and goals. The proposed Mission Boulevard overcrossing and interchange improvements are also consistent with the Year 2000 Caltrans Route Concept Report for State Route 71.

The location and proximity to several regional freeways and rail corridors have shaped the formation and subsequent growth of surrounding communities. Overall, the corridor cities are relatively new and will continue to develop over the next few years.

Figure 3.1 Study Area Existing Land Use



3-8 COMMUNITY SETTING

U.S Census data for 1990 have been collected for several geographical units surrounding State Route 71 to portray the demographic characteristics of the projects' area's population. These figures were further refined to focus on the State Route 71 project area. Table 3.4 shows the demographic data for the study area. Figure 3.2 shows the census tracts surrounding the project area.

Jurisdiction (City)	Census Tract #	White %	Black %	Native American %	Asian %	Other %	Hispanic %
City of Pomona	4013.02	80	3	.11	15	3	15
	4024.01	50	21	.09	6	21	61
	4024.02	67	7	.4	6	17	42
	4024.03	61	7	.9	3	22	52
	4024.04	65	.78	0	28	2	.08
	4025.01	49	5	.02	5	36	73
	4025.02	51	5	.4	15	28	74
	4029.01	62	6	.2	7	23	62
	4029.02	59	8	.1	4	26	69
	4030.00	42	13	.1	5	36	66
4033.11	62	25	.2	21	52	17	
Los Angeles County		56.8	11.2	0.5	10.8	20.7	37.8

Notes: Percentages do not add up to 100% because the "Hispanic" category overlaps with other categories.
 Source: U.S. Census Bureau, 1990

The project area is surrounded by a residential community and an industrial corridor that connects two major freeways, State Route 60 (Pomona Freeway) and Interstate 10 (San Bernardino Freeway). The population for the City of Pomona according to 2000 Southern California Association of Governments (SCAG) data was estimated to be 149,473 inhabitants. According to the 2000 Census, the number of households in Pomona is 37,855 and average household size is 3.82 persons. The average family size is 4.22. This is slightly higher for both the City of Los Angeles and the County of Los Angeles according to the 2000 Census.

The percentage of the population below the poverty level varies considerable among the census tracts in the study area along the State Route 71 corridor. Nine percent (9%) of the population in the study area as a whole was below the poverty level in 1990. Within the study area census tract 4024.04 has the lowest number of people below the poverty level at zero percent (0%), while census tracts 4025.01 and 4025.02 has the most people below the poverty level at twenty-three percent (23%). The proposed project is not anticipated to disproportionately impact any minority or low income populations as per Executive Order (E.O.) 12898 regarding environmental justice.

The Office of Management and Budgets prescribes the poverty thresholds used by the Census Bureau. Thresholds are revised annually to account for changes in the cost of living as reflected in the Consumer Price Index. They are not adjusted for regional variations in the cost of living. The poverty threshold varies by household size. In 2000, it ranged from \$8,794 for a single-person household to \$35,060 for a family with 9 or more persons. The poverty level for a family of four in 2000 was \$17,603. This is well below the average for all census tracts in the project study area, which has an average income of \$36,845 according to 1990 census data. Table 3.5 summarizes demographic variable within the study area.

Table: 3.5: Study Area Demographic Variables

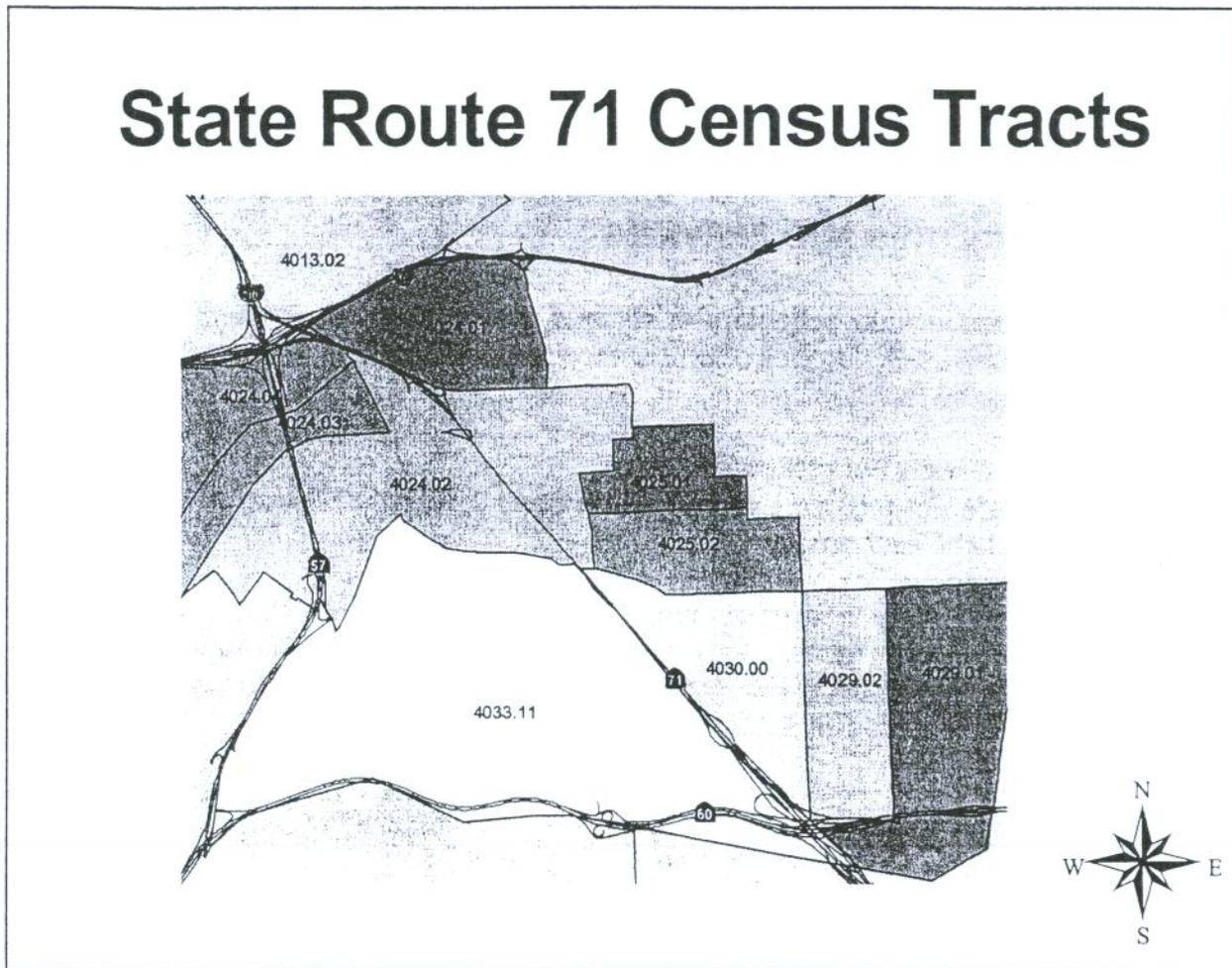
Jurisdiction (City)	Census Tract #	Population	Median Household Income \$	Below Poverty Level %	Disabled %
Pomona	4013.02	7,775	77,876	3	2
	4024.01	7,265	35,397	9	4
	4024.02	5,335	36,784	9	6
	4024.03	3,883	32,909	4	3
	4024.04	1,245	23,929	0	0
	4025.01	4,774	19,964	23	5
	4025.02	6,205	22,519	23	5
	4029.01	6,730	33,488	10	7
	4029.02	5,699	31,938	18	15
	4030.00	6,216	30,088	13	11
	4033.11	17,392	60,408	1	1
Pomona Tract Totals		72,519	36,845	9%	6%

Source: U.S. Census Bureau, 1990. Refer to Figure 3.1 for census tract locations.

Community and informational meetings were held on the following dates for this project.

- October 8, 1998, Pomona CA
- August 31, 1999, Pomona CA
- October 17, 2000, Pomona CA
- November 1, 2000 Pomona CA

Figure 3.2



Housing Characteristics

The size of single-family residences in the project area range from two-bedroom/one bathroom to four bedrooms/two bathrooms. The majority of the residences are three-bedroom/one bathroom, ranging in size from 1,120 square feet to 1,309 square feet. The average price/value of a single-family residence is between \$103,000 to \$148,000. The average price of a three bedroom single family residence is between \$120,000 and \$148,000. The majority of housing stock in the impacted area was built after 1940. The median age of the housing stock in the project area is 54 years. The median rent is between \$800 and \$1000. There are no multi-residential units in the project area.

Owner occupancy is higher in the City of Pomona and in the project area than the City and County of Los Angeles. This coupled with a low rental occupancy would indicate that the majority of residents in this neighborhood are homeowners. Also, the tenants are residents of single-family dwellings. According to the 2000 Census, the homeowner vacancy rate is 2.2% and 3.2% for the rental vacancy rate for the City of Pomona. This is consistent with the County and the City of Los Angeles, which are both less than 5%. Of the 13,336 total housing units in the project area, 801 were recorded to be vacant according to 1990 U.S. Census Data.

This indicates an overwhelming majority (99%) of the housing in the project area was occupied and that less than 1% was vacant. There is no indication of a sizeable change since the 1990 Census. The Census 2000 data is not available in enough detail to be used in all demographic categories. Projected census data through the year 2020 suggests that current housing statistics for homeownership in the project area will remain stable. Homeownership will continue to be dominant in the proposed project area.

3-9 COMMUNITY FACILITIES AND SERVICES

Public services and facilities include schools, fire stations, police stations, medical institutions, parks, and recreational facilities. A number of public services and facilities are located near the project corridor. Some of these facilities are:

- Los Angeles County Fairgrounds/Fairplex
- California State Polytechnic University, Pomona, University Theater.
- DeVry Institute of Technology
- Metrolink Commuter Train Station
- Park and Ride Facility located at Chino Street and State Route 71
- Park and Ride Facility located at State Route 60 and Diamond Bar Blvd
- Palms Golf Course and Driving Range (Privately-Owned Facility)
- Westmont Elementary School

3-10 CIRCULATION AND SAFETY

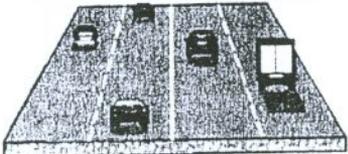
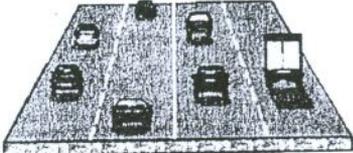
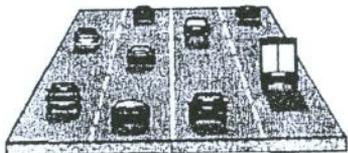
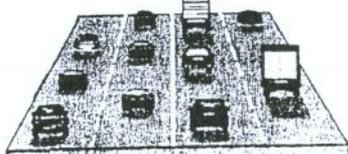
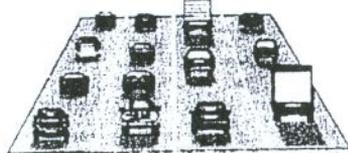
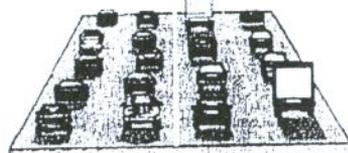
The Congestion Management Program (CMP) is a state-mandated program that addresses regional traffic congestion by linking transportation, land use, and air quality decisions. It also sets county standards for traffic modeling, defining levels of service (LOS), and traffic data collection. Compliance with the requirements of the CMP became effective in June 1990 with the passage of Proposition 111, which provided for a 9-cent increase in the gasoline tax to pay for programs under the CMP. Each county transportation agency (e.g., MTA in Los Angeles County) must adopt its own CMP and annually monitor the performance of local jurisdictions in complying with its implementation requirements. Compliance with the CMP is required for local jurisdictions to receive funding under Proposition 111. Because State Route 71 travels through Los Angeles County, compliance with the Los Angeles CMP (1999; first adopted in 1992, revised in 1993, and updated biennially) is required. SCAG provides regional oversight by reviewing the CMPs that fall within its jurisdiction. It is responsible for determining whether the CMP is consistent with its Regional Mobility Element (RME). The CMP, by statute, has five elements:

- Level of Service (LOS) standards for highway segments and key roadway intersections.
- Transit standards for frequency and routing of transit service coordination among transit operators.
- A trip reduction and travel demand management program, promoting alternative travel modes during peak periods.
- A program to analyze the impacts of local land use decisions on the regional transportation system
- A seven-year capital improvement program that supports the CMP circulation system.

Roadway capacity is measured by the number of vehicles that can pass over a given section of roadway during a specified period of time. This capacity is usually considered in terms of "Level of Service" (LOS), where different levels of service represent different levels of congestion. LOS is a good indicator of how well traffic moves through a given area.

The Highway Capacity Manual defines six levels of service, A through F, where 'A' represents free flow conditions and 'F' the most congested. Areas where traffic volumes exceed LOS F in a substantial way, Caltrans has developed a LOS classification, which includes levels F0 to F3. A freeway is considered by Caltrans to be congested when travel speeds of less than 35 miles per hour are experienced for more than 15 minutes (see table 3.6).

TABLE 3.6 LEVELS OF SERVICE

Level of Service	Flow Conditions	Operating Speed (mph)	Technical Descriptors
A		55+	Highest quality of service. Free traffic flow, low volumes and densities. Little or no restriction on maneuverability or speed. No delays.
B		50	Stable traffic flow, speed becoming slightly restricted. Low restriction on maneuverability. No delays.
C		45	Stable traffic flow, but less freedom to select speed, change lanes, or pass. Density increasing. Minimal delays.
D		40	Approaching unstable flow. Speeds tolerable, but subject to sudden and considerable variation. Less maneuverability and driver comfort. Minimal delays.
E		35	Unstable traffic flow with rapidly fluctuating speeds and flow rates. Short headways, low maneuverability and low driver comfort. Significant delays.
F		25	Forced traffic flow. Speed and flow may drop to zero with high densities. Considerable delays.

3-11 HISTORICAL/ARCHAEOLOGICAL RESOURCES

An Area of Potential Effect (APE) for archaeological resources was established to include current and proposed right-of-way within the project limits and any potential construction staging areas. Previous archaeological surveys have been completed within and near the project area, most of these surveys having been completed for the 1989 Final Environmental Impact Statement (FEIS). Two archaeological sites are located within 0.8 km (0.5 mile) for the project limits, including a historic ranch house located outside the project APE and a prehistoric archaeological site adjacent to the project, which has been destroyed by grading for a Chino Creek tributary channel. No investigations have been able to relocate this site since its original recordation in 1984. A Negative Archaeological Survey Report (NASR) determined that no archaeological sites are known to exist within, or adjacent to, the project area.

To identify historic resources, an Area of Potential Effect (APE) was established as extending one property beyond the existing facility and associated frontage roads. When additional right-of-way was required, the APE was enlarged to account for the right-of-way acquisitions and potential visual effects resulting from the removal of existing structures. The historic setting was researched through a number of lists, sources, and field surveys. There are 175 properties located within the proposed project's APE. These properties were evaluated for historic and architectural significance. None of the evaluated properties appear to be eligible for the National Register of Historic Places. In addition, these properties were evaluated in accordance with Section 15064.5 (a)(2) of the CEQA Guidelines. It was determined that there are no properties that qualify as historical resources for the purposes of CEQA.

Nine (9) bridges, constructed between 1926 and 1988, are located within the project's APE. All bridges were determined ineligible for the National Register of Historic Places in the Caltrans 1986 Historic Bridge Inventory. Despite the passage of time, the findings were determined to be valid. Three (3) of the bridges were reevaluated using the Bridge Evaluation Short Forms and determined ineligible for inclusion in the National Register of Historic Places. The remaining bridges, not yet fifty years of age, do not exhibit exceptional merit in architecture or engineering, nor are they associated with important persons or events in history. A Historic Property Survey Report (HPSR) has been prepared for the proposed project. A copy of the NASR and the HPSR were transmitted to the State Historic Preservation Office (SHPO) on October 17, 2001. The concurrence letter can be found in Appendix I.

3-12 VISUAL

The Visual Quality Analysis (VQA) of the proposed project was performed according to criteria set forth in the Visual Impact Assessment for Highway Projects (USDOT, FHA, c. 1979). The visual quality was analyzed for each key viewpoint in terms of vividness, intactness and unity. Then the same viewpoints were analyzed for the proposed modifications using in part, photo simulations of the new construction in place.

The State Route 71 project area is located in a largely flat to slightly sloped but featureless area adjacent to mainly residential areas. Vegetation is mature and sparse and unappealing. The current traffic congestion visible from the homes adds to the negative visual quality of the area. Between Interstate 10 and Mission Boulevard, the freeway would not be altered by the improvement alternatives. From Mission Boulevard to State Route 60 the removal of single-family residences together with the widening of the roadway would alter the visual appearance

of the corridor directly adjacent to the highway. The freeway alternative may be at-grade, semi-depressed, or fully-depressed below-grade. An elevated freeway would be highly visible from neighborhoods both east and west of State Route 71, where direct line-of-sight views of the freeway would be created. A depressed freeway would minimize visual impacts on this portion of the route. Landscaping and soundwalls would partially screen the freeway from adjacent residential areas.

4-0 ENVIRONMENTAL EVALUATION

The Environmental Evaluation Checklist on the following pages is used to identify physical, biological, social, and economic factors, which might be effected by the proposed project. Background technical studies were performed in connection with this project to document the anticipated effects of the alternative, the results of which are summarized in this IS/EA.

In some cases, environmental factors listed in the checklist would not be affected because of the nature for the project. In other cases, background studies performed in connection with the proposed project clearly indicate that the project would not effect a particular item. A "NO" in the first column documents these findings. A "YES" answer in the first column indicates that a particular factor would be affected by the project and is followed by a response in the second column as to whether the effects significant. In some cases, even though no significant impacts have been identified, an asterisk signifies that a discussion had been included to document specific findings. Where the checklist refers to a resource that is not involved or associated with the project in any way, we have determined that there are no project-imposed effects.

This checklist was used to identify physical, biological, social and economic factors, which might be impacted by the proposed project. In many cases, the background studies performed in connection with this project clearly indicate the project will not affect a particular item. A "NO" answer in the first column documents this determination. Where there is a need for clarifying discussion, an asterisk ("*" in the second column) is shown next to the answer. The discussion is in the section following the checklist.

ENVIRONMENTAL EVALUATION CHECKLIST

		YES OR NO BEFORE MITIGATION	IF YES, IS IT SIGNIFI- CANT AFTER MITIGATION
PHYSICAL - Will the proposal (either directly or indirectly)			
1.	Appreciable changes the topography or ground surface relief features?	YES	NO*
2.	Destroy, cover, or modify any unique geologic or physical features?	NO	
3.	Result in the loss of availability of a known mineral resource or locally important mineral resource recovery site, that would be of value to the region and the residents of the state?	NO	
4.	Result in unstable earth surfaces or increase the exposure of people or property to geologic or seismic hazards?	NO*	
5.	Result in or be affected by soil erosion or siltation (whether by water or wind)?	NO*	
6.	Result in the increased use of fuel or energy in large amounts or in a wasteful manner?	NO*	
7.	Result in an increase in the rate of use of any natural resource?	NO	
8.	Result in the substantial depletion of any nonrenewable resource?	NO	
9.	Violate any published federal, state or local standards pertaining to hazardous waste, solid waste or litter controls?	NO	
10.	Modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake?	YES	NO*
11.	Encroach upon a floodplain or result in or be affected by floodwaters or tidal waves?	NO	
12.	Adversely affect the quantity or quality of surface water, groundwater, or public water supply?	NO*	
13.	Result in the use of water in large amount or in a wasteful manner?	NO*	
14.	Affect wetlands or riparian vegetation?	YES	NO*
15.	Violate or be inconsistent with federal, state or local water quality standards?	NO*	
16.	Result in changes in air movement, moisture or temperature, or any climatic conditions?	NO	
17.	Result in an increase in air pollutant emissions, adverse effects on or deterioration of ambient air quality?	NO*	
18.	Result in the creation of objectionable odors?	NO	
19.	Violate or be inconsistent with any federal, state or local air standards or control plans?	NO	
20.	Result in an increase in noise levels or vibration for adjoining areas?	YES	NO*
21.	Result in any federal, state or local noise criteria being equaled or exceeded?	YES	NO*
22.	Produce new light, glare or shadows?	NO*	

ENVIRONMENTAL EVALUATION CHECKLIST

		YES OR NO BEFORE MITIGATION	IF YES, IS IT SIGNIFICANT AFTER MITIGATION
BIOLOGICAL - Will the proposal (either directly or indirectly):			
23.	Change in the diversity of species or number of any species of plants (including trees, shrubs, grass, microflora and aquatic plants)?	NO*	
24.	Reduction in the numbers of or encroachment upon the critical habitat of any unique, threatened or endangered species of plants?	NO*	
25.	Introduction of new species of plants into an area, or result in a barrier to the normal replenishment of existing species?	NO	
26.	Reduction in acreage of any agricultural crop or commercial timber stand, or affect prime, unique or other farmland of state or local importance?	NO	
27.	Removal or deterioration of existing fish or wildlife habitat?	NO*	
28.	Change in the diversity of species or number of species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms, insects or microfauna)?	NO	
29.	Reduction in the numbers of or encroachment upon the critical habitat of any unique, threatened or endangered species of animals?	NO*	
30.	Conflict with any applicable habitat conservation plan, natural community conservation plan or other approved local, regional or state habitat plan?	NO	
31.	Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?	NO	
SOCIAL AND ECONOMIC - Will the proposal (either directly or indirectly):			
32.	Cause disruption of orderly planned development?	NO	
33.	Be inconsistent with any elements of adopted community plans, policies or goals, or the California Urban Strategy?	NO	
34.	Be inconsistent with a Coastal Zone Management Plan?	NO	
35.	Affect the location, distribution, density, or growth rate of the human population of an area?	NO	
36.	Affect lifestyles, or neighborhood character or stability?	NO	
37.	Affect minority, elderly, handicapped, transit-dependent, or other specific interest groups?	NO*	
38.	Divide or disrupt an established community?	NO*	
39.	Affect existing housing, require the acquisition of residential improvements or the displacement of people or create a demand for additional housing?	YES	NO
40.	Affect employment, industry or commerce, or require the displacement of businesses or farms?	NO	
41.	Affect property values or the local tax base?	NO*	
42.	Affect any community facilities (including medical, educational, scientific, recreational, or religious institutions, ceremonial sites or sacred shrines)?	NO	
43.	Affect public utilities, or police, fire, emergency or other public services?	YES	NO*
44.	Have substantial impact on existing transportation systems or alter present patterns or circulation or movement of people and or goods?	YES	NO*

ENVIRONMENTAL EVALUATION CHECKLIST

		YES OR NO BEFORE MITIGATION	IF YES, IS IT SIGNIFICANT AFTER MITIGATION
45.	Generate additional traffic?	NO	
46.	Affect or be affected by existing parking facilities or result in demand for new parking?	NO*	
47.	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	NO	
48.	Involve a substantial risk of an explosion or the release of hazardous substances in the event of an accident or otherwise affect overall public safety?	NO	
49.	Result in alterations to waterborne, rail or air traffic?	NO	
50.	Support large commercial or residential development?	NO	
51.	Affect a significant archaeological or historic site, structure, object, or building?	NO	
52.	Affect wild or scenic rivers or natural landmarks?	NO	
53.	Affect any scenic resources or result in the obstruction of any scenic vista or view open to the public, or creation of an aesthetically offensive site open to public view?	NO*	
54.	Result in substantial impacts associated with construction activities (e.g., noise, dust, temporary drainage, traffic detours and temporary access, etc.)?	YES	NO*
55.	Result in the use of any publicly owned land from a park, recreation area, or wildlife and wildfowl refuge?	NO	
MANDATORY FINDINGS OF SIGNIFICANCE			
56.	Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major period of California history or prehistory?	NO*	
57.	Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one that occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.)	NO*	
58.	Does the project have environmental effects, which are individually limited, but cumulatively considerable? Cumulatively considerable means that the incremental effects of an individual project are considerable when viewed in connection with other projects, the effects of other current projects, and the effects of probable future projects. It includes the effects of other projects, which interact with this project and, together, are considerable.	NO*	
59.	Does this project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	NO*	

5-0 DISCUSSION OF ENVIRONMENTAL EVALUATION

Discussions in this section are based on technical studies conducted between January 2001 and September 2001. These studies are available for review at the Caltrans District 7 office, 120 South Spring Street, Los Angeles, CA 90012.

- Initial Site Assessment
- Noise Study Report
- Geotechnical Report
- Hydraulic Study
- Negative Archeological Survey Report
- Visual Impact Analysis
- Historic Property Survey Report
- Traffic Assessment Data
- Natural Environmental Study Report
- Air Quality Analysis
- Water Quality Study
- Relocation Impact Study
- Route Concept Report for State Route 71
- 2000 High Occupancy Vehicle Report

5-1 PHYSICAL ENVIRONMENT (Questions 1, 2, 3, 4)

Alternative 2A, 2B and 3 would require changes to the topography immediately adjacent to the freeway as fill slopes and retaining walls are modified and constructed and the new overcrossings are constructed. Based on the review of several geologic/seismologic reports the potential for ground rupture is small and is not to be considered a substantial hazard for this project. No unique or geologic features are present in the project area. There would be no loss of mineral resources as a result of the project.

Measures to Minimize Harm:

Standard-engineering practices would be used to ensure seismic safety.

5-2 WATER QUALITY (Questions 5, 10, 12, 13, 15)

Groundwater at the project site flows toward the southeasterly direction. Groundwater was recorded to be at an average of 38.7m (127 feet). The Initial Site Assessment (ISA) describes the local ground water to have Total Dissolve Solids (TDS) and a high nitrate condition. The nitrate and TDS condition of the local groundwater is mentioned in the event that the half-depressed section of the freeway requires dewatering. Nitrate and TDS are required analytical parameters in the National Pollutant Discharge Elimination System (NPDES) requirements, if dewatering during construction is required. The ISA indicated that regional groundwater contamination exists at the site.

The proposed project would not result in the use of water in large amounts or in wasteful manner nor would it modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake. This project will not materially change existing drainage patterns. Runoff volumes are not expected to increase since there will be little increase in impervious area for surface runoff. Water quality controls during the construction of the projects are specified in Caltrans'

Standard Specifications. Storm water runoff during both construction and project operation should not be appreciably different from present conditions.

During construction soil would be disturbed by such activities as grading, dumping, and compacting. Soil disturbances of these types usually entails removal of vegetative matter that would normally hold some of the soil particles in place. During storm events these loose soil particles may become suspended in water and flow toward drainage facilities and/or natural waterways.

Measures to Minimize Harm:

Obtain confirmation from the Regional Water Quality Control Board (RWQCB) recognizing the condition of the groundwater contamination as a regional problem and release Caltrans of any liability on future clean up.

In order to reduce the potential for erosion for Alternatives 2A and 2B, the timing of the work (slope cuts) should be done during the dry season (May 2-October 1). In addition, planting or hydroseeding of the slopes should immediately follow construction. The contractor must provide a comprehensive Storm Water Pollution Prevention Plan (SWPPP) or a Water Pollution Control Program (WPCP) depending on the amount of disturbed soil. The plan must be approved by the Resident Engineer and submitted for approval to the Regional Water Quality Control Board.

For both short-term (construction) and long-term (operational) water quality impacts, temporary, as well as permanent Best Management Practices (BMPs) will be identified during the project's final design stage, when there are sufficient engineering details available to warrant competent analysis. Caltrans is committed to implementing cost-effective temporary and permanent BMPs as identified during final design.

5-3 ENERGY (Question 6)

Energy consumption is measured in gallons per day of gasoline. Previous energy analyses performed for similar projects have shown that there would be a slight reduction in energy consumption between the build and the no build alternatives.

Measures to Minimize Harm: None Required

5-4 HAZARDOUS MATERIALS, SOLID WASTE AND NATURAL RESOURCES (Questions 7,8, 9, 48)

Based on a review of the Initial Site Assessment prepared by IT Corporation, August 30, 2001 the potential for hazardous waste exist due to the following conditions:

1. Properties consist mainly of residential houses built from 1938-1965. Due to the age of the residential houses a potential for hazardous waste exists because of Asbestos Containing Material (ACM) from items such as tile roofs and lead based paint.
2. Concern for two parcels exist due to the present condition of the backyards. The property located at 1600 Jess Street was observed to have discarded automobile batteries lying in the yard. The property located at 1337 Clovis Street was observed to have an abandoned car and a pile of roofing material in the rear yard.

3. Possible ACM exists at the East Sprada overcrossing and the West Pomona overcrossing. Aerially Deposited Lead (ADL) may also be present along the unpaved areas where the widening will take place.

There will be no adverse effect on the local or regional physical environment by solid wastes generated during construction or operation of the proposed improvements. During construction, solid waste material may be generated. Normally, these materials are innocuous, but add to the growing amount of material entering landfills.

Measures to Minimize Harm:

Right-of-Way acquisitions should investigate lead-based paint on older residential homes. A limited site investigation at the two properties (1600 Jess Street and 1337 Clovis Street) should be conducted during the right-of-way acquisitions process to verify the impact of the refuse in the backyard to the soil. Conduct a site investigation to verify the presence of ACM at the bridge expansion filler joints on the East Sprada and West Pomona overcrossings. A lead site investigation is also recommended to verify the level of Aerially Deposited Lead (ADL) present in the soil along State Route 71 designated for widening.

Caltrans must contact the City of Pomona and DTSC to verify the Land Use Covenant imposed on the General Dynamics property and its impact on the State Route 71/Mission Boulevard project. A site investigation is needed for the City owned property proposed for dedication to Caltrans. This site investigation is recommend to further assess the present condition of the project limit based on historical use.

Waste materials from demolition, construction and facility waste removed from the construction area, excluding lead contaminated soil, would be disposed of in accordance with the Standard Specifications for solid waste removal, as listed in the California Administration Code. However, every attempt shall be made by the contractor(s) to reuse or recycle material, taking into consideration the feasibility, safety, and reasonableness of such actions.

5-5 BIOLOGICAL ENVIRONMENT (Questions 14, 23, 24, 27, 28)

A Natural Environmental Study Report (NESR) was prepared in July 2001 to identify potential impacts to natural resources. This consisted of evaluating the project in light of findings from a search of the California Natural Diversity Database (NDDDB) and aerial photographs. The project is located in a highly urbanized and disturbed area. The NDDDB indicates that this project will not have an impact to federal/state listed species.

Wetlands

A Wetlands Delineation of the small drainage (0.7 mile) near North Ranch Road is judged unnecessary due to its small size. Due to the riparian vegetation encountered, and the year round access to water, this wetlands can be assumed to be federally jurisdictional and will be mitigated as such. Wetland Delineation is done when there is a question as to wetland status, and/or sensitive biological resources are a concern.

- The small wetland located near North Ranch Road is the most substantial biological impact. This will be directly impacted as a result of the widening. Since it is a small drainage, and occurs due to the highway and the irrigation of ornamental landscaping, it is considered a less than significant impact. In addition, species diversity is low at this wetland site and would adversely affect existing fish or wildlife habitat;

Vegetation

All invasive plant species should be removed from the project area. This especially includes the giant bamboo grass stand between Old Pomona Road and North Ranch Road on the northbound side of State Route 71. The loss of a small number of mature walnuts, sycamores, and oaks is considered a biological impact, though less than significant in that the trees are not part of a larger compatible plant community.

Caltrans, with assistance from the U.S. Fish and Wildlife Service, has developed a policy to combat the introduction of invasive species into native ecosystems. This policy states that the Districts are encouraged to:

1. Use regionally appropriate native plant materials whenever possible, and
2. Avoid the use of non-native plant materials in areas near natural open space or wildlands, which may escape and colonize or hybridize with native species.

A list of exotic invasive species that **should not** be used as highway landscaping due to potential adverse effects on native ecosystems had also been developed (APPENDIX C). This policy should be followed when developing the landscaping palette for this project.

Measures to Minimize Harm:

Tree removal should be scheduled between March 1 and November 1 to avoid impacts to nesting birds. If this is not possible a pre-construction survey will need to be conducted if nesting bird species are found, removal will be delayed until these individuals have fledged in order to be in compliance with the federal Migratory Bird Treaty Act.

The North Ranch Road wetlands will require mitigation. Mitigation can be assumed to be at a 2:1 ratio, and will be off-site. It will require a transfer of funds to a nearby institution for wetlands restoration work. Likely candidates include the San Gabriel/Los Angeles River Watershed Group, or the County of Los Angeles for work at Frank G. Bonelli Park. This transfer of funds will be required prior to construction. Permits for this wetlands removal work will be required, and will include a 404 Nationwide permit from the U.S. Army Corps of Engineers, a 401 permit from the State Water Quality Control Board, and a 1601 Streambed Alteration Agreement from the California Department of Fish and Game.

The ornamental landscaping should be completely changed. Its over reliance on non-natives is not in line with current Caltrans policy. A substantial amount of native species should be included in the future plant palette for this section of State Route 71. This should include at least 30% use by planted area, of California Walnut, which was once a dominant form of vegetation in this area. A minimum of 10% of the planted area should be buckwheat and California sage. This would reduce water usage, and be inline with Caltrans policy of increased use of native plants.

All erosion Best Management Practices (BMPs) for work on slopes should be in place, especially during the rainy season. In addition construction will be scheduled according to the constraints stated above.

Removal of any Oak Trees within the project corridor will be in accordance with the City of Pomona Municipal Code, Chapter 18 (Parks and Recreation) No. 1673. Caltrans will follow all ordinances in respect to oak tree removal procedures and permit requirements required by the City of Pomona and will implement mitigation measures pursuant to the provisions of the City's Oak Tree Ordinance.

5-6 AIR QUALITY (Questions 17, 19)

The implementation of any of the build alternatives would not appreciably increase emission levels within the project area. None of the build alternatives would cause or contribute to any new violation or increase the frequency or severity of existing violations of the air quality standards in the project area. The proposed project does not cause or contribute to new localized CO violations or increase the severity/frequency of existing violations in the area affected by the project.

FHWA currently requires qualitative PM₁₀ analysis for all non-exempt projects, in PM₁₀ non-attainment areas that must have localized impact analysis. This project is located in a PM₁₀ non-attainment area, so a qualitative analysis is required. PM₁₀ is not monitored at the Pomona/Walnut Monitoring station. The qualitative analysis used the PM₁₀ Air Quality Summaries for years 1997-1999 published by the Air Resources Board, and SCAQMD for the East Gabriel Valley 1 Station (Source Receptor Area #9). This station is closest to the project area that monitors PM₁₀. The summaries for this Monitoring Station showed no monitored violations of the federal standards during the three-year period. There is no reason to believe that this project will contribute in a hot spot fashion to any known violations. This project is unlikely to cause or experience a localized PM₁₀ problem. This project does not cause or contribute to any new localized PM₁₀ violation or increase the frequency or severity of any existing PM₁₀ violations in the area substantially affected by the project.

In addition the Federal Clean Air Act Amendments (CAAA'S) of 1990 require transportation plans, programs, and projects, which are funded by or approved under Title 23 U.S.C. or Federal Transit Act, conform with state or federal air quality plans. In order to be found in conformance, a project must come from approved transportation plans and programs such as the State Implementation Plan (SIP), the Regional Transportation Plan (RTP), and the Regional Transportation Improvement Program (RTIP).

The proposed project is consistent with the Southern California Association of Governments (SCAG) 1998 Regional Transportation Plan (RTP) that received U.S. DOT approval June 8, 1998; and SCAG's 2001 RTP adopted May 5, 2001 and federally approved June 8, 2001. In addition, the proposed project is identified in the Governor's Transportation Congestion Relief Plan (TCRP) approved July 6, 2000. The Proposed project is also included, (via FHWA approved administrative amendment May 31, 2001), in the federally approved (October 6, 2000), 2000/01-2005/06 RTIP prepared by SCAG. The RTIP is in accordance with all applicable SIPS and is consistent with the 1998 RTP.

Measures to Minimize Harm: None Required

5-7 NOISE (Questions 20, 21)

A Traffic Noise Study Report has been conducted for all the build alternatives for both Mission Boulevard and the Freeway Upgrade project. The Report has been prepared to comply with the code of Federal Regulations Title 23 Part 772, (23CFR772).

Noise sensitive uses in the project area include single and medium density residential area. Commercial and Industrial uses are also included in the project area. The noise environment in the project area is dominated by traffic traveling State Route 71. Property walls do exist throughout the project limits and provide limited noise attenuation to nearby residences. The existing property walls were included in all noise models when the analysis was performed.

Based on the studies so far accomplished, Caltrans intends to incorporate noise abatement measures in the form of soundwalls on the edge of shoulder, right-of-way and private properties, Tables 5.1 through 5.11 summarize the Noise Analysis and shows respective lengths and average heights of noise barriers. Calculations based on preliminary design data indicate that the barriers(s) will reduce noise levels by 5 to 14 decibels (dBA) for approximately 289 residences and 5 to 7 decibels (dBA) for approximately 19 residences for the Mission Boulevard/Route 71 interchange project at an estimated cost of \$4 million dollars. If during final design conditions have substantially changed, noise barriers might not be provided. The final decision of the noise barriers will be made upon completion of the project design and the public involvement process.

Construction impacts related to noise are listed under **Impacts Associated with Construction** section 5-20.

Noise impacts are determined by comparing noise levels for existing conditions with future predicted noise levels for the project. The key to this analysis is the predicted future year data. The traffic data used for this analysis was derived from studies supplied by Caltrans Los Angeles Regional Transportation Study (LARTS) traffic forecasting branch.

Activity Category C land uses within the limits under consideration includes, commercial and industrial properties. There are several commercial and industrial developments within the project limits, however, these developments had no frequent exterior human activity and therefore, no noise measurements were taken at these locations. Noise abatement is not normally considered reasonable per California Department of Transportation's (Caltrans) Traffic Noise Analysis Protocol for New Highway Construction and Reconstruction Projects.

Residential Areas

All residential areas have been considered for noise abatement except for Site 6N (1470 Prospect) which has a predicated worst-hour traffic noise level of 64 dBA- $L_{eq}(h)$. The predicted worst noise levels, soundwall locations and residential areas considered for abatement are listed on Table 5.1 through 5.11 and are shown on Layouts 3-23 in Appendix H.

Hotels/Motels

There are no hotels or motels within the project limits

Schools

There are no schools within the project limits

Commercial and Industrial Developments

There are several commercial and industrial developments with in the project limits. There were no developments that had frequent exterior human activity; therefore no noise measurements were taken at these locations. According to Protocol, noise abatement is not normally considered reasonable for commercial areas.

Table 5.1: Noise Analysis Summary- Alternative 2B (Southbound)

Receiver	Location	Type of Development	Noise Abatement Category		Field Measured Noise Level dBA L _{eq} (h)	Modeled Noise Level dBA L _{eq} (h)	Calibration		Existing Walls		Existing -Worst Hour		Predicted Worst-Hour		Impact Type	
			dBA L _{eq} (h)	dBA L _{eq} (h)			Private Property (m)	State Property (m)	dBA L _{eq} (h)	Property Type	dBA L _{eq} (h)	Property Type	dBA L _{eq} (h)	Property Type		dBA L _{eq} (h)
1S	2251 Valley Blvd.	Residence	B (67)	B (67)	64	66	-2	-	-	-	64	m	74	m	10	E
1SA	-	Residence	B (67)	B (67)	-	-	-	-	-	-	-	-	74	-	-	E
2S	1704 Fleming St.	Residence	B (67)	B (67)	67	71	-4	-	-	-	67*	f	-	-	-	-
2SA	1712 Fleming St.	Residence	B (67)	B (67)	66	70	-4	-	-	-	66*	f	71	-	5	E
3S	1702 Grier St.	Residence	B (67)	B (67)	68	72	-4	-	-	-	68*	f	-	-	-	-
3SA	1706 Grier St.	Residence	B (67)	B (67)	65	69	-4	-	-	-	65*	f	74	-	9	E
4S	1637 Phillips Dr.	Residence	B (67)	B (67)	61	63	-2	1.5	-	-	61	m	70	-	9	E
5S	1619 Goldfield Ave.	Residence	B (67)	B (67)	61	63	-2	-	-	-	61	m	70	-	9	E
6S	22 Sage Canyon Rd.	Residence	B (67)	B (67)	61	64	-3	1.5	-	-	62	m	77	-	15	E
7S	34 Hunter Point	Residence	B (67)	B (67)	61	63	-2	1.5	-	-	61	d	74	-	13	E
8S	60 Rising Hill	Residence	B (67)	B (67)	64	66	-2	1.5	-	-	64*	f	76	-	12	E
9S	9 Flint Pl.	Residence	B (67)	B (67)	63	65	-2	1.5	-	-	63	m	76	-	13	E
10S	26 Deer Creek	Residence	B (67)	B (67)	66	66	0	1.5	-	-	66	d	79	-	13	E

* Field measured noise level exceeded highest noise level recorded during 24-hour measurement.

See Appendix H
for Map
Locations

Table 5.2: Noise Analysis Summary- Alternative 2B (Northbound)

Receiver	Location	Type of Development	Noise Abatement Category		Field Measured Noise Level	Modeled Noise Level	Calibration	Existing Walls		Existing-Worst Hour Noise Level	Predicted Worst-Hour Noise Level	Noise Increase	Impact Type
			dBA L _{eq} (h)	dBA L _{eq} (h)				Private Property (m)	State Property (m)				
1N	2387 Park Ave.	Residence	B (67)	B (67)	67	68	-1	-	-	67	72	5	E
2N	2317 Park Ave.	Residence	B (67)	B (67)	62	62	0	-	3.1	62	70	8	E
3N	1849 Calatina Dr.	Residence	B (67)	B (67)	74	72	2	-	-	76	78	2	E
4N	1687 Calatina Dr.	Residence	B (67)	B (67)	69	69	0	1.8	-	69	76	7	E
4NA	-	Residence	B (67)	B (67)	-	-	-	-	-	-	77	-	E
5N	1595 Prospect Dr.	Residence	B (67)	B (67)	63	66	-3	-	-	63*	75	12	E
5NA	1329 Clovis Court	Residence	B (67)	B (67)	-	-	-	-	-	67	75	8	E
5NB	-	Residence	B (67)	B (67)	-	-	-	-	-	69	75	6	E
6N	1470 Prospect Dr.	Residence	B (67)	B (67)	61	62	-1	-	-	61*	-	-	-
6NA	1469 Prospect Dr.	Residence	B (67)	B (67)	56 (modeled)	57	-1	-	-	56*	64	8	None
7N	1586 Phillips Blvd.	Residence	B (67)	B (67)	70	69	1	-	-	70*	-	-	-
7NA	1564 Phillips Blvd.	Residence	B (67)	B (67)	69(modeled)	68	1	-	-	69	69	0	E
8N	1595 Grand Ave.	Residence	B (67)	B (67)	71	70	1	-	-	71*	-	-	-
8NA	1587 Grand Ave.	Residence	B (67)	B (67)	67(modeled)	66	1	-	-	67	76	9	E

* Field measured noise level exceeded highest noise level recorded during 24-hour measurement.

See Appendix H
for Map
Locations

Table 5.2 (continued)

Receiver	Location	Type of Development	Noise Abatement		Field Measured Noise Level	Modeled Noise Level	Existing Walls		Existing-Worst Noise Level	Predicted Worst Hour Noise Level	Noise Increase	Impact Type
			Category	dBA Leq(h)			Private Property (m)	State Property (m)				
9N	1597 McComas St.	Residence	B (67)	70	72	-2	-	70*	f	-	-	-
9NA	1593 McComas St.	Residence	B (67)	68(modeled)	70	-2	-	68*	m	73	5	E
10N	1697 Meserve St.	Residence	B (67)	67	70	-3	-	67*	f	-	-	-
10NA	1693 Meserve St.	Residence	B (67)	67(modeled)	70	-3	-	67*	m	71	4	E
11N	Laurel Ave.	Residence	B (67)	64	66	-2	1.8	65	m	70	5	E
12N	2184 Laurel Ave.	Residence	B (67)	64	67	-3	1.8	65	m	72	7	E
12NA	-	Residence	B (67)	-	-	-	1.8	-	-	77	-	E
13N	2282 Laurel Ave.	Residence	B (67)	70	72	-2	1.8	70	d	79	9	E
14N	1135 Cornelia St.	Residence	B (67)	67	68	-1	1.8	68	m	72	4	E
15N	1253 Cornelia St.	Residence	B (67)	65	66	-1	1.2	67	m	71	4	E
16N	-	Residence	B (67)	-	-	-	-	-	-	71	-	E

* Field measured noise level exceeded highest noise level recorded during 24-hour measurement.

See Appendix H
for Map
Locations

Table 5.3: Noise Analysis Summary- Mission Boulevard/State Route 71 Interchange

Receiver	Location	Type of Development	Noise Abatement Category dBA L _{eq} (h)	Field Measured Noise Level dBA L _{eq} (h)	Modeled* Noise Level dBA L _{eq} (h)	Existing Walls			Existing-Worst Hour Noise Level dBA L _{eq} (h)	Predicted Worst Hour Noise Level dBA L _{eq} (h)	Noise Increase dBA L _{eq} (h)	Impact Type A= Approaching E=Exceeding
						Private Property (m)	State Property (m)	mmodeled /measured d-24-hour reading				
1E	1716 Butterfield Rd.	Residence	B (67)	67	-	-	-	m	70	3	E	
2E	1804 Brea Canyon Rd	Residence	B (67)	61	-	-	-	m	68	7	E	

* Existing noise levels were not modeled (for model calibration) because the existing Mission Boulevard/Route 71 intersection will be transformed into an interchange. The noise level will have no significance for the design of the soundwall which will be placed along the edge of shoulder of the future Mission Boulevard/Route 71 interchange.

See Appendix H
for Map
Locations

Table 5.4: Noise Analysis Summary – Alternative 2A & 3**

Receiver	Location	Type of Development	Noise Abatement Category		Field Measured Noise Level dBA L _{eq} (h)	Modeled Noise Level dBA L _{eq} (h)	Existing Walls		Calibration dBA L _{eq} (h)	Existing-Worst Hour Noise Level dBA L _{eq} (h)		Predicted Worst Hour Noise Level dBA L _{eq} (h)			Impact Type A=Approaching E=Exceeding			
			dBA L _{eq} (h)	Type			Private Property (m)	State Property (m)		Noise Level dBA L _{eq} (h)	Noise Level dBA L _{eq} (h)	Alt. 2A	Alt. 3	Alt. 2A		Alt. 3	Alt. 2A	Alt. 3
2SA	1712 Fleming St.	Residence	B (67)		66	70	-	-	-4	66*	f	67	74	1	8	E		
4S	1637 Phillips Dr.	Residence	B (67)		61	63	1.5	-	-2	61	m	68	71	7	10	E		
5S	1619 Goldfield Ave.	Residence	B (67)		61	63	-	-	-2	61	m	68	70	7	9	E		
6S	22 Sage Canyon Rd.	Residence	B (67)		61	64	1.5	-	-3	62	m	75	79	13	17	E		
7S	34 Hunter Point	Residence	B (67)		61	63	1.5	-	-2	61	d	72	74	11	13	E		
5NA	1329 Clovis Court	Residence	B (67)		-	-	-	-	-	-	-	71	69	-	-	E		
7NA	1564 Phillips Blvd.	Residence	B (67)	69(modeled)	68	68	-	1	1	69	m	67	75	-2	6	E		
9NA	1593 McComas St.	Residence	B (67)	68(modeled)	70	70	-	-2	-2	68*	m	70	74	2	6	E		
10NA	1693 Meserve St.	Residence	B (67)	67(modeled)	70	70	-	-3	-3	67*	m	70	74	3	7	E		

* Field measured noise level exceeded highest noise level recorded during 24-hour measurement.
 **Modeling was performed at selected sites within the project limits in order to present preliminary soundwall locations. Complete soundwall evaluation will be performed will be reevaluated if alternative 2A or 3 is chosen to be the preferred alternative.

See Appendix H
for Map
Locations

Table 5.5: Predicted Noise Reduction for Soundwalls - Alternative 2B (Southbound)

Receiver	Predicted Worst Hour Noise Level dBA L ₉₀ (h)	Freeway STA	Reference Elevation	Soundwall Location	Soundwall Number	2.44- Meter (8FL) Wall		3.05- Meter (10 FL) Wall		3.66- Meter (12 FL) Wall		4.27- Meter (14FL) Wall		4.88- Meter (16FL) Wall	
						Predicted Noise Level(dBA)	Predicted Noise Reduction (dBA)	Predicted Noise Level(dBA)	Predicted Noise Reduction (dBA)	Predicted Noise Level(dBA)	Predicted Noise Reduction (dBA)	Predicted Noise Level(dBA)	Predicted Noise Reduction (dBA)	Predicted Noise Level(dBA)	Predicted Noise Reduction (dBA)
1S	74	8+80 To 11+20 10+80 To 12+10	ETW ETW	ES of ramp ES	SB-SW-1 SB-SW-2	69 69	5 5	67 67	7 7	65 65	9 9	64 64	10 10	63 63	11 11
2SA 3SA	71 74	25+70 To 33+40 .	R/W R/W	R/W R/W	SB-SW-3 SB-SW-3	67* 71*	4 3	65 69	6 5	64 67	7 7	63 66	8 8	62 64	9 10
4S	70	33+20 To 36+00	R/W	R/W	SB-SW-4	68*	2	67	3	65	5	64	6	63	7
5S	70	36+00 To 37+20	Private Prop.	Private Prop.	SB-SW-5	66*	4	65	5	63	7	62	8	61	9
6S 7S 8S 9S	77 74 76 76	37+20 To 52+20 . . .	R/W R/W R/W R/W	R/W R/W R/W R/W	SB-SW-6 SB-SW-6 SB-SW-6 SB-SW-6	66* 68* 68* 69*	11 6 8 7	64 66 66 66	13 8 10 10	62 64 64 64	15 10 12 12	61 63 62 63	16 11 14 13	61 62 61 61	16 12 15 15
10S	79	52+20 To 58+60	Private Prop.	Private Prop.	SB-SW-7	68*	11	65	14	63	15	61	18	60	19

Minimum requirement: 5 dBA reduction
 Soundwall height recommendation
 * Lowest height that breaks the line-of-site between a 3.5m(11.5 FL) truck stack and a 1.5 m (5.0 FL) receptor
 ETW= Edge of Travelled Way
 ES= Edge of Shoulder
 R/W= Right of Way

See Appendix H
 for Map
 Locations

Table 5.6: Predicted Noise Reduction for Soundwalls - Alternative 2B (Northbound)

Receiver	Predicted Worst Hour Noise Level dBA L ₅₀ (h)	Freeway		Reference Elevation	Soundwall Location	Soundwall Number	2.44- Meter (8FL) Wall		3.05- Meter (10 FL) Wall		3.66- Meter (12 ft.) Wall		4.27- Meter (14FL) Wall		4.88- Meter (16FL) Wall	
		STA	STA				Predicted Noise Level(dBA)	Predicted Noise Reduction (dBA)	Predicted Noise Level(dBA)	Predicted Noise Reduction (dBA)	Predicted Noise Level(dBA)	Predicted Noise Reduction (dBA)	Predicted Noise Level(dBA)	Predicted Noise Reduction (dBA)	Predicted Noise Level(dBA)	Predicted Noise Reduction (dBA)
16N	71	3+60	8+80	ETW	ES of 210 conn.	NB-SW-1	67	4	68	5	65	6	65	6	65	6
15N	71	.	.	ETW	ES of 210 conn.	NB-SW-1	65*	6	64	7	63	8	62	9	61	10
14N	72	.	.	ETW	ES of 210 conn.	NB-SW-1	67*	5	66	6	64	8	63	9	63	9
13N	79	8+80	12+10	ETW	ES of ramp	NB-SW-2	73*	6	70	9	68	12	67	12	65	14
12NA	77	.	.	ETW	ES of ramp	NB-SW-2	72*	5	70	7	68	10	67	10	65	12
12N	72	11+40	15+20	ETW	ES of ramp	NB-SW-3	66*	6	64	8	63	9	62	10	62	10
11N	70	.	.	ETW	ES of ramp	NB-SW-3	66*	4	65	5	64	6	63	7	62	8
10NA	71	27+87	36+70	R/W	R/W	NB-SW-4	69*	2	67	4	66	5	65	6	63	8
9NA	73	.	.	R/W	R/W	NB-SW-4	71*	2	69	4	67	5	66	7	65	8
8NA	76	.	.	R/W	R/W	NB-SW-4	73*	3	71	5	68	8	66	10	65	11
6NA	64						Noise level less than 66 dBA, therefore does not qualify for a soundwall									
7NA	69	36+70	37+65	R/W	R/W	NB-SW-5	69*	0	68	1	66	3	65	4	63	6
5N	75	41+10	44+80	Private Prop.	Private Prop.	NB-SW-6	70*	5	69	6	69	6	69	6	68	7
5NA	75	.	.	R/W	R/W	NB-SW-6	70*	5	68	5	67	8	65	10	64	11
5NB	75	.	.	R/W	R/W	NB-SW-6	72*	3	70	5	69	6	68	7	67	8
4N	76	44+40	51+20	ETW	ES	NB-SW-7	69*	7	67	9	66	10	65	11	64	12
4NA	77	.	.	ETW	ES	NB-SW-7	72*	5	69	7	68	9	66	11	65	12
3N	78	.	.	ETW	ES	NB-SW-7	71*	7	69	9	68	10	66	12	65	13
2N	70	60+20	65+00	ETW	ES	NB-SW-8	68	2	66	4	65	5	64	6	62	8
1N	72	64+40	69+20	ETW	ES of ramp	NB-SW-9	70	2	69*	3	67	4	66	6	65	7

Minimum requirement: 5 dBA reduction
 Soundwall height recommendation
 * Lowest height that breaks the line-of-site between a 3.5m(11.5 FL) truck stack and a 1.5 m (5.0 FL) receptor
 ETW= Edge of Traveled Way
 ES= Edge of Shoulder
 R/W= Right of Way

See Appendix H
 for Map
 Locations

Table 5.7: Predicted Noise Reduction for Soundwalls for Mission Boulevard/State Route 71 Interchange

Receiver	Predicted Worst Hour Noise Level dBA L ₅₀ (h)	Freeway STA	Reference Elevation	Soundwall Location	Soundwall Number	2.44- Meter (8Fl.) Wall		3.05- Meter (10 Ft.) Wall		3.66- Meter (12 Ft.) Wall		4.27- Meter (14Fl.) Wall		4.88- Meter (16Fl.) Wall	
						Predicted Noise Level(dBA)	Predicted Noise Reduction (dBA)	Predicted Noise Level(dBA)	Predicted Noise Reduction (dBA)	Predicted Noise Level(dBA)	Predicted Noise Reduction (dBA)	Predicted Noise Level(dBA)	Predicted Noise Reduction (dBA)	Predicted Noise Level(dBA)	Predicted Noise Reduction (dBA)
1E	70	12+70 To 15+80	ETW	ETW	EB-SW-1	65	5	65	5	65	5	65	5	65	5
2E	68	12+70 To 15+81	ETW	ETW	EB-SW-1	62	7	61	7	61	7	60	8	60	8

Minimum requirement: 5 dBA reduction
 * Lowest height that breaks the line-of-sight between a 3.5m(11.5 Ft.) truck stack and a 1.5 m (5.0 Ft.) receptor
 ETW= Edge of Traveled Way
 ES= Edge of Shoulder
 ROW= Right of Way

See Appendix H
 for Map
 Locations

Table 5.8: Predicted Noise Reduction for Soundwalls – Alternative 2A (Southbound)***

Receiver	Predicted Worst Hour Noise Level dBA L ₉₅ (h)	Freeway STA	Reference Elevation	Soundwall Location	Soundwall Number	2.44- Meter (8FL) Wall		3.05- Meter (10 FL) Wall		3.55- Meter (12 ft.) Wall		4.27- Meter (14FL) Wall		4.88- Meter (16FL) Wall	
						Predicted Noise Level(dBA)	Predicted Noise Reduction (dBA)	Predicted Noise Level(dBA)	Predicted Noise Reduction (dBA)	Predicted Noise Level(dBA)	Predicted Noise Reduction (dBA)	Predicted Noise Level(dBA)	Predicted Noise Reduction (dBA)	Predicted Noise Level(dBA)	Predicted Noise Reduction (dBA)
1S	74	8+80 To 11+20 10+80 To 12+10	ETW ETW	ES of ramp ES	SB-SW-1 SB-SW-2	69 69	5 5	67 67	7 7	65 65	9 9	64 64	10 10	63 63	11 11
2SA**	67	26+00 To 34+00	R/W	R/W	SB-SW-3	-	-	67*	0	66	1	64	3	63	4
4S	68	33+20 To 36+00	R/W	R/W	SB-SW-4	65*	3	64	4	63	5	62	6	61	7
5S	68	36+00 To 37+20	Private Prop	Private Prop	SB-SW-5	65*	3	64	4	63	5	61	7	60	8
6S	75	37+20 To 52+20	R/W	R/W	SB-SW-6	65*	10	63	12	62	13	61	14	61	14
7S	72	*	R/W	R/W	SB-SW-6	67*	5	65	7	63	9	62	10	61	11
8S	76	*	R/W	R/W	SB-SW-6	68*	8	65	10	64	12	62	14	61	15
9S	76	*	R/W	R/W	SB-SW-6	69*	7	66	10	64	12	63	13	61	15
10S	79	52+20 To 56+60	Private Prop	Private Prop	SB-SW-7	68*	11	65	14	63	16	61	18	60	19

Minimum requirement: 5 dBA reduction

* Soundwall height recommendation

• Lowest height that breaks the line-of-site between a 3.5m(11.5 Ft.) truck stack and a 1.5 m (5.0 Ft.) receptor

** Highest soundwall does not meet FHWA's minimum requirement of 5 dBA reduction therefore, no soundwall is recommended

ETW= Edge of Traveled Way

ES= Edge of Shoulder

R/W= Right of Way

***Modeling was performed at selected sites within the project limits in order to present preliminary soundwall locations. Complete soundwall evaluation will be performed will be reevaluated if alternative 2A or 3 is chosen to be the preferred alternative.

See Appendix H
for Map
Locations

Table 5.9: Predicted Noise Reduction for Soundwalls – Alternative 2A (Northbound)**

Receiver	Predicted Worst Hour Noise Level dBA L ₉₅ (h)	Freeway STA	Reference Elevation	Soundwall Location	Soundwall Number	2.44- Meter (8FL) Wall		3.05- Meter (10 FL) Wall		3.66- Meter (12 ft.) Wall		4.27- Meter (14FL) Wall		4.88- Meter (16FL) Wall	
						Predicted Noise Level(dBA)	Predicted Noise Reduction (dBA)	Predicted Noise Level(dBA)	Predicted Noise Reduction (dBA)	Predicted Noise Level(dBA)	Predicted Noise Reduction (dBA)	Predicted Noise Level(dBA)	Predicted Noise Reduction (dBA)	Predicted Noise Level(dBA)	Predicted Noise Reduction (dBA)
16N	71	3+60 To 8+80	ETW	ES of 210 conn.	NB-SW-1	67	4	66	5	65	6	65	6	65	6
15N	71	.	ETW	ES of 210 conn.	NB-SW-1	65*	6	64	7	63	8	62	9	61	10
14N	72	.	ETW	ES of 210 conn.	NB-SW-1	67*	5	66	6	64	8	63	9	63	9
13N	79	8+80 To 12+10	ETW	ES of ramp	NB-SW-2	73*	6	70	9	68	11	67	12	65	14
12NA	77	.	ETW	ES of ramp	NB-SW-2	72*	5	70	7	68	9	67	10	65	12
12N	72	11+40 To 15+20	ETW	ES of ramp	NB-SW-3	66*	6	64	8	63	9	62	10	62	10
11N	70	.	ETW	ES of ramp	NB-SW-3	66*	4	65	5	64	6	63	7	62	8
10NA	70	27+87 To 36+70	R/W	R/W	NB-SW-4	68*	2	66	4	64	6	63	7	62	8
9NA	70	.	R/W	R/W	NB-SW-4	68*	2	66	4	64	6	63	7	62	8
7NA	67	36+70 To 37+85	R/W	R/W	NB-SW-5	-	-	66*	1	65	2	63	4	62	5*
5NA	71	42+60 to 44+80	R/W	R/W	NB-SW-6	69*	2	66	5	64	7	62	9	61	10
5NB	73	.	R/W	R/W	NB-SW-6	69	4	68*	5	67	6	66	7	65	8
4N	76	44+40 To 51+20	ETW	ES	NB-SW-7	69*	7	67	9	66	10	65	11	64	12
4NA	77	.	ETW	ES	NB-SW-7	72*	5	69	8	68	9	66	11	65	12
3N	78	.	ETW	ES	NB-SW-7	71*	7	69	9	68	10	66	12	65	13
2N	70	60+20 To 69+20	ETW	ES	NB-SW-8	68	2	66	4	65*	5	64	6	62	8
1N	72	.	ETW	ES	NB-SW-8	70	2	69*	3	67*	5	66	6	65	7

Minimum requirement: 5 dBA reduction

* Soundwall height recommendation

* Lowest height that breaks the line-of-site between a 3.5m(11.5 Ft.) truck stack and a 1.5 m (5.0 Ft.) receptor

ETW= Edge of Traveled Way

ES= Edge of Shoulder

R/W= Right of Way

**Modeling was performed at selected sites within the project limits in order to present preliminary soundwall locations. Complete soundwall evaluation will be performed will be reevaluated if alternative 2A or 3 is chosen to be the preferred alternative.

See Appendix H
for Map
Locations

Table 5.10: Predicted Noise Reduction for Soundwalls- Alternative 3 (Southbound)***

Receiver	Predicted Worst Hour Noise Level dBA L ₉₅ (h)	Freeway STA	Reference Elevation	Soundwall Location	Soundwall Number	2.44- Meter (8ft.) Wall		3.05- Meter (10 Ft.) Wall		3.66- Meter (12 ft.) Wall		4.27- Meter (14ft.) Wall		4.88- Meter (16ft.) Wall	
						Predicted Noise Level(dBA)	Predicted Noise Reduction (dBA)	Predicted Noise Level(dBA)	Predicted Noise Reduction (dBA)	Predicted Noise Level(dBA)	Predicted Noise Reduction (dBA)	Predicted Noise Level(dBA)	Predicted Noise Reduction (dBA)	Predicted Noise Level(dBA)	Predicted Noise Reduction (dBA)
1S	74	8+60 To 11+20	ETW	ES of ramp	SB-SW-1	69	5	67*	7	65	9	64	10	63	11
	-	10+80 To 12+10	ETW	ES	SB-SW-2	69	5	67*	7	65	9	64	10	63	11
2SA	74	26+00 To 34+00	ETW	ES	SB-SW-3	71	3	69*	5	67	7	66	8	65	9
4S	71	33+20 To 36+00	R/W	R/W	SB-SW-4	70*	1	68	3	67	4	66	5	64	7
5S	70	36+00 To 37+20	R/W	R/W	SB-SW-5	68*	2	66	4	64	6	63	7	62	8
6S	79	37+20 To 52+20	R/W	R/W	SB-SW-6	67*	12	65	14	63	16	62	17	61	18
7S	74	-	R/W	R/W	SB-SW-6	68*	6	66	8	65	9	63	11	62	12
8S	76	-	R/W	R/W	SB-SW-6	68*	8	66	10	64	12	62	14	61	15
9S	76	-	R/W	R/W	SB-SW-6	69*	7	66	10	64	12	63	13	61	15
10S	79	52+20 To 56+60	Private Prop.	Private Prop.	SB-SW-7	68*	11	65	14	63	16	61	18	60	19

Minimum requirement: 5 dBA reduction

Soundwall height recommendation

• Lowest height that breaks the line-of-site between a 3.5m(11.5 Ft.) truck stack and a 1.5 m (5.0 Ft.) receptor

ETW= Edge of Traveled Way

ES= Edge of Shoulder

R/W= Right of Way

**Modeling was performed at selected sites within the project limits in order to present preliminary soundwall locations. Complete soundwall evaluation will be performed will be reevaluated if alternative 2A or 3 is chosen to be the preferred alternative.

See Appendix H
for Map
Locations

Table 5.11: Predicted Noise Reduction for Soundwalls- Alternative 3 (Northbound)**

Receiver	Predicted Worst Hour Noise Level dBA L ₉₅ (h)	Freeway STA	Reference Elevation	Soundwall Location	Soundwall Number	2.44- Meter (8FL) Wall		3.05- Meter (10 Ft.) Wall		3.66- Meter (12 Ft.) Wall		4.27- Meter (14FL) Wall		4.88- Meter (16FL) Wall	
						Predicted Noise Level(dBA)	Predicted Noise Reduction (dBA)	Predicted Noise Level(dBA)	Predicted Noise Reduction (dBA)	Predicted Noise Level(dBA)	Predicted Noise Reduction (dBA)	Predicted Noise Level(dBA)	Predicted Noise Reduction (dBA)	Predicted Noise Level(dBA)	Predicted Noise Reduction (dBA)
16N	71	3+60 To 8+80	ETW	ES of 210 conn	NB-SW-1	67	4	66	5	65	6	65	6	65	6
15N	71	.	ETW	ES of 210 conn.	NB-SW-1	65*	6	64	7	63	8	62	9	61	10
14N	72	.	ETW	ES of 210 conn.	NB-SW-1	67*	5	66	6	64	8	63	9	63	9
13N	79	8+80 To 12+10	ETW	ES of ramp	NB-SW-2	73*	6	70	9	68	11	67	12	65	14
12NA	77	.	ETW	ES of ramp	NB-SW-2	72*	5	70	7	68	9	67	10	65	12
12N	72	11+40 To 15+20	ETW	ES of ramp	NB-SW-3	66*	6	64	8	63	9	62	10	62	10
11N	70	.	ETW	ES of ramp	NB-SW-3	66*	4	65	5	64	6	63	7	62	8
10NA	74	27+87 To 33+00	R/W	R/W	NB-SW-4	72*	2	70	4	68	6	67	7	66	8
9NA	74	32+60 To 37+85	ETW	ETW	NB-SW-5	70	4	69	5	67*	7	66	8	64	10
7NA	75	.	ETW	ETW	NB-SW-5	70	5	68*	7	66	9	65	10	64	11
5NA	72	42+60 to 44+80	R/W	R/W	NB-SW-6	70*	2	68	4	67	5	66	6	64	8
5NB	75	.	R/W	R/W	NB-SW-6	72	3	71*	4	69	6	68	7	67	8
4N	76	44+40 To 51+20	ETW	ES	NB-SW-7	69*	7	67	9	66	10	65	11	64	12
4NA	77	.	ETW	ES	NB-SW-7	72*	5	69	8	68	9	66	11	65	12
3N	78	.	ETW	ES	NB-SW-7	71*	7	69	9	68	10	66	12	65	13
2N	70	60+20 To 69+20	ETW	ES	NB-SW-8	68	2	66	4	65*	5	64	6	62	8
1N	72	.	ETW	ES	NB-SW-8	70	2	69*	3	67	5	66	6	65	7

Minimum requirement: 5 dBA reduction
 Soundwall height recommendation
 * Lowest height that breaks the line-of-site between a 3.5m(11.5 FL) truck stack and a 1.5 m (5.0 FL) receptor
 ETW= Edge of Traveled Way
 ES= Edge of Shoulder
 R/W= Right of Way

**Modeling was performed at selected sites within the project limits in order to present preliminary soundwall locations. Complete soundwall evaluation will be performed will be reevaluated if alternative 2A or 3 is chosen to be the preferred alternative.

See Appendix H
 for Map
 Locations

5-8 LIGHT GLARE AND SHADOWS (Question 22)

The proposed project would result in the relocation and adjustment of freeway lighting to accommodate the proposed widening and soundwalls. This lighting would be diverted onto the freeway to prevent it from affecting nearby residences. Any negative influence from the Mission Boulevard overcrossing would be offset by a well-designed landscape, which would improve the visual quality of the whole area. The construction of soundwalls may increase the duration of shadows on adjacent residences and businesses.

Measures to Minimize Harm: None Required

5-9 NATURAL RESOURCES (Questions 25, 26, 29, 30, 31)

The proposed project will neither directly nor indirectly:

- Introduce new species of animals into an area, or result in a barrier to the migration or movement of animals;
- Result in the reduction in acreage of any agricultural crop or commercial timber stand, or affect prime, unique or other farmland of state or local importance;
- Change in diversity of species or number of species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms, insects or microfauna);
- Conflict with any applicable habitat conservation plan, natural community conservation plan or other approved local, regional or state habitat plan;

Measures to Minimize Harm: None Required

5-10 BE INCONSISTENT WITH ANY ELEMENTS OF ADOPTED COMMUNITY PLANS POLICIES OR GOALS (Question 33)

This project is consistent with the Southern California Association of Governments (SCAG) planning policies. In addition, the Federal Clean Air Act Amendments (CAAA'S) of 1990 require transportation plans, programs, and projects, which are funded by or approved under Title 23 U.S.C. or Federal Transit Act, conform with state or federal air quality plans. In order to be found in conformance, a project must come from approved transportation plans and programs such as the State Implementation Plan (SIP), the Regional Transportation Plan (RTP), and the Regional Transportation Improvement Program (RTIP).

5-11 SOCIAL AND ECONOMIC ENVIRONMENT (Questions 32, 34-36, 45, 47, 49, 55)

The proposed project will neither directly nor indirectly:

- Cause disruption of orderly planned development;
- Be inconsistent with a Coastal Zone Management Plan;
- Affect the location, distribution, density, or growth rate of the human population in the area;
- Affect lifestyles, or neighborhood character or stability;
- Generate additional traffic
- Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands;
- Result in alterations to waterborne, rail or air traffic;

- Result in the use of any publicly owned land from a park, recreation area or wildlife and wildfowl refuge.

5-12 EFFECTS ON MINORITIES AND SPECIAL INTEREST GROUPS (Question 37)

The proposed project would require the displacement of single family residences on both sides of State Route 71. The Census Tract data for these displaced residents have been carefully reviewed and the proposed project is not anticipated to disproportionately impact any minority or low income populations as per Executive Order (E.O.) 12898 regarding environmental justice. There is sufficient and adequate replacement housing available in the City of Pomona and in the surrounding communities. The available housing stock appears to fulfill the requirements for residence types and for the estimated sales price range for residences that will be displaced by the proposed project. The displacement neighborhoods and relocation areas are comparable in terms of amenities, public utilities, public services, transportation and shopping. The market is expected to remain adequate through the time of displacement.

Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, signed by President Clinton on February 11, 1994, requires federal agencies to take the appropriate and necessary steps to identify and address "disproportionately high and adverse effects" of federal projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law.

Measure to Minimize Harm:

Implementation of the Relocation Assistance Act Benefits would offset any adverse effects that would occur as a result of the proposed project on minority groups, the elderly, handicapped, transit-dependent, or other special interest groups. State law establishes a uniform policy for the fair and equitable treatment of persons, as well as businesses, displaced as a direct result of programs or projects undertaken by a public entity. The Relocation Assistance Act shall be administered in a manner that is consistent with fair housing requirements and that ensures all persons of their rights under Title VI and Title VIII of the Civil Rights Act of 1968. A summary of this act can be found in Appendix D.

5-13 COMMUNITY DISRUPTION (Questions 38, 53)

Potential disruptive effects on existing residential areas adjacent to the State Route 71 corridor would be related to right-of-way acquisition, displacement of residences, modification of neighborhood access, the physical proximity of the improved roadway, and visual impacts resulting from the unobstructed direct line-of-sight between residences and the roadway. The freeway alternative may be at-grade, depressed 4.5 meters (15 feet), or depressed 9-10 meters (29-33 feet). The change to the visual quality of the depressed freeway after the proposed construction improves the existing views for all viewpoints. The deeper depressed freeway makes more contrast to the landform for the project, strengthening the spatial feeling, intactness and unity. The average vividness is higher with Alternative 2A (depressed 9-10 meters). For the analysis of traffic, air, noise, visual, and construction effect, refer to the appropriate section in this chapter. A screenline analysis was conducted at the intersections along State Route 71 to determine the feasibility of permanently closing access to these arterials from State Route 71. Based on the results of the volume peak hour traffic no adverse effect would occur if the intersections were permanently closed off.

Measures to Minimize Harm:

Potential adverse community impacts would be minimized through the following actions:

- Provide new roadside landscaping in areas where existing landscaping must be removed;
- Revegetation of cut and fill slopes with Sycamore and Oak trees;
- Choice of materials compatible in color and texture with the existing environment for retaining walls, sound walls, and other roadway structure;
- Phase construction of the project in order to divert traffic while maintaining access.

5-14 DISPLACEMENT AND EFFECTS ON HOUSING AND BUSINESSES (Questions 39, 40)

According to the Draft Relocation Impact Report for this project, single-family residential takes (partial and full) will be required for all the build alternatives. Partial commercial takes will only be required for alternative 2A and 2B. Table 5.12. and 5.13 shows the number of properties required for this project for each alternative. Most property takes occur along the State Route 71 corridor however, some properties would be required along both sides of Ninth Street for the Ninth street overcrossing and the North Ranch Road overcrossing.

The proposed project is not expected to result in any unusual residential relocation problems. There is sufficient and adequate replacement housing available in the City of Pomona and in the surrounding communities. The available housing stock appears to fulfill the requirements for residence types and for the estimated sales price range for residences that will be displaced by the proposed project. The displaced neighborhoods and relocation areas are comparable in terms of amenities, public utilities, and accessibility to public services, transportation and shopping. The market availability is expected to remain adequate through the time of displacement.

There are no business relocations required for the upgrade of State Route 71, however, there are partial acquisitions and dedications from the City of Pomona in regards to the Mission Boulevard/State Route 71 Interchange that will be constructed between Pomona Boulevard and Ninth Street. As part of the redevelopment of the Boyd Furniture Company and Tech Systems portions of both parcels have been reserved as dedications for Highway use. The City of Pomona currently owns the parcel along Tech Systems. This property will be reserved for highway use and will be transferred to Caltrans subject to all of Caltrans' acquisition guidelines pertaining to right-of-way dedications. The Boyd Furniture Company also currently owned by the City of Pomona and is being leased to Boyd Furniture Company under a five-year lease. The portion of the parcel required for highway use has been identified and will be reserved by Pomona for transfer to Caltrans for the proposed interchange. The area within these parcels will be transferred to Caltrans at no cost since the City of Pomona already owns those parcels.

In addition to the dedications for highway use, a portion of the Contractors Warehouse will be required in order to construct the northbound off-ramp. This will require the removal of a portion of the existing lumber storage structure.

Table 5.12- Estimated Displacements		<i>Alternative 2A</i>	<i>Alternative 2B</i>	<i>Alternative 3</i>
Residential Owners – Single Family Residence (SFR)	Full Take	38	34	74
	Partial Take	20	22	0
Residential Tenants – SFR	Full Take	5	3	N/A
	Partial Take	2	2	N/A
Total Households		65	61	74
Total Persons*		194.35	181.39	221.26
*Total Persons based on number of households X average of 2.99 persons per household (2000 U.S. Census).				

Table 5.13 Estimated Displacements by Alternative		<i>Alternative 2A</i>	<i>Alternative 2B</i>	<i>Alternative 3</i>
Commercial	Full Take	0	0	0
	Partial Take	3	3	0
Vacant Lot	Full Take	0	0	0
	Partial Take	47	47	47
Temporary Construction Easements	Residential	35	34	0
Total Impacts		150	145	121

Public agencies responsible for the acquisitions would be required to provide relocation assistance to displaced residents and compensate the property owners for the sale of the property in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1974, revised effective January 1, 1991 (Public Law 91-646 & 49 CFR Part 24). This law establishes a uniform policy for the fair and equitable treatment of residents, as well as businesses, displaced as a direct result of programs or projects undertaken by a public entity. The Relocation Assistance Act will be administered in a manner, which is consistent with the fair housing requirements and assures all persons their rights under Title VIII of the act of April 11, 1968 (Public Law 90-284), commonly known as the Civil Rights Act of 1968 and Title VI of the Civil Rights Act of 1964. As part of the relocation assistance, efforts will be made to find suitable replacement housing within the community if the tenant desires to remain (see Appendix D, E)

The State's relocation program is adequate to successfully relocate all displacees. Special relocation issues associated with the project will be handled with: additional time to relocate, special advisory assistance, coordination with special services organization, Section 8 replacement housing and Last Resort Housing Program in the form of payments may be required to relocate displaced households.

Measures to Minimize Harm:

Occupants displaced by the proposed project would be entitled to receive relocation assistance pursuant to city, state, and federal policies, procedures, and requirements. Specifically, the Uniform Relocation Assistance and Real Property Act of 1974, revised effective January 1, 1991. This state law establishes a uniform policy for the fair and equitable treatment of persons, as well as businesses, displaced as a direct result of programs or projects undertaken by a public entity. The Relocation Assistance Act shall be administered in a manner that is consistent with fair housing requirements and that ensures all persons of their rights under Title VI and Title VIII of the Civil Rights Act of 1968.

5-15 PROPERTY VALUES (Question 41)

Acquisitions of properties would result in a loss of local property and sales tax revenues in the City of Pomona. No measures are directly available for losses in property and sales tax revenues. Improved access to the commercial and residential communities, when combined with reduced local street congestion and improved visibility of business signage should contribute to increased property values.

Measures to Minimize Harm:

No measures are directly available for losses in property and sales tax revenues. However, if excess property is resold and subsequently redeveloped, a portion of these losses would be recovered. As property values increase due to the proposed transportation improvements this will over time allow property and sales taxes to recover.

5-16 EFFECTS ON PUBLIC SERVICE AND UTILITIES (Questions 42, 43, 44)

Improvements along the State Route 71 may affect emergency response teams during the construction period. General increases in traffic congestion on local streets from construction activities would result in an increase response time for police, fire and paramedic services.

Construction of the proposed project would have minor impacts on bus service provided by Foothill Transit. Lines 191, 193, 195, 479, 480 and 482, which use State Route 71 would experience slight delays. After construction is completed, operation of the proposed project would result in improved access and route times. Implementation of the No-Build Alternative would result in heavy delays for buses by 2020.

There would be no adverse effect on utilities although some may need to be relocated temporarily or permanently for construction of the proposed project. This project will not affect community facilities including medical, educational, scientific, recreational, ceremonial or sacred shrines.

Measures to Minimize Harm:

As part of the project, Caltrans would endeavor to provide continued access for traffic when feasible, particularly emergency service vehicles. A Traffic Management Plan (TMP) shall be prepared to ensure continued access for emergency service vehicles as part of this project. Copies of the TMP would be forwarded to the appropriate businesses and agencies. Coordination with utility companies to ensure that community services are not disrupted for extended period during the construction phase of the project.

5-17 PARKING FACILITIES (Question 46)

The proposed project would not affect or be affected by existing parking facilities or result in the demand for new parking. There are currently four Park and Ride locations near the 57/10/210 Interchange, near the cities of Pomona and San Dimas. Park and Rides are not currently a part of the Department's long range strategy and is not included in the overall concept for State Route 71. However, if a suitable site can be identified for a Park and Ride location Caltrans would work with the appropriate local agencies to secure the property.

5-18 EFFECTS ON COMMERCIAL OR RESIDENTIAL DEVELOPEMNT (Question 50)

The proposed project is part of a broader effort to improve traffic conditions in Southern California and would help stimulate economic conditions and residential expansion by improving the mobility of people and goods. The cumulative impacts associated with this project are consistent with the long-range policy goals of the Southern California Association of Governments (SCAG) and Caltrans Route Concept Report for State Route 71.

Measures to Minimize Harm: *None Required*

5-19 ARCHAEOLOGICAL AND HISTORIC RESOURCES (Question 51)

A Historic Property Survey Report (HPSR) was prepared to identify any impacts of the proposed project on archaeological resources or historic resources. The report indicates that no historic resources are known to exist within, or adjacent to, the project area. A copy of the concurrence letter can be found in Appendix I.

Measures to Minimize Harm:

Should cultural material be uncovered during any type of construction, it is Caltrans policy to discontinue work in the area of the find until the material can be evaluated by a Caltrans Archaeologist (Environmental Handbook, Volume 2, Chapter 7, Section 7-8). Work can only resume in that area with approval of the Caltrans Archaeologist.

5-20 IMPACTS ASSOCIATED WITH CONSTRUCTION (Question 54)

Impacts associated with construction will occur, but these inconveniences (i.e., delays in traffic, additional noise and dust) are temporary and not significant. Locations along the project route where retaining walls and sound walls are proposed to be constructed near the state right-of-way line may require temporary construction easements on adjacent properties. Detailed locations where these construction easements may be required will be determined during the Project Specifications and Estimates (PS&E) stage of the project.

Noise

During the construction phase of the project, noise from construction activities may intermittently dominate the noise environment in the immediate area of construction. Construction noise is regulated by Caltrans Standard Specifications, Section 7-1.011, "Sound Control Requirements". These requirements state that noise levels generated during construction shall comply with applicable local, state, and federal regulations and that all equipment shall be fitted with adequate mufflers according to the manufactures' specifications.

Measures to Minimize Harm: Implementing the following measures would minimize temporary construction noise impacts:

- All equipment shall have sound-control devices no less effective than those provided on the original equipment. No equipment shall have and unmuffled exhaust.*
- When feasible, noise blankets shall be provided at the Ninth Street and Mission Boulevard overcrossings during construction.*
- As directed by the Engineer, the contractor shall implement appropriate additional noise mitigation measures including, but not limited to, changing the location of stationary construction equipment, turning off idling equipment, rescheduling construction activity, notifying adjacent residents in advance of construction work, or installing acoustic barriers around stationary construction noise sources.*

Air Quality

SR-71 Construction Activities

The construction of the SR-71 will take less than five years and will be constructed in segments. During the construction of the SR-71, there is a potential increase of PM₁₀ emissions at the project vicinity due to the operation of the construction equipment. Generally, the increase of PM₁₀ emissions occurs when construction activities occur during peak traffic hours. Thus, as recommended in the mitigation measures, construction activities should be scheduled during off-peak hours. Furthermore, to demonstrate that fugitive dust from construction equipment will have a less than significant impact on air quality, the following assumptions were made in the original air quality document:

- The construction activities will have medium activity level and operate eight-hours per day,
- The project site contains at worst-case moderate silt contents,
- The project site has semiarid climate, and
- The maximum disturbed area is three acres.

The fugitive dust emission factor for such a construction site used in this air quality analysis is derived from the Environmental Protection Agency's (EPA) AP-42 document, Section 13.2.3.3, *Heavy Construction Operations*, January 1995. Although the document provides an emission factor for total suspended particulate (TSP) emission only, which is substantially greater than PM₁₀ emissions, this emission factor was assumed to be the same in estimating PM₁₀ emissions as a worst-case scenario. The TSP emissions rate prescribed in the document is 1.2 tons per acre-month (30 days) of activity or approximately 80 pounds per acre-day. Daily fugitive dust emission from the project is calculated using the approved EPA emission rate multiplied by the active project site dimensions.

The combination of the PM₁₀ fugitive dust and PM₁₀ exhaust emissions from construction equipment are added together and compared to the SCAQMD daily threshold for PM₁₀ to determine whether the project has a significant impact on air quality.

The following significance thresholds for construction emissions have been established by the South Coast Air Quality Management District (SCAQMD):

- 2.5 tons per quarter or 75 pounds per day of Reactive Organic Compounds (ROC)
- 2.5 tons per quarter or 100 pounds per day of Nitrogen Oxides (NO_x)
- 24.75 tons per quarter or 550 pounds per day of Carbon Monoxide (CO)
- 6.75 tons per quarter or 150 pounds per day of Particulate Matter (PM₁₀)
- 6.75 tons per quarter or 150 pounds per day of Sulfur Oxides (SO_x)

Projects in the South Coast Air Basin (SCAB) with construction related emissions that exceed any of the emission thresholds above are considered significant by SCAQMD. Although PM₁₀ emissions is the only pollutant of concern, the other pollutants have been shown for reference purpose only and will not be discussed any further. Construction activities will occur in the following phases: preparation of the construction area, partial removal of the existing roadway, site grading activities, and asphalt paving. The phases are not indicative of the order of work. Most of the PM₁₀ emissions will be generated during the grading activities, therefore this activity would present the worst-case scenario. It is assumed that a maximum of three acres will be graded and compacted at any given time.

The following equipment will be used eight-hours per day during the heaviest construction day: one scraper, one dozer, one loader, one backhoe excavator, one motor grader, and one compactor. Exhaust emissions from the construction equipment are illustrated in Table A. The exhaust emissions from the construction equipment are derived from *SCAQMD's CEQA Air Quality Handbook, 1993*. As previously mentioned, fugitive dust emission from the construction activities will generate approximately 240 pounds of PM₁₀ per day using EPA approved emission rate. Construction equipment exhaust will generate approximately 5.2 pounds per day as shown in Table A. A total of 245.2 pounds of PM₁₀ emissions will be emitted per day from site grading activities without the implementation of mitigation measures to control fugitive dust. However, the implementation of mitigation measure such as watering active grading areas throughout the day will reduce the amount of fugitive dust generated by a minimal of 50%. This would reduce the amount of PM₁₀ emissions generated to approximately 125.2 pounds per day, which is well below SCAQMD's PM₁₀ emissions threshold. Therefore, with the implementation of the proposed mitigation measures, PM₁₀ emissions will remain well below SCAQMD's threshold.

As shown above, PM₁₀ emissions generated from the construction activities is well below the daily construction threshold established by SCAQMD, therefore PM₁₀ emissions are considered not to have a significant impact on local air quality during the construction activities or during normal operation of SR-71.

SR-71 Operational Activities

The operation of SR-71, while construction activities are in effect, is not expected to change because the number of lanes is not expected to change during construction. The lanes will be redrawn around the construction area so that existing traffic flow will not be severely impacted during the construction of the proposed SR-71 freeway expansion. Therefore, PM₁₀ combustion emissions from mobile on-road sources are not expected to increase, but will remain the same in the project vicinity.

The proposed SR-71 project is included in the *Adopted 2001 Regional Transportation Improvement Program (RTIP) for Year 2000/2001-2005/2006*, therefore emissions associated with the proposed SR-71 project have been included in the emission inventory for the region. The RTIP is designed to improve transportation for the region and also reduce overall emissions in the region for compliance purposes. Hence, the implementation of the proposed SR-71 project will not result in an increase in emissions, but potentially lower emission for the region. Impacts due to the generation of fugitive dust and presence of other criteria pollutants will be less substantial. However, the following measures are generally accepted construction management practices used to mitigate the air quality impacts of a project.

Table A
EA#210600, LA 71 Construct 8 Lanes Freeway From 10 to 60
Response to Comments from South Coast Air Quality Management District
Construction Equipment Exhaust Emissions

Source [1]	Parameter 1 [1]	Parameter 2 [2]	Parameter 3 [1]	Parameter 4	CO		ROC		NOx		SOx		PM10		Notes
					Emission Factor	Emission (lbs/day)									
CONSTRUCTION EQUIPMENT:															
Site Grading															
Scraper (B15C Model)	265 hp	0.86 load factor	8 hours/day	1 unit	0.011	15.4	0.001	1.4	0.019	26.6	0.002	2.8	0.0015	2.1	[3]
Dozer (D7G Model)	200 hp	0.59 load factor	8 hours/day	1 unit	0.011	10.4	0.002	1.8	0.023	21.7	0.002	1.9	0.001	0.9	[3]
Loader (966F Model)	200 hp	0.465 load factor	8 hours/day	1 unit	0.015	11.2	0.003	2.2	0.022	16.4	0.002	1.5	0.001	0.7	[3]
Backhoe Excavator (428B Model)	82 hp	0.465 load factor	8 hours/day	1 unit	0.015	4.5	0.003	0.9	0.022	6.7	0.002	0.6	0.001	0.3	[3]
Motor Grader (135H Model)	155 hp	0.575 load factor	8 hours/day	1 unit	0.008	5.7	0.003	2.1	0.021	15.0	0.002	1.4	0.001	0.7	[3]
Compactor (CS-433B Model)	102 hp	0.59 load factor	8 hours/day	1 unit	0.015	7.2	0.003	1.4	0.022	10.0	0.002	1.0	0.001	0.5	[3]
TOTAL						54.5		9.5		97.0		9.2		5.2	

NOTES:

- [1] Construction equipment engine sizes were derived from Caterpillar Performance Handbook Edition 26, October 1995. Hours of operation, haul distances, and travelling speed are assumed.
- [2] Load factors are from SCAQMD's CEQA Air Quality Handbook (SCAQMD, 1993), Table A9-8-D.
- [3] Heavy-duty diesel vehicle emission factors for construction equipment derived from SCAQMD, CEQA Air Quality Handbook, 1993, Table A-9-8-B.

Measures to Minimize Harm:

1. Fugitive Dust Control

- a. Apply Environmental Protection Agency (EPA) approved nontoxic chemical soil stabilizers to all inactive construction areas (i.e., previously graded area inactive for 5 days or more).
- b. Water active grading and parking area at least twice daily during dry season (May 1 through November 1).
- c. Enclose, cover, water twice daily or apply approved soil binders to exposed stockpiles.
- d. Suspend all excavation and grading operations when instantaneous wind speeds reach 40.2 kilometers per hour (25 miles per hour).
- e. Cover or maintain at least 0.6 meter (2 feet) of freeboard on all trucks hauling dirt, sand, silt, or other loose materials.
- f. Phasing and scheduling construction to avoid high ozone days, and possibly interrupting construction activities on days of elevated levels of smog (such as second stage smog alerts)
- g. Sweep paved streets at the end of the day if visible soil material is carried over to adjacent paved roads.
- h. Install wheel washers where vehicles enter and exit unpaved roads onto paved roads, or wash off mud from trucks leaving the site.

2. Vehicular Emissions Controls

- a. Maintain equipment and vehicle engines in good condition and in proper tune as per manufacturer's specifications and per SCAQMD rules.
- b. Use electricity from existing nearby power lines rather than from temporary diesel-or-gasoline-powered generators, to the extent feasible.
- c. Provide temporary traffic controls during all phases of construction activities that affect circulation on public roads around a construction zone to maintain traffic flow. The traffic control plan will be developed and included in the Plans Specifications and Estimates (PS&E).
- d. Schedule construction activities that affect traffic flow on the arterial system to off-peak hours.
- e. Utilize construction equipment that uses alternative clean fuels when feasible.

Operational Mitigation. Because the proposed project would not contribute to a violation of the CO standards and would have inconsequential, localized project effects, and because the project-level conformity requirements are satisfied, no mitigation for operation impacts is necessary. The mitigation measures listed above should offset any negative impacts should they occur.

Construction Traffic

During construction, there will be detours, lane and ramp closures, and other delays. A TMP will be prepared to give the traveling public advanced warning, guiding them through the construction zone in a safe and effective manner. Public information is important for the surrounding communities, so that they will have advanced warning of construction activities and planned lane and ramp closures.

Measures to Minimize Harm:

A Transportation Management Plan will be prepared for this project during the design stage since it anticipated that delays during construction would occur. In addition the following information sources will be made available:

- A project website will be available via the internet. This website will provide up to date information about project schedules, right-of-way, design issues, and construction activities. This website can be found at <http://www.dot.ca.gov/dist07/route71>.
- Press releases to all local media, such as newspapers, local public cable television and radio, and Highway Advisory Radio (HAR) stations.
- Community meetings may be rescheduled to keep local residents informed on the status of the project.

5-21 QUALITY OF THE ENVIRONMENT EFFECTS (Question 56)

The proposed project would not adversely affect fish and wildlife populations, plant communities, or rare or endangered species. The proposed project is not expected to eliminate samples of California history or prehistory.

Measures to Minimize Harm: None Required

5-22 SHORT-TERM EFFECTS (Question 57)

The project would have short-term construction impacts; however, the project is intended to meet the long-term environmental goals of improving traffic flow conditions and improving regional air quality via increased auto occupancy.

Measures to Minimize Harm: None Required

5-23 CUMULATIVE EFFECTS (Question 58)

The project would have short-term construction impacts that would not contribute to a cumulative adverse effect on the broader area. When taken into its operational context, the proposed project, acting in concert with related transportation projects is expected to have the beneficial effects of aiding the reduction in air emissions and improving transportation efficiency.

Measures to Minimize Harm: None Required

5-24 SUBSTANCIAL ADVERSE EFFECT ON HUMAN BEINGS (Question 59)

The project would result in temporary construction impacts related to noise, air quality, and local traffic disruption as discussed in previous sections. These effects would be temporary and would not cause substantial negative effects on human beings.

Measures to Minimize Harm: None Required

6-0 CONSULTATION AND COORDINATION

6-1 SCOPING PROCESS

The California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) do not require an Initial Study/Environmental Assessment (IS/EA) to include formal scoping procedures. However, in light of the connectivity of this project and its regional significance, efforts were undertaken to ensure that the concerns of the cities involved and other parties were incorporated into the project development process.

Early coordination with the general public and appropriate agencies is encouraged in the environmental review process in order to determine the scope of the environmental document, the level of analysis, and related environmental requirements. Agency consultation and public participation for this study have been accomplished through a variety of formal and informal methods, including project development team meetings, interagency coordination and integration meetings, public information meetings, interviews and briefings with community leaders, agencies and elected officials, a media relations program, public information repositories, newsletters, open houses, and a planned public hearing following the circulation of this document.

A formal scoping process was conducted for this project in effort to solicit public concerns and ensure early consultation. Letters informing elected officials and government agencies of the scoping process were mailed on January 26, 2001. In addition, public scoping advertisements were published in the following newspapers.

<u>Publication</u>	<u>Date Published</u>
Los Angeles Times	January 31, 2001
Inland Valley Daily Bulletin	January 31, 2001
Westside Story	February 1, 2001
La Opinion	February 3, 2001
La Voz	February 8, 2001

Comments were received during this scoping period until March 5, 2001. Comments were received during this scoping period from members of the public, public agencies, and elected officials. Issues raised in these comments included the following:

- Recommendation to build the freeway to help alleviate congestion that occurs along State Route 71 due to the signalized intersections.
- Concerns about the northeast corner of the Mission Blvd and State Route 71 intersection, which might reduce the size of the lot, and how it is going to be rezoned.
- The need for a Park-and-Ride lot along State Route 71.
- Traffic management plans, temporary bridge height clearances, closure notifications
- Impacts to six Foothill Transit lines

These concerns have been addressed in the appropriate sections of this IS/EA.

Other Coordinating Efforts

Caltrans project managers and project engineers have also been coordinating with the City of Pomona throughout the 2000/01-year in effort to agree on an alternative that would improve existing safety operations along State Route 71 while providing accessible and safe freeway ramps for the residents of Pomona. As a part of this local coordination effort, community and informational meetings were held on the following dates for this project.

October 8, 1998, Pomona CA
August 31, 1999, Pomona CA
October 17, 2000, Pomona CA
November 1, 2000 Pomona CA

The purpose of the above meetings was to present the design alternatives, to gather information about the communities' concerns and needs, to raise a general awareness, and to obtain their support for the project.

6-2 PUBLIC COMMENT PERIOD FOR THE IS/EA

The IS/EA document was circulated for public comment beginning January 18, 2002. The comment period was closed on March 6, 2002. An opportunity for a public hearing was offered on February 20, 2002, and a community meeting was held on February 21, 2002. Notice of this hearing/meeting was placed in appropriate local newspapers. Copies of this IS/EA document were available for review at the Caltrans District 7 office. Copies were also available at the Pomona Public Library and at the Chino Hills library.

On February 20, 2002, a public hearing was conducted at the Westmont Community Center, beginning at 6:00 p.m. and ending at 8:00 p.m. A total of 106 participants attended the event. An public hearing format was followed in which displays of project maps and drawings were displayed and project staff were available to address questions or concerns. The entering visitor was greeted at a sign-in table and was offered and agenda sheet, project information sheet, a listing of frequently asked questions, and a comment card, to be used if the person wished to offer formal comments. A court reporter was present to receive formal comments.

Figure 6.1

	<p align="center">Notice of Public Hearing Study results available on plans for freeway upgrade and interchange improvement on State Route 71 in the City of Pomona</p>
	
<p>What is Being Planned? The California Department of Transportation (Caltrans), District 7, are proposing to upgrade State Route 71 to freeway standards and construct a new interchange at Mission Boulevard in the City of Pomona, Los Angeles County. The proposed project's right-of-way requirements would involve residential relocations.</p>	
<p>Why This Notice? Caltrans has studied the potential effects this project may have on the environment. Our studies indicate that the proposed project will not significantly affect the quality of the environment. The study that explains these findings is called an Initial Study/Environmental Assessment (IS/EA) which should lead to a Negative Declaration / Finding of No Significant Impact.</p>	
<p>What is Available? You may review or obtain the Draft Initial Study/Environmental Assessment at the Caltrans District 7 Office located at 120 S. Spring Street, Los Angeles, CA 90012 Monday through Thursday from 8:00 a.m. to 4:00 p.m. Maps and other information are also available. There are also copies of the study available at the Pomona Public Library located at 625 S. Garey Ave, Pomona, CA 91502 and the Chino Hills Library located at 2003 Grand Ave, Chino Hills, CA 91709.</p>	
<p>Where You Come In Have the potential impacts been addressed? Do you have information that should be included? If you wish to make a comment on the study, you may submit your written comments until March 6, 2002 to: Mr. Ronald Kosinski, Deputy District Director Division of Environmental Planning (SR-71)  CALTRANS 120 S. Spring Street Los Angeles, CA 90012 If you have any questions regarding this project, please contact Gary Iverson, Caltrans (213) 897-3818.</p>	
<p>When and Where The Public Hearing for this proposed project is scheduled for February 20, 2002 from 6 p.m. to 8 p.m. at Westmont Community Center, located at 1808 W. Ninth Street, Pomona. There will also be a Community Meeting on February 21, 2002 from 6 p.m. to 8 p.m. at Diamond Ranch High School located at 100 Diamond Ranch Drive, Diamond Bar. Individuals who require special accommodation (American Sign Language interpreter, accessible seating, documentation in alternate formats, etc.) are requested to contact the District 7 Environmental Planning Office at (213) 897- 3643 at least 7 days prior to the scheduled hearing date. TDD users may contact the California Relay Service line at 1-800-735-2929 or Voice Line at 1-800-735-2922.</p> <p align="center"><i>Thank you for your interest!</i></p>	

6-3 PUBLIC HEARING

A public hearing was held on February 20, 2002 at the Westmont Community Center, in the City of Pomona. A community meeting was held on February 21, 2002 at Diamond Ranch High School, in the City of Diamond Bar. These meetings were held to give the public an opportunity to become familiar, ask questions and make comments on the various aspects of the proposed project. As part of the circulation process, letters to elected officials, government agencies, and other interested parties were sent out on January 18, 2002. Additionally, a Public Notice was published in the Los Angeles Times Inland Empire Edition (January 18, 2002), the Asian Journal (January 23, 2002), the Inland Valley Daily Bulletin (January 21, 2002), La Voz (January 17, 2002), Westside Story (January 24, 2002), La Opinion (January 21, 2002). General issues of the comments and questions made at the hearing consisted of:

- Access to Phillips Ranch area
- Funding, scheduling and soundproofing
- Traffic on Ninth Street
- Selection of preferred alternative
- Property acquisition, fair market value, property values
- What properties will be acquired for the project
- Purpose of the No-Action alternative
- Frontage Road along SR-71
- Construction detours
- Keeping Phillips Drive open

These issues were addressed at the hearing and can be found in the Official Transcripts from the hearing located in the Record of Public Hearing. The Record of Public Hearing is available for review from 8:00 A.M. to 5:00 P.M. at Caltrans District 7 Office, 120 South Spring Street, Los Angeles, CA 90012.

6-4 WRITTEN COMMENTS AND RESPONSES

A total of 22 comment letters were received during the comment period. Copies of the letters and the responses to the comments raised are provided on the following pages. Comments were received from the following:

- Automobile Club of Southern California
- U.S. Environmental Protection Agency
- South Coast Air Quality Management District (AQMD)
- County of Los Angeles, Department of Public Works
- County of Los Angeles, Fire Department
- City of Pomona
- City of Chino Hills
- Southern California Association of Governments (SCAG)
- City of Chino
- Betty Shisey
- Christine Abedine
- Alfredo Flores Rodriguez

- Karen Clark
- Joseph and Gina Sanchez
- Maria Mobarak
- Wesley K. C. Ching
- Michael and Margarita Mejia
- Mary Beth Blackett
- Robert Zunde
- Charles Palminteri
- Leslie C. Hedges
- Meruelo Living Trust

This letter is identified as AAA.



AUTOMOBILE CLUB OF SOUTHERN CALIFORNIA

March 8, 2002

Ronald J. Kosinski
Deputy District Director
California Department of Transportation
(Caltrans) District 7
Department of Environmental Planning
120 South Spring Street
Los Angeles, CA 90012

Dear Mr. Kosinski:

Thank you for this opportunity to provide comments on the State Route 71 Freeway Upgrade/Mission Boulevard Interchange Improvement Projects Initial Study/Environmental Assessment (IS/EA). This IS/EA is a comprehensive report that reflects a considerable amount of quality staff work.

The Automobile Club of Southern California supports this project and urges Caltrans to proceed with design, right of way, and construction work as expeditiously and efficiently as possible.

The Club believes each of the proposed build alternatives meets the project objectives. The estimated project costs vary from \$150 million for the Fully Depressed alternative to \$138 million for the At-Grade option. Although the Club does not have a preferred alternative, we do suggest that Caltrans work with city staff, elected officials, business owners, and residents to further develop and/or modify those alternatives to select the project that best addresses local preferences and meets regional needs.

A freeway is the correct type of roadway to accommodate current and projected traffic volumes; however this report does not include in it's traffic analysis a projected Level of Service (LOS) for the design year 2029 or when the project is planned to open in 2009.

Upgrading this roadway from an expressway to a freeway should reduce accidents, however no estimate on the reduction in the accident rates was presented. The final report should include the projected rate of injury and fatal accidents per million vehicle kilometers.

Handwritten initials

Edgarman, Lewis, Kottler & Administration, Office, Los Angeles
Attn: Mr. Ronald J. Kosinski, 120 South Spring Street, Los Angeles, CA 90012

Again, thank you for the opportunity to provide input on this important freeway project. If you have any questions please call me at (714) 885-2308.

Sincerely,
John R. Zeigler
John R. Zeigler
Senior Transportation Engineer

AAA 1: Text reflecting the LOS has been added to Section 1-4 of this document.

AAA 2: Caltrans does not predict accidents. However, by eliminating the signalized intersections along this stretch of highway it should improve the stop and go queuing that leads to accidents.

This letter is identified as EPA.



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION IX
75 Hawthorne Street
San Francisco, CA 94105 3901

March 7, 2002

Mr. Ronald Kosinski
Division of Environmental Planning (SR-71)
California Department of Transportation
120 South Spring Street
Los Angeles, CA 90012

Dear Mr. Kosinski:

The Environmental Protection Agency (EPA) has reviewed the draft Initial Study/Environmental Assessment (ISEA) for the **proposed widening of State Route 71 to an 8-lane transportation facility with High Occupancy Vehicle lanes, in the city of Pomona, Los Angeles County, California.** Our review is pursuant to the National Environmental Policy Act (NEPA), Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508), and Section 309 of the Clean Air Act.

The Federal Highway Administration (FHWA) and Caltrans propose to upgrade State Route (SR) 71 to full freeway standards from Interstate 10 (I-10) to SR 60. The existing 4-lane expressway would be widened to include three mixed flow lanes and one high occupancy vehicle (HOV) lane in each direction, and would have limited access. The project also proposes to improve Mission Boulevard by constructing a grade-separated partial cloverleaf interchange. The project alternatives include a no build, and three build alternatives which all widen the road to 8 lanes and include the new interchange at Mission Boulevard, but vary in the extent to which the freeway will be constructed below the ground surface level. No preferred alternative is identified in the ISEA.

Although the ISEA addresses many pertinent impacts, EPA believes that the project purpose is too narrowly defined and that an appropriate range of alternatives is not evaluated. Further, there is no explanation about why a depressed freeway design is considered, nor the varying amounts of grading and dirt removal that would be involved with the construction of each alternative. The ISEA fails to compare the adverse impacts of the 'build' alternatives with the no build alternative or base line, and also fails to assess the extent to which the various project alternatives meet the project purpose. The indirect effect of potentially increased traffic on Mission Boulevard is not assessed. Additionally, the ISEA does not adequately identify the potential air quality impacts from project construction which may be substantial in this non-attainment air basin.

Project is Revised Paper

-2-

Our detailed comments on the ISEA are attached. We appreciate the opportunity to review the document. Please send one copy of the final EA to this office at the same time it is officially released for public review. If you have any questions, please call Liz Varhagen of my staff at 415-972-3845, or send an email message to varhagen.ly@epa.gov.

Sincerely,

Lisa B. Hanf, Manager
Federal Activities Office

Attachment: EPA's detailed comments

cc: Cesar Perez, Federal Highway Administration, Sacramento
Susan DKSaddi, Corps of Engineers, Los Angeles

EPA 1: Text of the IS/EA has been revised to use the recommended language.

EPA 2: A Transportation System Management (TSM) was eliminated early in the planning process as a stand alone alternative because it did not improve the non-standard geometric features, safety of at-grade intersections nor did it address the future Level of Service (LOS) of "F3" for State Route 71. The HOV lanes will enhance the operational efficiency of the existing facility and shift transportation uses to higher capacity modes such as transit. The proposed project is segment 1 of a series of 5 segments for improvements on State Route 71 from Interstate 10 to State Route 91. According to the Route Concept Report dated June 2000 for State Route 71, the improvements needed consist of widening and adding High Occupancy Vehicle (HOV) lanes. Three of the five segments are currently constructed and are in full operation and one is under construction.

EPA 3: The affects of the semi-depressed freeway versus the full-depressed freeway involve constructability and cost of the project. While the three alternatives do not affect traffic flow, factors such as earthwork, right-of-way acquisition, and displacement of people and materials vary for each option. Each of the three build alternatives satisfies the traffic model and projected volumes. The limits of the study area and the fact that the other four segments of State Route 71 have been completed or near completions with similar alternatives therefore limiting the alternatives analysis.

EPA's Detailed Comments on the Initial Study/Environmental Assessment for State Route 71 Freeway Upgrade and Interchange Improvement Project, Los Angeles County, California

Purpose and Need

EPA believes the project purpose presented on page 2 of the Initial Study/Environmental Assessment (IS/EA) is too narrowly defined. Rather than describe the underlying purpose and need, it simply provides a list of proposed actions such as constructing a grade-separated interchange at Mission Boulevard, and upgrading State Route (SR) 71 to a full freeway with high occupancy vehicle (HOV) lanes. The fourth element of the project purpose, while more appropriate, is possibly too broad, "to improve interstate and interregional movement of people and goods". Judging from the section that describes the need for the project, we suggest the project purpose should more appropriately be worded, *to reduce congestion and increase traffic safety on SR 71 between I-10 and SR 60 to accommodate project traffic demand through the year 2029.*

1

Range of Alternatives

The IS/EA should objectively evaluate reasonable alternatives that would meet the project purpose. Included in the range of alternatives should be a transportation system management (TSM) alternative, especially because it may be more economical and less environmentally damaging than the proposed build alternatives. Similarly, the potential to meet the project purpose by providing incentives to induce greater use of transit and carpooling on the existing and projected traffic conditions should be explored. It is also possible that constructing a smaller 6 lane facility by only adding two HOV lanes would satisfy the project purpose. We recommend that the extent to which these alternatives that were considered but eliminated from detailed study should be summarized in this document. Moreover, the implementation of some of these non-structural traffic-reducing measures should still be incorporated as part of the proposed build alternatives, especially in light of the beneficial effects of discouraging the use of single occupancy vehicles in this region of poor air quality.

2

Evaluation of Effects of Alternatives

The IS/EA only presented one no-build alternative and one build alternative. All build alternatives appear to have the same design concept and scope. It is not clear why these three build alternative designs were selected for detailed evaluation. What specific effect would be achieved by constructing a depressed or semi-depressed freeway? The varying designs do not appear to affect traffic flow. In assessing and comparing the extent to which alternative will satisfy the project purpose, the IS/EA should summarize the results of traffic demand forecast modeling, clearly describing the model that was applied and the assumptions that were incorporated into the model. Given the potential for substantial impacts in this region in terms of land use and community, visual, and potentially localized air and water quality, we believe it is appropriate for Caltrans and FHWA to evaluate a broader range of project designs in terms of concept and scope.

3

Evaluation of Effects of Alternatives

The IS/EA did not thoroughly evaluate and compare the relative environmental effects between alternatives. For example, Alternative 2.A entails constructing a depressed freeway 10

4	<p>meters below grade extending several miles which would necessitate an extensive amount of excavation. The ISEA should estimate the quantity of material that would need to be removed, explain how it will be accomplished (approximately how many truck trips would this generate during construction and which residences and business might this added traffic affect?), and identify potential locations where the dirt would be hauled for further use or disposal. These estimates should be compared to estimates for Alternatives 2B, 3 and the no-build alternative.</p> <p>As a consequence of having too narrow a range of alternatives, there are no intermediate project designs where the adverse effects may be objectively weighed against the relative project benefits. Many of the environmental impacts are apparently the same for all three build alternatives. Similarly, there is no analysis that presents the benefits of the build alternatives over the no-build alternative. There is a discussion of traffic circulation and safety on page 26 which explains the various levels of service (LOS) and the Congestion Management Program (CMP), but there is no discussion about how the various proposed build alternatives would achieve the goals of the Los Angeles County's CMP, nor the expected benefits of each of the alternatives in terms of improved LOS, or reduced vehicle hours traveled or travel times, etc. It would be difficult to justify the public expenditure, environmental impacts, and displacement of homes and business without an assessment of the benefits of the project.</p>
5	<p>Also, in that an important component of the proposed build alternatives is to add an HOV lane in each direction, "completing the gap that currently exists in this area" (page 2), the ISEA should describe the full network of HOV lanes that are in operation or planned, and explain their expected traffic benefit. We also recommend that Caltrans analyze a range of HOV operational parameters and the associated impacts on facility performance, e.g. variations in the minimum number of passengers in the HOV, dedicated lanes and variations in the number of hours the HOV lane restriction will be in effect. Describe how these operational parameters might be adjusted to further reduce congestion during peak travel times.</p>
6	<p><u>Indirect Impacts of Proposed Improvements</u></p> <p>The ISEA does not evaluate potential indirect impacts of the proposed project. In particular, what will be the effect of constructing the interchange at Mission Boulevard and SR 71 to traffic flow on Mission Boulevard? As the only through road between Holt Avenue and Rio Rancho Road along this stretch of SR 71, and with connection to SR 71 while lesser roads will be cut off, does Mission Boulevard have the capacity to handle the anticipated increased traffic, or is it reasonable to expect that this road will need to be widened in the future? The anticipated effects on Mission Boulevard should be evaluated in the ISEA as indirect impacts of the project (40 CFR 15108 S(h)).</p>
7	<p><u>Impacts to Air Quality</u></p> <p>While the Transportation Conformity determination is adequately documented on Page 29, there are no supporting data or analyses that demonstrate how local conformity will be achieved. For example, there should be documentation to support the statement that the proposed project does not cause or contribute to new, localized CO violations or increase the</p>
8	<p>2</p>

EPA 4: The dirt excavated from the area where the freeway will be depressed will either be taken to locations where fill is required for freeway element construction, disposed of on nearby vacant naval lands or dirt pits or sent to a landfill to be used as cover.

EPA 5: This project is part of the Transportation Congestion Relief Program (TCRP) which was designed to reduce congestion on some of California's most heavily traveled freeways. Currently, State Route 71 operates as a signalized expressway for a distance of 3 miles. This contributes to considerable delays to traffic and safety hazards to pedestrians trying to cross the expressway. By eliminating the signalized intersections you reduce the stop-and-go action which contributes to delays and traffic accidents.

EPA 6: Caltrans District 7 has the most extensive HOV program in the nation having been in operation in Los Angeles County since January 1973. It is a familiar sight for Southland motorists. District 7 has plans to add carpool lanes to virtually every freeway in the Los Angeles area by the year 2010.

The purpose of the HOV program is to reduce congestion by using the capacity of the freeway system more efficiently, and to increase mobility in the region. The result is reduced congestion, improved air quality, energy conservation, increased mobility and efficiency of all trips. Currently, all HOV facilities in Southern California are operated on a 24-hour basis and there are no plans to alter these hours. Any future decision to alter operation times would have to be made by Caltrans and the Federal Highway Administration after consideration of public input. Most likely, this policy change would be considered on a regional basis to maintain consistency among HOV facilities.

EPA 7: A constructability review meeting was held on October 20, 1999 at Caltrans District 7 offices for this project. Comments were received from right-of-way, construction, electrical, and project development staff. A construction staging review of the project has been performed to determine whether the flow of traffic along both Mission Boulevard and State Route 71 can be maintained during the construction of the new interchange. It was determined from this review that construction of the interchange can be successfully staged. General staging requirements for the construction of the interchange would apply to all the alternatives.

Preliminary evaluation of the Route 71/Mission Boulevard interchange concepts indicates that a Traffic Management Plan (TMP) will be required to minimize the delays and disruption during construction. Implementation of any of the alternatives will involve construction strategies i.e. phased or staged. The exact stage construction sequencing for implementation of this project will be identified in final design. In addition to the stage construction strategy, other traffic management measures may be considered to improve the traffic circulation during construction include:

- Alternate route strategies
 - Detour routes
 - Traffic control improvements
 - Street improvements
- Incident management measurers
 - Tow service
 - Construction zone enhanced enforcement program (COZEEP)
 - Call boxes
- Demand management strategies
 - Transit service improvement
 - Park and ride lots and ridesharing marketing
- Public awareness measures
 - Brochures and mailers
 - Media releases, telephone hotline
 - Public information center

Implementation of the above strategies will help to minimize impacts of construction for State Route 71 and Mission Boulevard. In addition, one of the most important elements of the TMP process is coordination and communication among all the agencies that are involved with this project. Implementation of the TMP is a team effort and the success of it lies in the consensus that is forged between the agencies and the affected communities.

EPA 8: Refer to Section 5-20, Air Quality.

EPA 9: The Caltrans Water Quality Study dated, May 24, 2001 indicates that the proposed project will contribute to a negligible amount of impervious surface. The study concludes that the proposed project will have a minimal effect on the hydrologic sub areas (405.51, 481.21, and 801.21) and does not "materially change" the existing drainage patterns in the San Gabriel and San Bernardino Watershed. The total project area compared to the watershed area ratio is relatively small, it comprises less than 1 percent. This ratio is the paved to unpaved area in relation to the watersheds. Furthermore, since the proposed project consists of upgrading the segment on State Route 71 to full freeway standards, median material that consists of compacted base material will be used. Compacted base material is 90 percent impervious (Caltrans Highway Design Manual) while pave areas are considered to be 95 to 100 percent impervious, therefore the proposed project will not affect percolation within the watershed basins.

Hydraulic studies are currently being conducted to determine a feasible location to discharge stormwater. Where there is, or is proposed to be, a storm drain system with a drainage pipe or collection ditch discharging into either a receiving water or a downstream storm drain system owned by others, treatment Best Management Practices (BMP's) will be considered and installed, where feasible.

Caltrans storm water program also provides guidelines and regulations on storm water from Caltrans roadways. These include Caltrans Storm Water Management Plan (SWMP) and Stormwater Pollution Prevention Plan (SWPPP). The SWMP

severity frequency of existing violations in the area affected by the project. Similarly, there are no data or analyses provided to support the conclusion that there will be no localized particulate matter (PM10) violations.

The IS/EA indicates that overall project construction is expected to be completed in just less than five years. Even though the Conformity Rule does not require a hot spot analysis of PM10 emissions for construction impacts of less than 5 years in duration (40 CFR 93.123(c)(5)), we believe that air quality impacts from construction activities may be substantial, and warrant consideration. Additional vehicular emissions can be expected from the extensive excavation requirements from constructing the depressed freeway, as well as the Mission Boulevard interchange. Compounded traffic congestion is expected during project construction period, which would result in elevated exhaust emissions. How might these effects be minimized or avoided during days of unhealthy air quality, (smog alerts), which occur periodically in this region?

EPA disagrees with the unsubstantiated statement on page 59 that, "Because the proposed project would not contribute to a violation of the CO standards and would have inconsequential localized project effects, and because the project-level conformity requirements are satisfied, no mitigation for operational impacts is necessary." EPA recommends the implementation of additional, more rigorous mitigation measures than those listed on page 59, such as the use of construction equipment that uses alternative clean fuels, phasing and scheduling construction to avoid high ozone days, and possibly interrupting construction activities on days of elevated levels of smog (such as second stage smog alerts). The latter two measures were included in FHWA Caltrans final environmental impact statement for the Riverside I-215 Improvement Project (November 2001). We recommend that Caltrans revisit this issue, evaluate the potential sources of emissions and other minute particulate matter during construction activities, and propose the implementation of appropriate mitigation measures.

Impacts to Water Quality

Adding four new lanes to an existing facility will result in a greater surface area collecting freeway stormwater and also increased vehicle miles traveled (VMT) contributing greater quantities of vehicular pollutants into the stormwater. While the addition may only be incremental and not significant in light of existing degraded water quality conditions, it should be assessed. The IS/EA indicates on page 13 that the proposed project will add "very little" additional impervious surfaces and will not materially change the existing drainage patterns, but there is no information provided to justify this statement.

Another factor to consider in this area are potential impacts to Clean Water Act Section 303(d) listed waters. Such a classification indicates that the receiving waters have an allotted total minimum daily load (TMDL) requirement for specific pollutant, as designated by the Regional Water Quality Control Board. The IS/EA does not identify into which waterway the stormwater from SR 71 drains and its status with respect to Section 303(d), however, if the

receiving water is listed, it should be disclosed in the IS/EA and potential mitigation measures to minimize adverse impacts to water quality identified.

The IS/EA indicates that a 0.7-mile linear stretch of a small drainage that will be directly impacted by the proposed project (presumably by each of the build alternatives). The aerial extent of this impacted water is not estimated, nor is the type of Section 404 authorization predicted. If the impacted area of waters of the U.S. is extensive enough to require authorization under an individual permit by the Corps of Engineers, the IS/EA should characterize the function and quality of the jurisdictional area, and consider practicable measures that can be taken to avoid or minimize impacts to this resource. Even though there is no estimate of the extent of impacts or required mitigation, the IS/EA properly identifies what the potential mitigation might be to address these impacts.

Pollution Prevention

The Resource Conservation and Recovery Act (RCRA) Section 6002, requires federal, state, local agencies and their contractors that use appropriated federal funds to purchase EPA-designated recycled materials, including EPA-designated construction and landscaping products. For further details, see EPA's web site at <http://www.epa.gov/epc>.

We encourage FHWA and Caltrans to explore all opportunities to reuse and recycle demolition, construction and facility waste. We recommend that the IS/EA contain firm commitments to minimize construction waste by reusing and recycling solid waste as much as feasible.

allows Caltrans to be in compliance with the National Pollutant Discharge Elimination System (NPDES) permit for storm water discharges.

A database search of the Clean Water Act Section 1998 303d list does not indicate Chino Creek as a waterbody of concern.

EPA 10: Please refer to Section 3-6 and 5-5 of the IS/EA.

EPA 11: Section 5-4 of the IS/EA contains mitigation measures to reuse or recycle waster material when feasible. The contractor bid package will include reference to the EPA designated materials and the EPA website and encourage their use.

This letter is identified as SCAQMD



**South Coast
Air Quality Management District**

21805 E. Century Drive, Diamond Bar, CA 91765-4182
909-396-2000 • <http://www.aqmd.gov>

FAVED: MARCH 6, 2002

March 6, 2002

Mr. Ronald Kosinski
Division of Environmental Planning
Department of Transportation
120 South Spring Street
Los Angeles, CA 90012

**Initial Study/Environmental Assessment for State Route 71 Freeway Upgrade
City of Pomona**

Dear Mr. Kosinski:

The South Coast Air Quality Management District (AQMD) appreciates the opportunity to comment on the above-mentioned document. The following comments are meant as guidance for the Lead Agency and should be incorporated in the Final Environmental Assessment.

Please provide the AQMD with written responses to all comments contained herein prior to the certification of the Final Environmental Assessment. The AQMD would be happy to work with the Lead Agency to address these issues and any other questions that may arise. Please contact Charles Blakston, Ph.D., Transportation Specialist - CEQA Section, at (909) 396-3304 if you have any questions regarding these comments.

Sincerely,

Steve Smith, Ph.D.
Program Supervisor, CEQA Section
Planning, Rule Development & Area Sources

Attachment

SS, CB

LAC020125-03
Control Number

Ronald Kosinski

-1-

March 6, 2002

**Initial Study/Environmental Assessment for State Route 71, Freeway Upgrade
City of Pomona**

1. The air quality discussion in the ISTEA qualitatively dismisses potential air quality impacts of the proposed project. The ISTEA states on page 39 that "there is no reason to believe that this project will contribute in a hot spot fashion to any known violations. This project is unlikely to cause or experience a localized PM₁₀ problem. This project does not cause or contribute to any new localized PM₁₀ violation or increase the frequency or severity of any existing PM₁₀ violations in the area substantially affected by the project." Without providing a quantitative analysis of potential emissions from both construction and operation using the analysis methodologies in the AQMP 1993 CEQA Air Quality Handbook or other approved methodologies, the lead agency has not demonstrated that the project's air quality impacts are not significant.

2. Although the lead agency has identified several measures on page 39 of the ISTEA to mitigate construction air quality impacts, without quantitative information on the project's impacts, and quantitative control efficiencies identified for the mitigation measures, the lead agency has not demonstrated that construction air quality impacts will be reduced to "less than significant" levels. To demonstrate that project's impacts will be reduced to less than significant levels, the lead agency should, for example, provide a table showing the unmitigated construction emissions, the individual mitigation measures and their control efficiencies, and remaining emissions after implementing mitigation measures.

AQMD 1: The assessment of PM₁₀ emissions was conducted assuming a worst-case scenario during the construction of the state route 71 (SR-71) expansion and the operation of the SR-71 during the proposed freeway expansion activities. Language has been added to the IS/EA to show rational for non-significance from both construction and operational activities. The results indicate a slight decrease in PM₁₀ for the State Route 71 freeway compared to the No Build Alternative. Please refer to Section 5-20 for further information.

AQMD 2 As shown above in response to comment number one, construction activities will have less than significant impact on air quality with the implementation of the required mitigation measures. Table A has been added to Section 5-20 of the IS/EA to illustrate the reduction of emissions when compared to project construction with out measures.

This letter is identified as LA County Public Works.



COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS

120 SOUTH BRASSARD AVENUE
LOS ANGELES, CALIFORNIA 90012-1001
Telephone: (213) 473-4116

DEPARTMENT OF PUBLIC WORKS
120 SOUTH BRASSARD AVENUE
LOS ANGELES, CALIFORNIA 90012-1001
Telephone: (213) 473-4116

March 4, 2002

MEMORANDUM
DATE: 3/4/02 WM-4

Mr. Ronald Kosinski
Department of Transportation
120 South Spring Street
Los Angeles, CA 90012

Dear Mr. Kosinski:

**RESPONSE TO AN INITIAL STUDY
STATE ROUTE 71 - INTERSTATE 10 TO
STATE ROUTE 60 FREEWAY UPGRADE
INTERCHANGE IMPROVEMENT PROJECT**

Thank you for the opportunity to provide comments on an Initial Study for the proposed State Route 71 - Interstate 10 to State Route 60 Freeway Upgrade Interchange Improvement project. We have reviewed the submittal and offer the following comments:

Land Development (Transportation Planning)

We have reviewed the subject document and have no comments.

If you have any questions, please contact Mr. Hubert Seto at (626) 458-4349.

Watershed Management

The proposed project should include investigation of watershed management opportunities to maximize capture of local rainfall on the project site, eliminate incremental increase in flows to the storm drain system, and provide filtering of flows to capture contaminants originating from the project site.

This project includes the construction of an eight-lane facility which includes two high occupancy vehicle lanes and would include redesigning the Mission Boulevard interchange on State Route 71. Based on our review, we feel that Watershed Management Division's comment is sufficient to cover our concerns.

Mr. Ronald Kosinski
March 4, 2002
Page 2

If you have any questions regarding the above comments or the environmental review process of Public Works, please contact Ms. Massie Munroe at the address on the first page or at (626) 458-4359.

Very truly yours,

JAMES A. NOYES
Director of Public Works

ROD H. KUBOMOTO
Assistant Deputy Director
Watershed Management Division

JMN:SW
C:\np\jmn\021102

LACoPW: Comment noted. An investigation of watershed management opportunities to maximize capture of local rainfall on the project site, eliminate incremental increases in flow to the storm drain system, and provide filtering of flows to capture contaminants originating from the project site will be conducted during final design.

This letter is identified as LA County Fire Department.

COUNTY OF LOS ANGELES

FIRE DEPARTMENT

1300 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90003-3794

(323) 890-1330



P. MICHAEL FREEMAN
FIRE CHIEF
FORESTER & FIRE WARDEN

March 6, 2002

Mr. Ronald Krosinski
Division of Environmental Planning (SP 71)
Department of Transportation
1205 Spring Street
Los Angeles, CA 90012

Mr. Krosinski

**INITIAL STUDY ENVIRONMENTAL ASSESSMENT FOR STATE ROUTE 71 FREEWAY
IMPROVEMENTS, STATE CLEARING HOUSE #2000101125, 07-LA-71KP, R.O. 84-7-24
"CITY OF POMONA" - (EIR #1317, 2002)**

The Initial Study Environmental Assessment for the proposal to upgrade State Route 71 to full freeway status has been reviewed by the Planning, Land Development, and Forestry Divisions. The following are their comments:

LAND DEVELOPMENT LINE:

There are no additional comments regarding this project. The conditions that were detailed in the letter dated February 6, 2001 (LR #067-2401) have not been changed at this time (see enclosed copy of letter).

Should any questions arise regarding subdivision, water systems, or access please contact Inspector Michael M. Hargue at (323) 890-1211.

FORESTRY DIVISION:

The statutory responsibilities of the County of Los Angeles Fire Department, Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources, and the County Oak Tree Ordinance. The comments provided in our February 6, 2001 letter have not changed at this time.

CITY OF LOS ANGELES		CITY OF POMONA		CITY OF RIVERSIDE		CITY OF SAN BERNARDINO		CITY OF SAN DIEGO		CITY OF SAN JOAQUIN		CITY OF SACRAMENTO		CITY OF STOCKTON		CITY OF YUBA	
1	Mr. Michael Freeman	1	Mr. Michael Freeman	1	Mr. Michael Freeman	1	Mr. Michael Freeman	1	Mr. Michael Freeman	1	Mr. Michael Freeman	1	Mr. Michael Freeman	1	Mr. Michael Freeman	1	Mr. Michael Freeman
2	Mr. Michael Freeman	2	Mr. Michael Freeman	2	Mr. Michael Freeman	2	Mr. Michael Freeman	2	Mr. Michael Freeman	2	Mr. Michael Freeman	2	Mr. Michael Freeman	2	Mr. Michael Freeman	2	Mr. Michael Freeman
3	Mr. Michael Freeman	3	Mr. Michael Freeman	3	Mr. Michael Freeman	3	Mr. Michael Freeman	3	Mr. Michael Freeman	3	Mr. Michael Freeman	3	Mr. Michael Freeman	3	Mr. Michael Freeman	3	Mr. Michael Freeman
4	Mr. Michael Freeman	4	Mr. Michael Freeman	4	Mr. Michael Freeman	4	Mr. Michael Freeman	4	Mr. Michael Freeman	4	Mr. Michael Freeman	4	Mr. Michael Freeman	4	Mr. Michael Freeman	4	Mr. Michael Freeman
5	Mr. Michael Freeman	5	Mr. Michael Freeman	5	Mr. Michael Freeman	5	Mr. Michael Freeman	5	Mr. Michael Freeman	5	Mr. Michael Freeman	5	Mr. Michael Freeman	5	Mr. Michael Freeman	5	Mr. Michael Freeman
6	Mr. Michael Freeman	6	Mr. Michael Freeman	6	Mr. Michael Freeman	6	Mr. Michael Freeman	6	Mr. Michael Freeman	6	Mr. Michael Freeman	6	Mr. Michael Freeman	6	Mr. Michael Freeman	6	Mr. Michael Freeman
7	Mr. Michael Freeman	7	Mr. Michael Freeman	7	Mr. Michael Freeman	7	Mr. Michael Freeman	7	Mr. Michael Freeman	7	Mr. Michael Freeman	7	Mr. Michael Freeman	7	Mr. Michael Freeman	7	Mr. Michael Freeman
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9	Mr. Michael Freeman	9	Mr. Michael Freeman	9	Mr. Michael Freeman	9	Mr. Michael Freeman	9	Mr. Michael Freeman	9	Mr. Michael Freeman	9	Mr. Michael Freeman	9	Mr. Michael Freeman	9	Mr. Michael Freeman
10	Mr. Michael Freeman	10	Mr. Michael Freeman	10	Mr. Michael Freeman	10	Mr. Michael Freeman	10	Mr. Michael Freeman	10	Mr. Michael Freeman	10	Mr. Michael Freeman	10	Mr. Michael Freeman	10	Mr. Michael Freeman

Mr. Ronald Krosinski
March 6, 2002
Page 2

Oak trees are known to exist in the proposed project area. Further field studies should be documented to determine the presence of this species on the project site. The applicant should incorporate innovative design to reduce or eliminate the impact to the Oak resources and the loss of Oak tree habitat should be mitigated for pursuant to the provisions of the City's Oak Tree Ordinance.

Under the Los Angeles County Oak Tree Ordinance, a permit is required to cut, destroy, remove, relocate, inflict damage or encroach into the protected zone of any tree of the Oak genus, which is 25 inches or more in circumference (eight inches in diameter), as measured 4 1/2 feet above mean natural grade.

If you have any additional questions, please contact this office at (323) 890-4330.

Very truly yours,

DAVID R. LEININGER, ACTING CHIEF, FORESTRY DIVISION
PREVENTION BUREAU

DRL:lc

LACoFD 1: The City of Pomona also has an Oak Tree Ordinance, which is more stringent than the County of Los Angeles. Caltrans will follow all ordinances in respect to oak tree removal procedures and permit requirements required by the City of Pomona and will implement mitigation measures pursuant to the provisions of the City's Oak Tree Ordinance.

Dear Mr. Kosinski:

SUBJECT: ENVIRONMENTAL IMPACT REPORT - (CITY OF POMONA)
 CALTRANS, 07-LA-71, FREEWAY UPGRADE INTERCHANGE
 IMPROVEMENTS ON STATE ROUTE 71, 07-186-21060(K), 07-186-1894(0)
 (EIR #1067-2001)

The Office of Forestry, Planning Studies for the Fire and Egress Projects on State Route 71, located in the City of Pomona has been reviewed by the Planning, Land Development, and Forestry Divisions of the County of Los Angeles Fire Department. The following are their comments:

TRAFFIC MANAGEMENT PLAN:

Provide three (3) sets of alternate route/detour plans, with a tentative schedule of planned closures, prior to the beginning of construction. Complete architectural/structural plans are not necessary.

CLOSURE NOTIFICATION:

Notify the COUNTY OF Los Angeles Fire Department, Fire Stations 231, 232, 233 and 234, at least ten (10) days in advance of any street closures that may affect fire paramedic responses in the area.

BRIDGES:

Temporary bridges shall be designed, constructed, and maintained to support a live load of at least 70,000 pounds. A minimum vertical clearance of 13'6" will be required throughout construction.

FIREFIGHTING WATER SUPPLY:

Emergency water services shall be coordinated with the County of Los Angeles Fire Department and alternate water sources shall be provided for fire protection during such disruptions.

Should the conditions arise regarding subdivision, water systems, or access issues please contact Inspector Michael M. Haggie at (323) 390-4242.

OTHER ENVIRONMENTAL CONCERNS:

The various responsibilities of the County of Los Angeles Fire Department Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources and the County Oak Tree Ordinance. Potential impacts in these areas should be addressed.

If you have any additional questions, please contact this office at (323) 390-4330.

Very truly yours,

David R. Leininger

DAVID R. LEININGER, ACTING CHIEF, FORESTRY DIVISION
 PREVENTION BUREAU

LACoFD 2: The development of traffic management plans have been identified as mitigation measures for impacts to traffic circulation during construction. Proactive communication between Caltrans and emergency service providers operating within the corridor will facilitate appropriate detour routes and provide adequate means of access to their service areas, with an acceptable amount of delay expected.

LACoFD 3: Comment Noted. If temporary bridges are to be used in construction they will be designed, constructed and maintained to support a live load of at least 75,000 pounds. Bridges will also have a minimum vertical clearance of 13'6" throughout construction.

LACoFD 4: Coordination of water service disruptions will be done during the PS&E stage of project design.

LACoFD 5: Please refer to Sections 3, 4 and 5 in the IS/EA for analysis and evaluations of these areas.

This letter is identified as Pomona.

Comments on
Draft Initial Study/Environmental Assessment for the
STATE ROUTE 71-INTERSTATE 10 TO STATE ROUTE 60
FREEWAY UPGRADE/INTERCHANGE IMPROVEMENT PROJECT

Comment 1: Description of Proposed Project—Alternative 1-No Action (p. 8)
The City cannot support Alternative 1. Taking no action to relieve congestion and reduce accident rates is not acceptable.

Comment 2: Description of Proposed Project—Alternative 3-At Grade Freeway (p. 9)
The City cannot support Alternative 3. Building an at-grade freeway would require residential displacement of more households than either Alternative 2A or 2B. Furthermore, the visual and noise impacts of an at-grade freeway would be unacceptably great.

Comment 3: Description of Proposed Project—Mission Boulevard Interchange Design Features (pp. 10 & 68)
The Draft IS/EIA includes an interchange design in which the northwest free-flow loop on-ramp encroaches upon an existing parking area at the Tech Systems site. To conserve parking space, the City requests that an alternative design be adopted in which the northwest loop on-ramp is compressed in the manner depicted in the attached drawing. Regarding the southeast loop on-ramp, the City prefers the design that is also included in the attached drawing and requests that this design be adopted.

Comment 4: Discussion of Environmental Evaluation—Noise (p. 40)
Paragraph 1 includes the statement that Caltrans intends to employ sound walls as a noise abatement measure, but concludes with the following: "If during final design conditions have substantially changed, noise barriers might not be provided. The final decision of the noise barriers will be made upon completion of the project and the public involvement process." Consequently, questions remain regarding the measures that will actually be implemented to mitigate noise impacts.

The City requests that Caltrans make a commitment to provide soundwalls and landscaping in all project areas that abut residences for the purpose of mitigating noise and visual impacts to below a level of significance.

To be deemed adequate, the Draft IS/EIA must be revised to include enough detail regarding proposed noise mitigation measures to demonstrate that the measures will actually reduce noise impacts to below a level of significance.

Comment 5: Discussion of Environmental Evaluation—Light Glare and Shadows (p. 53)
The very brief discussion of light glare and shadows indicates that freeway lighting will be diverted onto the freeway away from residences and that landscaping will be employed to improve the visual quality of the Mission Boulevard interchange. However, no specific measures are described and no graphics provided so as to enable the City to evaluate the adequacy of the proposed mitigation.

The City requests that Caltrans make a commitment to provide measures that will shield residences from glare along SR 71 and in the vicinity of the Mission Boulevard interchange so that impacts from lighting will be mitigated to below a level of significance.

To be deemed adequate, the Draft IS/EIA must be revised to include enough detail regarding proposed light glare mitigation measures to demonstrate that the measures will actually reduce light glare impacts to below a level of significance.

Pomona 1: Comment noted. The No-Action alternative is not recommended.

Pomona 2: Caltrans acknowledges the city's support for alternative 2A and 2B. Alternative 2B has been selected as the recommended alternative.

Pomona 3: Caltrans traffic engineers will consider the design to compress the ramps in this location. Please also refer to page 83 of this document.

Pomona 4: Caltrans is committed to providing noise attenuation measures up to the maximum wall height permitted (5.0 m), if the resultant noise level can be reduced by a minimum of 5 dBA. During final design of the project, additional noise readings will be taken at the locations noted in tables 5.1-5.11 to determine exact locations and heights of proposed soundwalls. It is Caltrans' policy to construct soundwalls as soon as possible on all projects as found to be reasonable and feasible. This fact is clearly demonstrated throughout the region.

Caltrans will work in conjunction with Pomona to determine replacement plantings for the areas disturbed by construction and will be considered part of the project.

Pomona 5: Lighting will be considered as part of final design. Caltrans will work in conjunction with Pomona to determine replacement plantings for the areas disturbed by construction only and will be considered part of the project.

Comment 6: Discussion of Environmental Evaluation—Community Disruption (pp. 54-55)
The City is concerned about permanent modifications to traffic circulation that will occur in the Westmont residential area located south of Mission Boulevard and west of SR 71. As a result of eliminating access to SR 71 from Ninth Street, Phillips Drive, and North Ranch Road, circulation patterns will be altered in such a manner that significant amounts of additional traffic will be funneled onto certain residential streets, Westmont Avenue in particular. This additional traffic has the potential to create safety hazards for both pedestrians and drivers.

The City requests that Caltrans provide a model circulation plan for the Westmont area to include traffic calming measures so that impacts brought about by changes in circulation patterns will be mitigated to below a level of significance.

To be deemed adequate, the Draft ISEA must be revised to include enough detail regarding proposed traffic circulation mitigation measures to demonstrate that the measures will actually reduce construction circulation impacts to below a level of significance.

Comment 7: Discussion of Environmental Evaluation—Impacts Associated with Construction (pp. 58-60)

To be deemed adequate, the Draft ISEA must be revised to include enough detail regarding proposed construction mitigation measures to demonstrate that the measures will actually reduce construction impacts to below a level of significance. The City is particularly concerned about the following impacts associated with construction, all of which will require mitigation:

- **Impact:** Interference with access for emergency service vehicles and trash collection services during construction
- Mitigation:** A detailed Transportation Management Plan available for review by the City that facilitates access
- **Impact:** Traffic congestion at the SR 71/Mission Boulevard intersection during construction
- Mitigation:** A detailed Construction, Transportation Management Plan available for review by the City that minimizes congestion
- **Impact:** Noise produced by heavy equipment traffic during construction
- Mitigation:** Noise blankets provided at overcrossings during construction
- **Impact:** Dust and debris produced during construction
- Mitigation:** Continual sweeping of streets during construction to minimize the spread of debris outside the project area
- **Impact:** Wear and tear inflicted upon streets during construction
- Mitigation:** After construction, repaving of streets that receive the brunt of detour diversions and construction vehicle traffic

Pomona 6: It is anticipated that stage construction detours and lane closures would be required for both directions of traffic during construction. A Transportation Management Plan (TMP) is required for this project. The TMP will identify ways to minimize traffic to pedestrians and residential areas during construction. The TMP will be finalized during the Plans, Specifications, and Estimate (PS&E) phase after consultation with the City of Pomona.

Pomona 7: Caltrans is committed to mitigate construction impacts to below a level of significance. More specifics will be provided during final design as the details of the construction process and mitigation measures are more fully developed. Caltrans will keep the City of Pomona informed of the progress as this information is developed.

Pomona 7A: All city streets as well as commercial and residential driveways will remain in service through the construction period. Therefore, traffic circulation will be as near as normal as possible to provide unhampered waste pickup. Municipal solid waste disposal programs would not be hampered should the project be constructed. In addition, as stated in Section 5-16, a Traffic Management Plan (TMP) will be prepared for this project and will be distributed to all appropriate agencies. The TMP will help minimize traffic congestion while constructing the new freeway and will be prepared in conjunction with the City of Pomona.

Pomona 7B: See response to 7A.

Pomona 7C: Text has been added to Section 5-20 in this IS/EA to use noise blankets on overcrossings when feasible.

Pomona 7D: Coordination of street sweeping activities will be done during the PS&E stage of project design, and be implemented to ensure these impacts do not negatively impact the local area.

Pomona 7E: A roadway survey will be conducted before



CITY OF CHINO HILLS
2001 ORLAND AVENUE
CHINO HILLS, CALIFORNIA 91709-1869
(909) 364-2600 • (909) 364-2695 FAX

CITY COUNCIL
ED M. GRADINI
W.C. "BOB" KRAUER
GARY G. LARSON
GAYNOR E. NORTON PHIBBS
JAMES S. THALMAN

February 28, 2002

Mr. Ronald Kosinski, Deputy District Director
Division of Environmental Planning (SR-71)
Department of Transportation
120 South Spring Street
Los Angeles, California 90012

Subject: Comments on Initial Study/Environmental Assessment for State Route
71 – Interstate 10 to State Route 60 – Freeway Upgrade/Interchange
Improvement Project

Dear Mr. Kosinski,

The City of Chino Hills received the subject initial study/environmental assessment and appreciates the opportunity to provide comments on the project. The City of Chino Hills views this project as being a high priority project to address traffic congestion within the region and, therefore we offer the following comments:

1. The City of Chino Hills fully supports the concept of a Transportation Management Plan (TMP) to address traffic impacts during construction. However, the TMP must be a comprehensive public information program to inform commuters of the time and duration of lane closures as well as identify alternate routes during peak commute periods. At a minimum, regular daily updates should be provided within local daily newspapers as well as through the proposed project website. Regularly scheduled meetings with local jurisdictions and law enforcement agencies should also be held at the beginning of the project and throughout construction.
2. The subject document does not address the potential impact of traffic using alternate routes around the construction zone. Given the long construction schedule for this project the "short term" impact of construction is likely more pronounced than for most projects. The environmental document should address impacts on surrounding roadways by identifying potential alternate routes and recommend appropriate mitigation. One potential alternate route that could impact

Chino Hills: 1: The development of traffic management plans has been identified as mitigation for impacts to traffic circulation during construction. Proactive communication between Caltrans and emergency service providers operating within the corridor will facilitate appropriate detour routes and provide adequate means of access to their service areas, with an acceptable amount of delay expected.

It is intended that sufficient communication will be conducted between Caltrans and emergency service providers operating within the corridor such that appropriate detour routes can be established and the providers will have adequate means of access to their service areas, with an acceptable expected amount of delay.

Chino Hills 2: The implementation of the Traffic Management Plan (TMP) and the Stage Construction plans will minimize traffic congestion during construction and will be developed in the final design phase of the project. Traffic circulation and patterns will be analyzed and action will be taken to minimize the amount of traffic delays due to construction. Caltrans will work with the City of Chino Hills to ensure that traffic congestion is minimized to the fullest extent possible. Signs and other information will be available to warn drivers of detours, construction delays and road closures.

Caltrans will continue to keep the City of Chino Hills informed as the project progresses.

Chino Hills continued.

MR. RONALD KOSINSKI
Page 2 - February 28, 2002

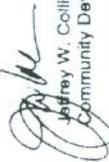
Chino Hills is trips that may choose to use Grand Avenue or Chino Hills Parkway to by pass the Chino Valley Freeway. Consideration should also be given to the need for enhanced traffic enforcement on alternate routes during construction to minimize traffic intrusion in these routes.

3. Project construction should be expedited to minimize impacts on the large volume of commuters that currently use this roadway. The long construction schedule and limited funding for this project acts to increase impacts to the transportation system and the environment.

On a separate matter, signage on the San Bernardino Freeway (I-10) and the Orange Freeway (Route 57) continues to inaccurately reference SR-71 as the Corona Expressway. Please correct signage to reflect the proper name of the subject roadway - Chino Valley Freeway, as it is confusing to motorists that are unfamiliar to the area that are using up to date maps.

Thank you for the opportunity to comment on this project. If you have any questions regarding our comments, please feel free to call me at (909) 364-2741.

Sincerely,



Jeffrey W. Collier
Community Development Director

cc: Mayor and City Council
Douglas N. La Belle, City Manager

Chino Hills 3: Comment Noted.
Has been notified about the sign. Caltrans also has a website that you can report construction and maintenance problems, which can be accessed at <http://www.dot.ca.gov/contactus.htm>



ASSOCIATION OF GOVERNMENTS

Main Office

818 West Seventh Street
11th Floor
Los Angeles, California
90017-3635

(213) 215-4000
(213) 215-4115

www.scag.ca.gov

February 26, 2002

Mr. Ronald J. Kosinski
Deputy District Director
Division of Environmental Planning
Department of Transportation, District 7
120 South Spring Street
Los Angeles, CA 90012

RE: Comments on the Initial Study / Environmental Assessment for the State Route 71 - Interstate-10 to State Route 60 Freeway Upgrade / Interchange Improvement Project - SCAG No. 1 20020017

Dear Mr. Kosinski:

Thank you for submitting the Initial Study / Environmental Assessment for the State Route 71 - Interstate-10 to State Route 60 Freeway Upgrade / Interchange Improvement Project to SCAG for review and comment. As a statewide clearinghouse for regionally significant projects, SCAG reviews the consistency of local plans, projects, and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

It is recognized that the proposed Project considers the construction and upgrade to State Route 71 to full freeway standards from Interstate 10 to State Route 60. The facility would be widened to three mixed flow lanes and on high occupancy vehicle (HOV) lane in each direction. The Project also proposes to improve Mission Boulevard with a grade separated partial cloverleaf interchange. The proposed Project is located in the City of Pomona, Los Angeles County. The proposed improvements will also involve the acquisition of new right-of-way.

SCAG has evaluated the Initial Study / Environmental Assessment for the State Route 71 - Interstate-10 to State Route 60 Freeway Upgrade / Interchange Improvement Project the Regional Comprehensive Plan and Guide (RCPG) and Regional Transportation Plan (RTP). The proposed Project is consistent with the 2001 RTP, and listed in the 2002001 - 2005008 Regional Transportation Improvement Program (Project ID, No. LA06951).

Policies of SCAG's RCPG and RTP, which may be applicable to your project, are outlined in the attachment. If you have any questions regarding the attached comments, please contact me at (213) 236-1967. Thank you.

Sincerely,

JEFFREY M. SMITH, ACP
Senior Planner
Intergovernmental Review

February 26, 2002
Mr. Ronald Kosinski
Page 2

COMMENTS ON THE INITIAL STUDY / ENVIRONMENTAL ASSESSMENT FOR THE STATE ROUTE 71 - INTERSTATE 10 TO STATE ROUTE 60 FREEWAY UPGRADE / INTERCHANGE IMPROVEMENT PROJECT SCAG NO. 1 20020017

PROJECT DESCRIPTION

The proposed Project considers the construction and upgrade to State Route 71 to full freeway standards from Interstate 10 to State Route 60. The facility would be widened to three mixed flow lanes and on high occupancy vehicle (HOV) lane in each direction. The Project also proposes to improve Mission Boulevard with a grade separated partial cloverleaf interchange. The proposed Project is located in the City of Pomona, Los Angeles County. The proposed improvements will also involve the acquisition of new right-of-way.

INTRODUCTION TO SCAG REVIEW PROCESS

The document that provides the primary references for SCAG's project review activity is the Regional Comprehensive Plan and Guide (RCPG). The RCPG chapters fall into three categories: core, ancillary, and bridge. The Growth Management (adopted June 1994), Regional Transportation Plan (adopted April 2001), Air Quality (adopted October 1995), Hazardous Waste Management (adopted November 1994), and Water Quality (adopted January 1995) chapters constitute the core chapters. These core chapters respond directly to federal and state planning requirements. The core chapters constitute the base on which local governments ensure consistency of their plans with applicable regional plans under CEQA. The Air Quality and Growth Management chapters contain both core and ancillary policies, which are differentiated in the comment portion of this letter. The Regional Transportation Plan (RTP) constitutes the region's Transportation Plan. The RTP policies are incorporated into the RCPG.

Ancillary chapters are those on the Economy, Housing, Human Resources and Services, Finance, Open Space and Conservation, Water Resources, Energy, and Integrated Solid Waste Management. These chapters address important issues facing the region and may reflect other regional plans. Ancillary chapters, however, do not contain actions or policies required of local government. Hence, they are entirely advisory and establish no new mandates or policies for the region.

February 28, 2002
Mr. Ronald Kosinski
Page 3

Bridge chapters include the Strategy and Implementation chapters, functioning as links between the Core and Ancillary chapters of the RCPG.

Each of the applicable policies related to the proposed project are identified by number and reproduced below in italics followed by SCAG staff comments regarding the consistency of the Project with those policies.

GENERAL SCAG STAFF COMMENTS

1. The IS/EA includes a short discussion on the RTP and RTP in regards to the proposed Project. The proposed Project is included in SCAG's 2001/01 - 2005/06 RTP.
2. The Final IS/EA should address the relationships (consistency with core policies and support of ancillary policies) to SCAG's Regional Comprehensive Plan and Guide and discuss any inconsistencies between the proposed project and applicable regional plans.

CONSISTENCY WITH REGIONAL COMPREHENSIVE PLAN AND GUIDE POLICIES

The Growth Management Chapter (GMC) of the Regional Comprehensive Plan and Guide contains a number of policies that are particularly applicable to the State Route 71 - Interstate-10 to State Route 80 Freeway Upgrade / Interchange Improvement Project.

- 3.01 The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies, shall be used by SCAG in all phases of implementation and review.
- 3.03 The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.

The Regional Transportation Plan (RTP) also has policies pertinent to this proposed project. This chapter links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations. Among the relevant policies of this chapter are the following:

February 28, 2002
Mr. Ronald Kosinski
Page 4

4.01 Transportation Investments shall be based on SCAG's adopted Regional Performance Indicators.

4.02 Transportation Investments shall mitigate environmental impacts to an acceptable level.

SCAG staff comments: The IS/EA identifies environmental impacts and details the measures mitigate these impacts. Pages 31 through 61 provide an environmental evaluation and recommended mitigation measures. The Project is consistent with this core RTP policy.

4.03 Major Investment Studies and other studies of regional transportation facilities shall include consideration of freight movement.

4.04 Transportation Control Measures shall be a priority.

4.16 Maintaining and operating the existing transportation system will be a priority over expanding capacity.

SCAG staff comments: The Draft IS/EA, in Section 1 (Purpose and Need for Project) discusses the need for the proposed Project and proposed improvements, which will help to maintain and operate the existing transportation system. The Project is supportive of this core RTP policy.

GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL QUALITY OF LIFE

The Growth Management goals to attain mobility and clean air goals and to develop urban forms that enhance quality of life, that accommodate a diversity of life styles, that preserve open space and natural resources, and that are aesthetically pleasing and preserve the character of communities, enhance the regional strategic goal of maintaining the regional quality of life. The evaluation of the proposed project in relation to the following policies would be intended to provide direction for plan implementation, and does not allude to regional mandates.

3.18 Encourage planned development in locations least likely to cause environmental impacts.

SCAG staff comments: The Project is proposed in a manner, which will minimize environmental impacts. Mitigation measures included in the IS/EA are recommended to address identified impacts. The Project is supportive of this

February 26, 2002
Mr. Ronald Kozinski
Page 5

ancillary RCPG policy.

3.20 Support the protection of vital resources such as wetlands, groundwater recharge areas, woodlands, production lands, and land containing unique and endangered plants and animals.

SCAG staff comments. The IS/EA in Section 5.6 includes discussions on the Project's impact on biological resources. Mitigation measures are recommended for tree removal, wetlands and the use of native plants for landscaping purposes. The Project is supportive of this ancillary RCPG policy.

3.21 Encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.

3.22 Discourage development, or encourage the use of special design requirements, in areas with steep slopes, high fire, flood, and seismic hazards.

3.23 Encourage mitigation measures that reduce noise in certain locations; measures aimed at preservation of biological and ecological resources; measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.

SCAG staff comments. The IS/EA acknowledges that the proposed Project would have noise impacts on some surrounding uses. Mitigation measures are recommended to address noise impacts on adjacent uses and construction. The Project is supportive of this ancillary RCPG policy.

AIR QUALITY CHAPTER CORE ACTIONS

The Air Quality Chapter core actions related to the proposed project includes:

5.07 Determine specific programs and associated actions needed (e.g., indirect source rules, enhanced use of telecommunications, provision of community based shuttle services, provision of demand management based programs, or vehicle-miles-traveled/emission fees) so that options to command and control regulations can be assessed.

5.11 Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional and local) consider air quality, land use, transportation and economic relationships to ensure consistency and minimize conflicts.

February 26, 2002
Mr. Ronald Kozinski
Page 6

WATER QUALITY CHAPTER RECOMMENDATIONS AND POLICY OPTIONS

The Water Quality Chapter core recommendations and policy options relate to the two water quality goals: to restore and maintain the chemical, physical and biological integrity of the nation's water; and, to achieve and maintain water quality objectives that are necessary to protect all beneficial uses of all waters.

11.07 Encourage water reclamation throughout the region where it is cost-effective, feasible, and appropriate to reduce reliance on imported water and wastewater discharges. Current administrative impediments to increased use of wastewater should be addressed.

CONCLUSIONS

1. As noted in the staff comments, the proposed State Routes 71 - Interstate-10 to State Route 80 Freeway Upgrade / Interchange Improvement Project Draft Initial Study / Environmental Assessment is consistent with or supports some of the core and ancillary policies in the Regional Comprehensive Plan and Guide and Regional Transportation Plan.

2. As noted in the General Staff Comments, the Final IS/EA should address the relationships (consistency with core policies and support of ancillary policies) to SCAG's Regional Comprehensive Plan and Guide and Regional Transportation Plan and discuss any inconsistencies between the proposed project and applicable regional plans.

3. All feasible measures needed to mitigate any potentially negative regional impacts associated with the proposed project should be implemented and monitored, as required by CEQA.

SCAG 1: Comments noted. The State Route 71 Freeway Upgrade/ Mission Boulevard Improvement Project is identified in Southern California Association of Government's 2001 Regional Transportation Plan and the 2000/01-2005/06 Regional Transportation Improvement Program. It is consistent with SCAG's RCPG, RTP, and RTP.

This letter is identified as Chino

Chino: Comments noted. Caltrans will continue to keep the City of Chino informed as the project progresses.



CITY OF CHINO

GLENN DUNGAN
TOM BAUGHBY
DENNIS YATES
City Members

GLEN ROSAS
City Manager

April 10, 2002

Mr. Ronald J. Kosinski, Deputy District Director
Division of Environmental Planning (SR 71)
Department of Transportation
120 South Spring Street
Los Angeles, California 90012

Subject: SR-71 at Mission Boulevard, Initial Study/Environmental Assessment

Dear Mr. Kosinski:

This will acknowledge receipt of the above-referenced environmental document, and to also apologize for the late response. We have reviewed the study and offer the following general comment.

The City of Chino continues to be very supportive of all efforts to complete the final segments of SR 71 to full freeway status. The proposed Mission Boulevard Interchange improvements are a step in that direction. Therefore, we do not have any substantive comments on the project at this time.

Thank you for the opportunity to comment on the environmental report. We would appreciate being kept informed as the project develops. Please feel free to contact me directly at (909) 464-8307 should you have any questions.

Sincerely,

Thomas A. Dauna, T.E.
Transportation Manager

TAD:pr

U.S. GOVERNMENT PRINTING OFFICE: 2001 O-348-988

11200 Central Avenue, Chino, California 91710
Mailing Address: P.O. Box 667, Chino, California 91708-0667
(909) 627-3377 • (909) 591-6215 Fax
Web Site: www.cityofchino.org



Ansari, Ahmad

From: Santos, Elvie
Sent: Monday, February 25, 2002 12:56 PM
To: Ansari, Ahmad; Peraza, Carl
Subject: Mtg. re Mission and 71 Frwy
Importance: High

Ms. Betty Shisey of 1748 Buffington, Pomona (Westmont area) wants to know the status of the meeting held sometime last week (2/20?) regarding the above. Would like to receive any information you may have. Please call her at (909) 629-2437. Thank you for your assistance.

Elvie Santos
Deputy City Clerk
City of Pomona
elvie_santos@ci.pomona.ca.us

Shisey: Copies of the Project Information Sheet and the Frequently Asked Questions handouts, which were distributed at the public hearing/community meeting, were mailed to the resident on March 6, 2002.

QUESTION / COMMENT CARD

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
120 S. SPRING STREET
LOS ANGELES, CA 90012


Caltrans

NAME: CHRISTINE ABEDINI DATE: 2-24-02
ADDRESS: 21 Hunter Point Rd Pomona CITY/ZIP: 91766
REPRESENTING: Personal opinion PHONE: (909) 622-7577

I wish to speak. I would like to have the following question answered.
 I would like to have the following statement filed for the record. I am opposed in favor Neutral to the project

If you would like to speak or have your question answered, please hand the card to a Caltrans representative.

At the meeting of 2/20 - Westmont Comm. Center, it was suggested that Old Pomona Rd be closed and keep N-Ranch Rd open - Just an observation Old Pomona Rd gives direct access to Decker School & Park, Fire Dept & Community Center, Gas Station. Why would you close that Road? It is also wide & has a median. Is safety 4 lanes wide?

Graphic Services • Q/C Card 7/11/00

Abedine: Due to the comments we received during the public comment period the North Ranch Road overcrossing has been rejected from the list of alternatives. The only proposed overcrossing will be at Mission Boulevard and Ninth Street. All other streets within the project limits will be closed as cul-de-sacs.

QUESTION / COMMENT CARD

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
120 S. SPRING STREET
LOS ANGELES, CA 90012



NAME: ALFREDO FLORES RODRIGUEZ DATE: 2-25-02
 ADDRESS: 1690 W. NINTH ST. CITY/ZIP: POMONA, CA 91766
 REPRESENTING: Self PHONE: (909) 629-5149

- I wish to speak. I would like to have the following question answered.
 I would like to have the following statement filed for the record. I am opposed in favor Neutral to the project
 If you would like to speak or have your question answered, please hand the card to a Caltrans representative.

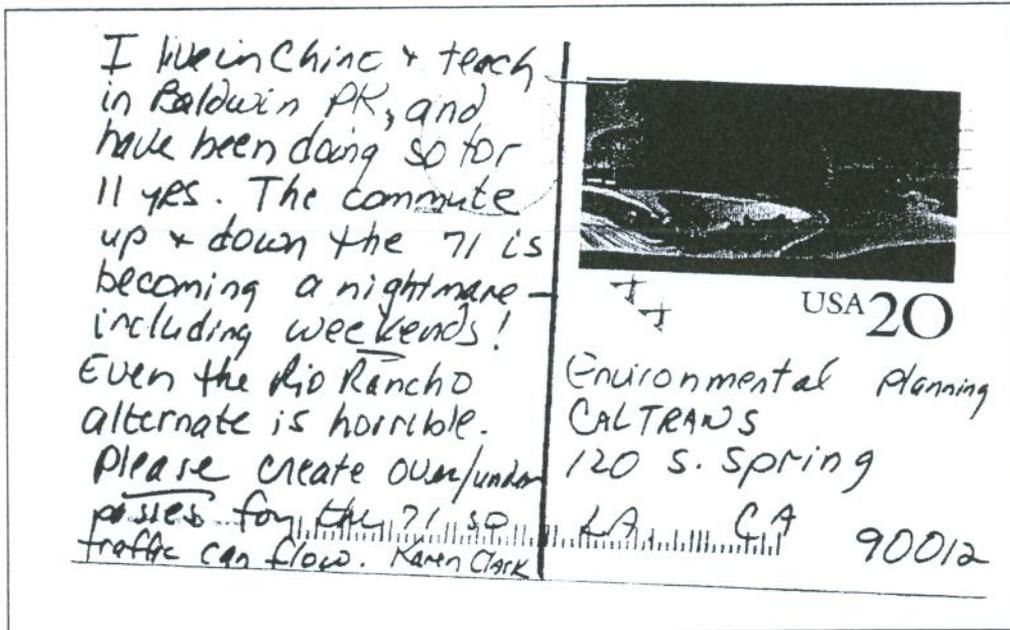
I wish to receive all pertinent information in regards to the current project in Spanish. Also, I would like access to a 1800 number for questions and comments. I wish the appraisal be completed by a person who speaks Spanish. I would also like to know who is responsible for the Relocation process.

Graphic Services • Q/C Card 7/11/00

Rodriguez : Per your request we will send all pertinent information regarding this project in Spanish. We have a few Right-of-Way publications, which are available in Spanish and have since been mailed to you.

The Department currently does not have a toll free number for the public to access. However, our Public Relations office can be reached at (213) 897-3800, Monday-Friday from 8 a.m-5 p.m. They will be able to answer your questions and direct your comments to the appropriate department.

A right-of way agent will be assigned to the project area. Once an agent has been assigned and has contacted you then you can notify them that you would like to proceed in Spanish. This part of the appraisal process is not scheduled to begin until 2004.



Clark: Caltrans acknowledges your support for the project

QUESTION / COMMENT CARD

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
120 S. SPRING STREET
LOS ANGELES, CA 90012

Caltrans

NAME: Jason A. Sanchez DATE: 7/11/00
 ADDRESS: 38 Canyon Blvd CITY/ZIP: Pomona, CA 91768
 REPRESENTING: Pomona City PHONE: (951) 261-3447

I wish to speak. I would like to have the following question answered.
 I would like to have the following statement filed for the record. I am opposed in favor Neutral to the project
 If you would like to speak or have your question answered, please hand the card to a Caltrans representative.

- For the Record we are in favor of either the Fully Repaved Freeway (Alternative 2A) or Half Repaved (Alternative 2B)
 * We are concerned about how traffic will be managed. Many people currently use Village Loop (a side position) and will probably ↑ in number during construction. How will traffic be managed? When the City of Pomona Parkway the street with the ↑ in traffic as is already needed.

Graphic Services • CVC Card 7/11/00

Sanchez: Caltrans acknowledges your support for Alternatives 2A and 2B. The implementation of the Traffic Management Plan (TMP) and the Stage Construction plans will mitigate traffic congestion during construction and will be developed in the design phase of the project. Traffic circulation and patterns will be analyzed and action will be taken to minimize the amount of traffic delays due to construction. Caltrans will work with the City of Pomona to ensure that traffic congestion is minimized to the fullest extent possible. Advance notice in the form of signs and other information will be available to warn drivers of detours, construction delays and road closures.

According to Pomona's Public Works Department, Village Loop is currently under design and is scheduled to award construction in Spring 2002. Construction is anticipated to begin summer 2002.

QUESTION / COMMENT CARD

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
120 S. SPRING STREET
LOS ANGELES, CA 90012



NAME: MARIA MDOBARAK DATE: 2-21-02
 ADDRESS: 42 ROLLING RIDGE DR CITY/ZIP: 71764
 REPRESENTING: _____ PHONE: (909) 622 3865

I wish to speak. I would like to have the following question answered.
 I would like to have the following statement filed for the record. I am opposed in favor Neutral to the project
 If you would like to speak or have your question answered, please hand the card to a Caltrans representative.

I WOULD LIKE TO KNOW WHAT IS THE STATUS
OF BUILDING A SOUNDWALL - WESTBOUND 60 FWY
FROM PHILLIPS RANCH ROAD TO DIAMOND BAR BLVD.
THE NOISE IS EXCESSIVE AND THE POTENTIAL
DANGER OF A RUN AWAY TRUCK GOING OFF THE
ROAD INTO THE HOMES IN THAT AREA IS TREMENDOUS

Graphic Services • Q/C Card 7/11/00

Mobarak: Soundwalls on State Route 60 is not part of the scope of work for this project. Caltrans has no plans at this time to build a soundwall along that stretch of freeway. Your request has been forwarded to the Caltrans Noise Investigation Unit for further review.

QUESTION / COMMENT CARD

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
120 S. SPRING STREET
LOS ANGELES, CA 90012



NAME: WESLEY K. CHING DATE: MAR-12-02
 ADDRESS: 1611-TUNICER RIDGE - PENNA CITY/ZIP: 91766
 REPRESENTING: _____ PHONE: (909) 622-7571

I wish to speak. I would like to have the following question answered.
 I would like to have the following statement filed for the record. I am opposed in favor Neutral to the project
 If you would like to speak or have your question answered, please hand the card to a Caltrans representative.

I BELIEVE A ROAD SHOULD BE CONSTRUCTED PARALLEL TO
BT 91-JOHNIV, WEST AND AREA NORTH RANCH RD TO PHILLIPS DR
TO RAISE PHILLIPS DR INTO A SIX LANE ONLY ISOLATE
THE "WEST MOUNT AREA" FROM THE DOWNTOWN, GARD, AND
PHILLIPS RANCH SHOPPING AREAS - INCLUDING WAL MART
STORE. I DON'T THINK THE MERCHANTS WILL BE HAPPY
IF THEY KNEW THAT PHILLIPS DR IS TO BE CLOSED.

Graphic Services • Q/C Card 7/11/00

Ching Traffic volumes on North Ranch Road and Phillips Drive are relatively low and would not justify constructing a frontage road in this area. Vehicles turning from SR-71 onto North Ranch Road totaled 66 vehicles in the AM peak hour and 121 vehicles in the PM peak hour. In addition, the existing slope terrain would require constructing two large retaining walls on either side of the road. These walls would increase the project cost without justification. Motorist will be able to use the North Ranch Road exit as an alternate route to enter the Phillips Ranch area.

QUESTION / COMMENT CARD

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
120 S. SPRING STREET
LOS ANGELES, CA 90012



NAME: MICHAEL AND MARGARITA MEJIA DATE: 03-01-2002
ADDRESS: 1727 FLEMING STREET POMONA CITY/ZIP: 91766
REPRESENTING: OUR HOME PHONE: (909) 622-7307

I wish to speak. I would like to have the following question answered.
 I would like to have the following statement filed for the record. I am opposed in favor Neutral to the project
If you would like to speak or have your question answered, please hand the card to a Caltrans representative.

"THE OUTER PERIMETER IS A NESTING GROUND FOR RODENTS AND HAVE CAUSED A RODENT PROBLEM IN OUR HOUSE & THE NEIGHBORHOOD."
I AM IN FAVOR OF THE FOLLOWING ALTERNATIVE 3:
* OUR FIRST CHOICE IS (ALTERNATIVE 2B) IT REMOVES THE NEIGHBORS HOME AND VINES THAT GIVES NESTING GROUNDS FOR RODENTS, SNAKES, POSSOMS, ETC...
* OUR SECOND CHOICE IS (ALTERNATIVE 3) WE CAN SAVE THE CITY & TAX PAYER MONEY & START FRESH IN ANOTHER HOME. THIS WOULD BE THE BEST CHOICE FOR BOTH RESIDENTS & THE CITY. SOMETHING'S CHANGE IS GOOD.

Mejia: Comment noted.

QUESTION / COMMENT CARD

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
120 S. SPRING STREET
LOS ANGELES, CA 90012



NAME: DR. MARY B. BLACKETT DATE: 2/20/02
ADDRESS: 1153 BLUE HILLS CITY/ZIP: POMONA
REPRESENTING: THE CITY OF POMONA PHONE: (909) 862-1111

I wish to speak. I would like to have the following question answered.
 I would like to have the following statement filed for the record. I am opposed in favor Neutral to the project
If you would like to speak or have your question answered, please hand the card to a Caltrans representative.

RESIDENTS OFF OF PHILLIPS ROAD (WEST OF ITEN) ARE LOSING ACCESS TO PHILLIPS ROAD. WE WANT TO BE REOPENED AT STORRS PLACE AND HAVE WATER TOWER ON THE HILL.

Graphic Services • Q/C Card 7/11/00

Blackett: Currently, there are three fire stations servicing the neighborhoods along State Route 71. Fire Station #181, located at 590 South Park Avenue near the civic center; Station #188, located at 18 Village Loop Road; and Station #186, located at 1980 West Orange Grove Ave. These three fire stations will provide sufficient fire protection to the Westmont area. According to the City of Pomona there are no plans to open a road at Storrs Place.

This letter is identified as Mr. Zunde

February 25, 2002

California Department of Transportation, District 7
120 S. Spring Street
Los Angeles, CA 90012

RE: 71 Freeway Project
Page 1 of

MAR 0 2002

MAR 0 2002

To whom it may concern,

I recently had the opportunity to attend one of your informational meetings regarding the 71-freeway project. I am pleased to here that this roadway will finally be completed. However, I do have a few concerns, which I would like to express.

- A. As a resident of Phillips Ranch, I see no reason to have a bridge at North Ranch Road. Not only would it disrupt the flow of neighboring streets that would have to be closed off with cul-de-sacs, it would also create additional traffic use by non-residents. This community has already been affected greatly by your misunderstanding that a connector ramp from the south 71 to the west 60 would not get much use. Please, no bridge and no more access points!
- B. The paperwork I received addresses some landscape issues. However, I was told that the freeway landscaping will be handled as a separate financial issue and will not proceed until additional monies are approved. Currently the west side of the 71 is heavily planted with numerous trees. It is my hope that you will consider saving a number of these trees and using them in the landscape design from the 60-freeway north to at least Mission Blvd. Please do not leave the area barren for weed growth.
- C. As for sound walls I would ask that you consider using some type of decorative block walls along with vine type plantings that will inhibit the amount of graffiti that can be applied. Please, no concrete panels or colored cinder block. It would be nice if you would at least continue the same look that is currently along the 71 south of the 60-freeway.

Sincerely,



Robert Zunde
43 Sundance Dr.
Phillips Ranch, CA 91766

Zunde A: The North Ranch Road overcrossing has been removed from the list of alternatives due to the comments we received during the public comment period. The only proposed overcrossing will be Mission Boulevard and the Ninth Street Bridge. All other streets along SR-71 will be cul-de-sacs.

Zunde B: Caltrans plans to provide new roadside landscaping in areas where existing landscaping will be removed once construction of the project has been completed. Caltrans will make every attempt to incorporate the trees that already exist into the project. However, in some cases it may be necessary to remove some trees in order to accommodate the new freeway. Section 5-5 of the IS/EA identifies mitigation measures for highway plantings.

Zunde C: Caltrans will work with Pomona to determine a choice of materials compatible in color and texture with the existing environment for retaining walls, sound walls, and other roadway structure.

This letter identified as Mr. Palminteri

February 28, 2002

Ronald J. Kosinski Deputy Director
Division of Environmental Planning (SR 71)
Department of Transportation (Caltrans)
120 S. Spring Street
Los Angeles CA 90012

Dear Mr. Kosinski,

We the residents of Phillips Ranch are in favor of the planned improvements to SR-71. But without an on ramp from southbound SR-71 to westbound SR-60 and westbound SR-60 to northbound SR-71, our area will be used as a freeway detour. Please take the time to monitor the problem we now have. Please respond.

Sincerely

Charles Palminteri
20 Navajo Trail in
Phillips Ranch CA 91766
909-822-2019

*Lucas R. Coonan - 31 Mill Valley Rd Phillips Ranch ca
William H. Ryan 21 Navajo Trail, Pomona, CA 91766
George G. Lyons 21 Navajo Trail, Pomona, CA 91766
George G. Lyons 1911 Westview Ave Pomona, CA 91766
George G. Lyons 20 Navajo Trail, Pomona, CA 91766
Thomas J. Kelly 4 Alameda Trail in Pomona, CA 91766
Kurt J. Fox 8 Navajo Trail in Pomona, CA 91766
Mable Palminteri 20 Navajo Trail in Pomona, CA 91766
- at Coonan's 26 Mill Valley Rd Pomona, CA 91766
Ed. Mandy 1 Knoll View, Pomona, CA*

February 28, 2002

Ronald J. Kosinski Deputy Director
Division of Environmental Planning (SR 71)
Department of Transportation (Caltrans)
120 S. Spring Street
Los Angeles CA 90012

Dear Mr. Kosinski,

We the residents of Phillips Ranch are in favor of the planned improvements to SR-71. But without an on ramp from southbound SR-71 to westbound SR-60 and westbound SR-60 to northbound SR-71, our area will be used as a freeway detour. Please take the time to monitor the problem we now have. Please respond.

Sincerely

Charles Palminteri
20 Navajo Trail in
Phillips Ranch CA 91766
909-822-2019

*James Sheresa Skerold 11 North Slope Lane, Pomona
Paul Lee 11 North Slope Lane, Pomona CA
James Skerold 20 North Slope Ln Pomona CA
James Skerold 20 North Slope Ln Pomona
Paul Skerold 21 North Slope Ln Pomona
Rice Johnson 12 North Slope Lane Pomona
MARC Kelly 21 North Slope Lane Pomona
Beth Montalvo 27 North Slope Lane Pomona
Humberto 29 North Slope Ln Pomona
Doreen 25 North Slope Ln Pomona
Mr. Orono - 15 North Slope Lane Pomona
Lydonia Kolliga 17 Deer Creek Pomona, CA*

Mr. Palminteri continued

Ron J. Brown 74500 3 Navajo Trail Rd.
Sharon & Steve Luoto 38 Mill Valley Rd. Pomona
Pat & Sue Cluzze 29 Franciscan Pl. Pomona
Carmel & Robert Stevens 4579 Grand Ave. in Pomona
John & Kathleen Whitman 4140 Grand Ave. in Pomona

Palminteri: Caltrans is aware of the missing connectors from the freeway system. At this time, there is no funding or plans for building those connectors. Traffic analyses showed that traffic volumes for the ramps are too low at this time to justify building the connectors. Ramps connecting the northbound SR-71 to eastbound SR-60 were designed, but not built due to a conflict with the sign at Pomona Towne Center.

This letter is identified as Leslie Hedges

Ronald J. Kozinski, Deputy Director
Division of Environmental Planning (SR-71)
Department of Transportation (Caltrans)
120 S. Spring Street,
Los Angeles, CA 90012

Leslie C. Hedges,
4, Sage Canyon Road,
Phillips Ranch,
Pomona,
CA 91766

February 22nd 2002

Dear Sir,

After attending the community meeting at Westmont Park Center on Wednesday February 20th regarding the SR71 Freeway and Mission Boulevard Interchange, I still have a series of questions that were not fully answered at the meeting.

The Aerial photographs on display showed "construction easements" markings relative to Sage Canyon Road and Hunter Point. If I understood your Traffic Engineer correctly, by adopting Alternative A, our existing boundary walls at the rear of our properties would be replaced with sound walls. All property owners concerned will want exact details of these proposals.

As you may or may not know, Sage Canyon Road, is an elevated site, some 60 - 80ft above the level of the existing Expressway. Your engineer freely admitted that full studies had not been carried out in spite of the handout information stating a comprehensive study had been made. Mr. Gary Iversen? was not aware that the Sage Canyon was elevated.

I was told that possibly two "tiebacks" would be required when landscaping, in addition to the proposed sound walls. My question then, and still remains, how will my views and property values be affected?

As stated at the Meeting, it is recognized that traffic congestion must be addressed in an agreed and logical manner. At this time, I cannot be in agreement with the Alternative 2A until such time as I receive much fuller details of the impact on my home of nearly twenty years.

I await your comments as soon as possible.

Yours truly,

Leslie C. Hedges.

c.c. Councilman Elliot Rothman
District #5

Hedges 1. Soundwalls will be designed during the final design stage. At that time exact wall locations will be determined as well as construction details showing how the new walls will tie into your existing property walls. Caltrans will keep residents informed regarding easements and design features as the project progresses to the final design phase.

Hedges 2. The property in question is located at 4 Sage Canyon Road. This property is the second house from the corner of Sage Canyon and North Ranch Road. The house is around the bend from the houses that are parallel to the State Route 71 Expressway. Therefore, there will not be a sound wall directly behind the property owner's house. There will be a sound wall constructed behind the houses located on Hunter Point Road. Overall, the view of the property owner will not change very much. Because the location of the property with respect to the soundwall, and the elimination of the North Ranch Road bridge structure, the slope and landscaping behind this property owner's house will not change significantly.

Hedges 3. Neighborhoods are unique and property values are dependent on market supply and demand. A soundwall could be considered as an enhancement to your property making a difference for a lot of people who will benefit from a decrease in noise from the freeway. Depending on the exact location of your property, and the positioning and height of the soundwall, it may partially obstruct your current view. However, most property owners prefer a reduction in noise.

Hedges 4. The implementation of the Traffic Management Plan (TMP) and the Stage Construction plans will mitigate traffic congestion during construction and will be developed in the design phase of the project. Traffic circulation and patterns will be analyzed and action will be taken to minimize the amount of traffic delays due to construction. Caltrans will work with the City of Pomona to ensure that traffic congestion is minimized to the fullest extent possible. Signs and other information will be available to warn drivers of detours, construction delays and road closures.

This letter is identified as Meruelo Living Trust

Meruelo Living Trust
761 Terminal Street, 2nd floor
Los Angeles, Ca 90021
(213) 627-5045; fax (213) 627-5979

March 5, 2002

Mr. Ronald Kosinski, Deputy District Director
Division of Environmental Planning (SR-71)
Department of Transportation
120 S. Spring Street
Los Angeles, CA 90012

Re: State Route 71
Initial Study-Environmental Assessment

Dear Sirs:

The Meruelo Living Trust ("MLT") is the property owner at 1875 W. Mission Boulevard, Pomona, CA 91766. The property is located at the northwest corner of the intersection of SR-71 and Mission Boulevard and further identified as the Tech Systems site. It has an assessor's parcel number of 8707-019-004. The following represents MLT's comments regarding this project.

The proposed ramp at Mission Blvd. as designed does involve a taking of a portion of our property. That is not correctly reflected in the Initial Study/Environmental Assessment (see page 11). MLT is currently marketing the existing building and property for lease. A partial take of our property may affect our ability to attract occupants to our property. Our proposed uses for the existing building are for retail, entertainment and office.

The current design of the Mission Boulevard off ramp eliminates the current driveway entrance to our property. We request that the project show a new driveway entrance and potential traffic signal at Mission and Westmont Street.

The "AT-GRADE" option is the most preferable to MLT because:

1. The AT-GRADE option provides the best exposure to our property from SR-71 and Mission Boulevard. Retail, entertainment and office uses benefit from exposure to cars traveling North and South bound on SR 71. The proposed bridge elevating Mission Blvd. could obstruct sight lines for cars traveling North bound if they were traveling below grade.

1 of 2

2. The AT-GRADE option will take the least amount of time to construct and complete. The proposed project will have a "chilling effect" on MLT's ability to attract occupants to our building. The current proposed schedule of project completion in June 2009 is already long enough. Any additional construction aspects, such as digging 40' below grade and finding environmentally hazardous substances, will only cause project completion delays beyond June 2009.

Thank you for your consideration of our comments.

Sincerely,

Richard Meruelo
Meruelo Living Trust

Meruelo 1 Text has been added to section 2-7 of the IS/EA to reflect that a portion of your property would be required for this project.

Meruelo 2 The Project Report incorporates a driveway with a left turn pocket across from Westmont Street. Caltrans engineers will evaluate the proposed driveway during the Plans, Estimate and Specifications (PS&E) stage.

The justification for the installation of a traffic signal at an intersection is based on warrants stated in the Traffic Design Manual and in the Manual on Uniform Traffic Control Devices published by the Federal Highway Administration (FHWA). Delay, congestion, approach conditions, driver confusion, future land use or other evidence of the need for right of way assignment beyond that which could be provided by stop signs

must be demonstrated. Once the project has been completed Caltrans traffic engineers will evaluate the location in question to determine if the intersection warrants a traffic signal.

Meruelo 3 Comment noted. The City of Pomona and the community at large will not support an at-grade freeway. In addition, implementation of Alternative 3 would have unacceptably great impacts to the community.

Meruelo 4 Comment Noted. Freeway construction times of all three alternatives would be very close to the same. For the at grade alternative, the contractor may save some time because there would be less dirt to excavate. However, more extensive construction work would be needed to build the Ninth Street overcrossing which would eliminate any time saved from lesser roadway excavation.

Alternative 2B, the preferred alternative requires excavating a maximum of 15 feet in depth for the depressed section of SR-71. None of the project alternatives ever proposed excavating more than 32 feet in depth.

7-0 LIST OF PREPARERS

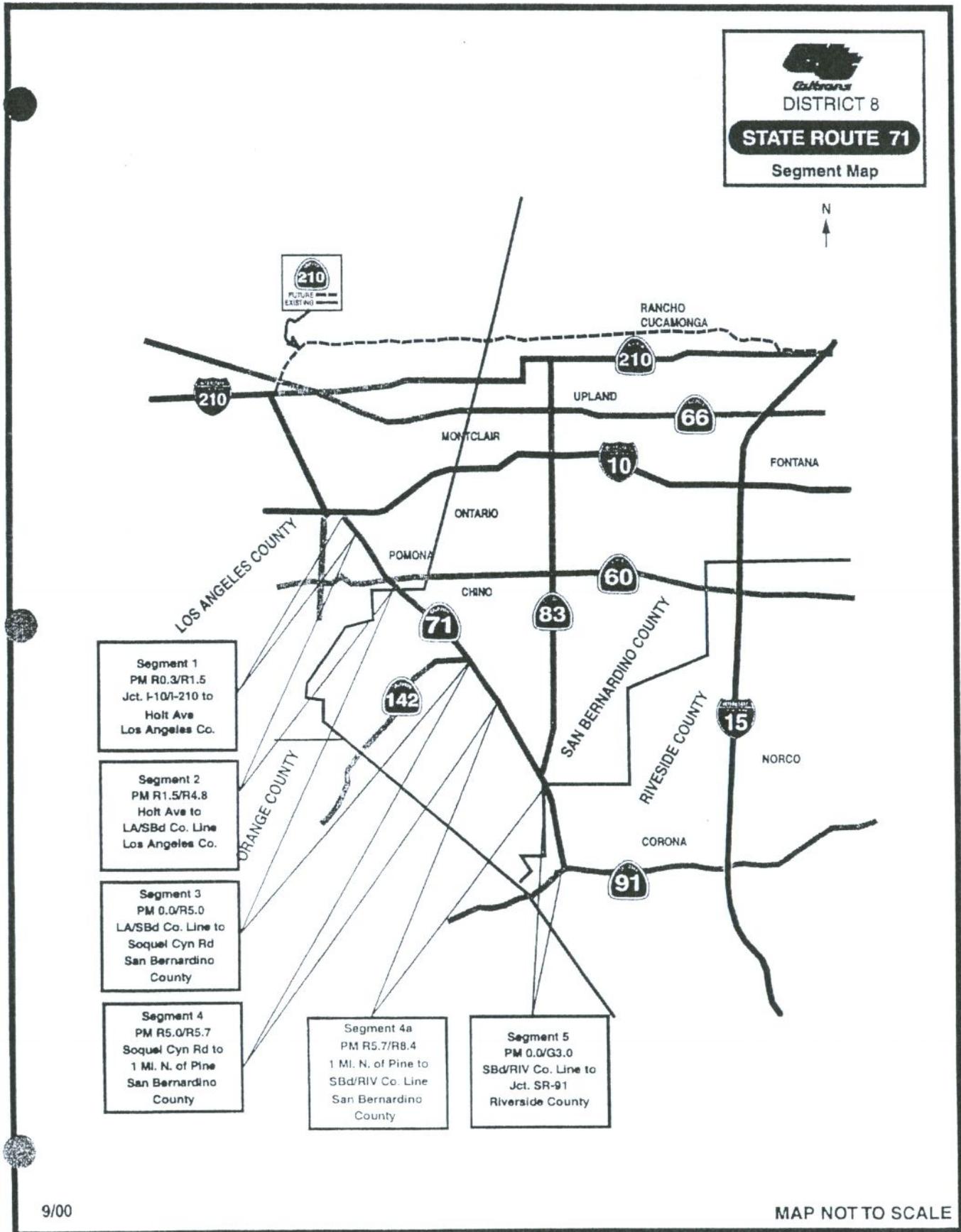
Ronald Kosinski, Deputy Director, Division of Environmental Planner
Gary Iverson, Senior Environmental Planner
Dawn Kukla, Environmental Planner
Barbara Sylvia, Environmental Planner (Archeologist)
Kelly Ewing, Associate Environmental Planner (Architectural Historian)
Paul Caron, Senior Environmental Planner (Biological Resources)
Steve Chan, Senior Transportation Engineer, (Hazardous Waste)
Ruben Decastro, Transportation Engineer (Hazardous Waste)
Jin Lee, Senior Transportation Engineer (Noise Investigations)
Arpi Kilidjian, Transportation Engineer (Noise Investigations)
Curtis Johnson, Associate Landscape Architect (Visual Impact Analysis)
Yi Su, Landscape Architect (Visual Impact Analysis)
Ralph Sasaki, Senior Transportation Engineer (Hydraulics)
Gustavo Ortega, Senior Engineering Geologist (Geotechnical Analysis)
Shirley Pak, Transportation Engineer (Water Quality Analysis)
Fouad Abdelkerim, Senior Transportation Engineer (Air/Energy/Water Quality)
Lorna Foster, Right-of-Way, Relocation Impact Analysis

Caesar Resler, Senior Transportation Engineer, Office of Project Development B
Paul Crispi, Transportation Engineer, Office of Project Development B
Peter Dinh, Transportation Engineer, Office of Project Development B

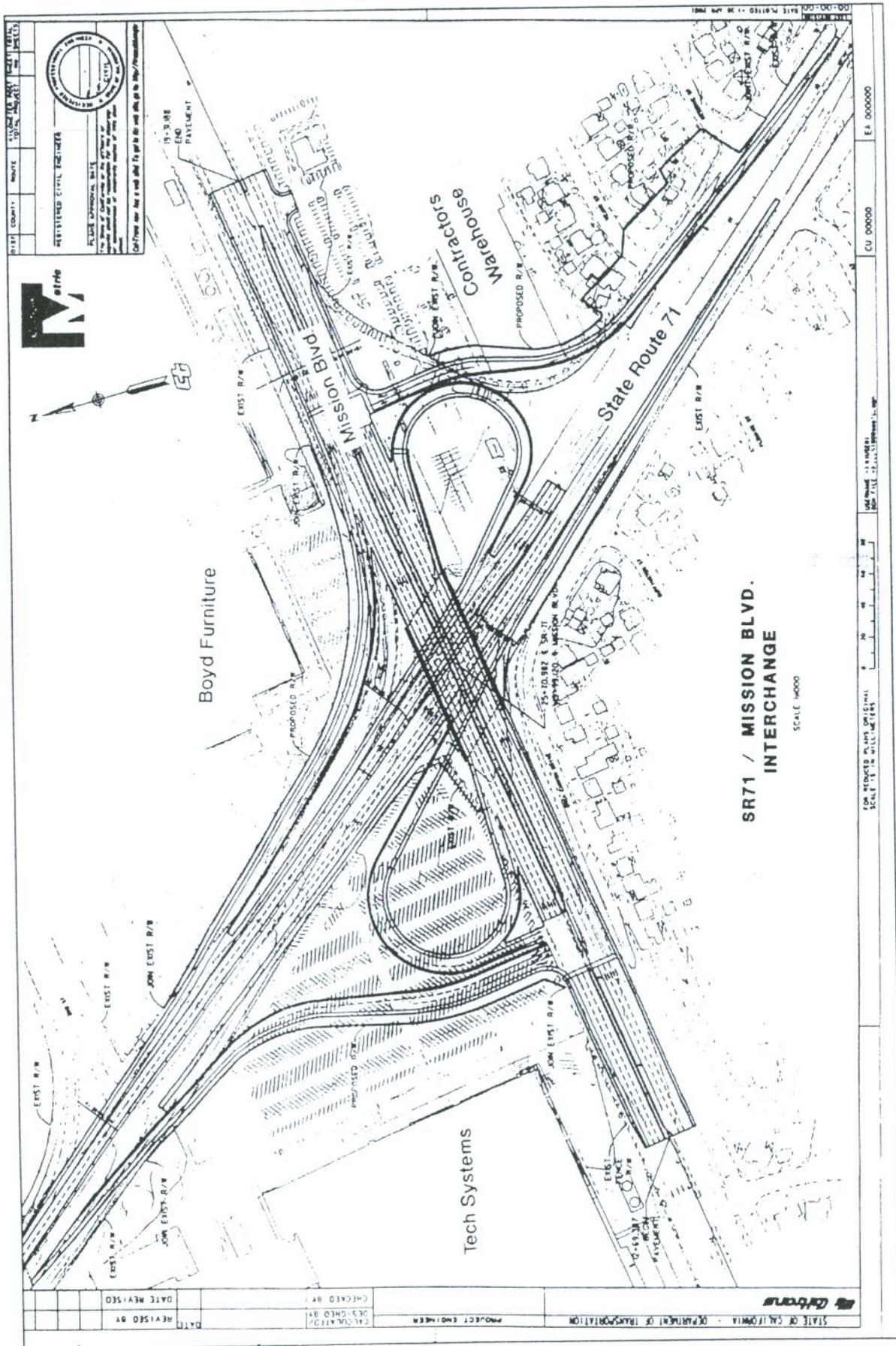
Dave Gilstrap, Traffic Forecasting
Clive Russel, Traffic Operations

APPENDICES

APPENDIX A- State Route 71 Segment Map



APPENDIX B- Mission Boulevard Layout



APPENDIX C- EXOTIC PLANT SPECIES

Exotic invasive species that are not native to California that should not be used for planting on California Department of Transportation right-of-ways due to potential adverse effects on native ecosystems.

Scientific Name (origin)	Common Name	Family
<i>Aptnia cordifolia</i> (So. Africa)	dew plant	Aizoaceae
<i>Arctotheca calendula</i> (So. Africa)	capeweed	Astersaceae
<i>Artothca stoechadifolia</i> (So. Africa)	large-flowered African daisy	Astersaceae
<i>Carpobrotus edulis</i> (So. Africa)	hottentot fig	Aizoaceae
<i>Carpobrotuus chinensis</i> (So. Africa)	sea fig	Aizoaceae
<i>Cistus spp.</i> (Europe)	rock rose	Cistaceae
<i>Cytisus spp.</i> (Europe)	Scottish or Spanish broom	Fabaceae
<i>Coreopsis gigantiea</i> (no. Cal-hybridizes w/so. Cal sea dahlia)	giant sea dahlia	Asteraceae
<i>Cortaderia spp.</i> (Chile/Argentina)	pampas grass	Poaceae
<i>Dimorphotheca sinata</i> (So. Africa)	cape marigold	Asteraceae
<i>Drosanthemum spp.</i> (So. Africa)	rosea ice plant	Aizoaceae
<i>Eucalyptus globosus</i> (Australia)	blue gum	Myrtaceae
<i>Ganzania linearis</i> (So. Africa)	ganzania	Asteraceae
<i>Genista spp.</i> (Canary Islands)	broom	Fabaceae
<i>Hedreria helix</i> (Eurasia)	English ivy	Araliaceae
<i>Lampranthus coccineus</i> (So. Africa)	ice plant	Aizoaceae
<i>Malephora crocea</i> ((So. Africa)	croceum ice plant	Aizoaceae
<i>Osteospermum eclonis</i> (So. Africa)	African daisy	Asteraceae
<i>Pennisetum spp.</i> (Africa)	fountain grass	Poaceae

Scientific Name (origin)	Common Name	Family
<i>Schinus molle</i> (So. America)	Peruvian pepper tree	Anacardiaceae
<i>Schinus terebinthifolius</i> (So. America)	Brazilian pepper tree	Anacardiaceae
<i>Spartium junceum</i> (Mediterranean)	Spanish broom	Fabaceae
<i>Trifolium fragiferum</i> (Europe)	strawberry clover	Fabaceae
<i>Trilolium hirtum</i> 'Hyron' (cultivar?)	hyron rose clover	Fabaceae
<i>Vinca major</i> (Europe)	greater periwinkle	Apocynaceae

APPENDIX D: SUMMARY OF RELOCATION BENEFITS

I.I. IMPORTANT RELOCATION ASSISTANCE INFORMATION

The following explanation is general in nature and is not intended to be a complete statement of Federal and State relocation laws and regulations. Any questions concerning relocation should be addressed to Caltrans Right-of-Way.

Any persons displaced will be assigned to a relocation advisor, who will work closely with each displacee in order to see that all payments and benefits are fully utilized, and that all regulations are observed, thereby avoiding the possibility of displaces jeopardizing or forfeiting any of their benefits of payments. At the time of the first written offer to purchase the property, owner-occupants are given a detailed explanation of the State's relocation services. Tenant occupants of properties to be acquired are contacted soon after the first written offer to purchase, and also are given a detailed explanation of the Caltrans Relocation Program. To avoid loss of possible benefits, no individual, family, business, farm, or nonprofit organization should commit to purchase or rent a replacement property without first contacting a Caltrans relocation advisor.

II. RELOCATION ASSISTANCE ADVISORY SERVICES

The California Department of Transportation will provide relocation advisory assistance to any person, business, farm or non-profit organization displaced as a result of the Department's acquisition of real property for public use. The Department will assist displacees in obtaining replacement housing by providing current and continuing information on the availability and prices of houses for sale and rental units that are comparable, "decent, safe and sanitary." Non-residential displacees will receive information on comparable properties for lease or purchase. For information on business, farm and non-profit organization relocation, refer to Section IV.

Residential replacement dwellings will be in equal or better neighborhoods, at prices within the financial means of the individuals and families displaced, and reasonably accessible to their places of employment. Before any displacement occurs, comparable replacement dwellings will be offered to displacees that are fair housing open to all persons regardless of race, color, religion, sex, national origin, and consistent with the requirements of Title VIII of the Civil Rights Act of 1968. This assistance will also include supplying information concerning federal and state assisted housing programs and any other appropriate services being offered by public and private agencies in the area.

Persons who are eligible for relocation payment(s) and who are legally occupying a property required for the project will not be asked to move without first being given 90 days written notice, and not unless at least one decent, safe, and sanitary replacement residence, available on the market, is offered to them by Caltrans.

III. RESIDENTIAL RELOCATION PAYMENTS PROGRAM

The Relocation Payments Program will help eligible residential occupants by paying certain costs and expenses. These costs are limited to those necessary for, or incidental to, purchasing or renting the replacement dwelling and actual reasonable moving expenses to a new location within 50 miles of the displacees' property. Any actual moving costs in excess of the 50-mile limit will be the responsibility of the displacees. The Residential Relocation Program is summarized below:

Moving Costs

Any displaced person, who was lawfully in occupancy of the acquired property regardless of the length of occupancy in the acquired property, will be eligible for reimbursement of the moving costs. Displacees will receive either the actual reasonable costs involved in moving themselves and personal property up to a maximum of 50 miles, or a fixed payment based on a fixed moving cost schedule which is determined by the number of furnished or unfurnished rooms in the displacement dwelling.

Replacement housing Payment- 180 day Owner Occupants

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

Homeowners who have owned and occupied their properties for 180 days prior to the date of the first written offer to purchase the property, may qualify to receive a price differential payment and may qualify to receive reimbursement for certain nonrecurring costs incidental to the purchase of the replacement property. An interest differential payment is also available if the loan rate for the mortgage on the replacement dwelling is higher than the loan rate on the displacement dwelling, subject to certain limitations.

The maximum combination of these supplemental payments that the owner-occupant can receive is \$22,500. If the total entitlement (without the moving payments) is in excess of \$22,500, the Last Resort Housing Program will be applied. Refer to synopsis of Last Resort Housing below.

Replacement Housing Payment – 90 day Occupant

Tenants who have occupied the property to be acquired by Caltrans for 90 days or more and owner-occupants of 90 to 179 days *prior to the date of the first written offer to purchase* may qualify to receive a rental differential payment. This payment is made when Caltrans determines that the cost to rent a comparable "decent, safe and sanitary" replacement dwelling would be more than the present rent of the acquired dwelling. As an alternative, the tenant may qualify for a down payment benefit designed to assist in the purchase of a replacement property and the payment of certain costs incidental to the purchase, subject to certain limitations noted under the "Down Payment" section below. The maximum payment to any tenant of 90 days or more and any owner-occupant of 90-179 days, in addition to moving expenses, will be \$5,250. If the total entitlement for rental supplement exceeds \$5,250, the Last Resort Housing Program will be used. A 90 day occupant may choose to convert their Rent Differential to a Down Payment to aid in purchasing a replacement property. The down payment and incidental expenses cannot exceed the maximum payment of \$5,250. The one-year eligibility period in which to purchase and occupy a "decent, safe, and sanitary" replacement dwelling will apply. Please refer to Last Resort Housing clarification below.

The displaced person must rent and occupy a "decent, safe and sanitary" replacement dwelling within one year from the date the department takes legal possession of the property, or from the date the displacee vacates the department-acquired property, whichever is later.

Down Payment

The down payment option has been designed to aid owner-occupants of 90 to 179 days and tenants with no less than 90 days of continuous occupancy prior to the Department's first written offer. The down payment and incidental expenses cannot exceed the

maximum payment of \$5,250. The one year eligibility period during which to purchase and occupy a "decent, safe and sanitary" replacement dwelling will apply.

Last Resort Housing

Federal regulations (49 CFR 25) contain the policy and procedure for implementing the Last Resort Housing Program on federal aid projects. Caltrans, in order to maintain uniformity in the program, has also adopted these federal guidelines on non-federal-aid projects. Last Resort Housing benefits are, except for the amounts of payments and the methods in making them, the same as those benefits for standard relocation as explained above. Last Resort Housing has been designed primarily to cover situations where available comparable replacement housing, or when their anticipated replacement housing payments exceed the \$5,250 and \$22,500 limits of standard relocation procedures. In certain exceptional situations, last resort housing may also be used for tenants of less than 90 days.

Other Relocation Information

After the first written offer to acquire the property has been made, Caltrans will, within a reasonable length of time, personally contact the displacees to gather important information relating to: preferences in areas of relocation; the number of people to be displaced and the distribution of adults and children (according to age and gender); location of schools and employment; special arrangements necessary to accommodate disabled family members; and the financial ability to relocate into a comparable replacement dwelling which will house all members of the family decently.

The above explanation is general in nature and is not intended to be a complete explanation of relocation regulations. Any questions concerning relocation should be addressed to Caltrans. Any persons to be displaced will be assigned to a relocation advisor, who will work closely with each displaced household in order to see that all payments and benefits are fully utilized, and that all regulations are observed, thereby avoiding the possibility of displacees jeopardizing or forfeiting any of their benefits or payments.

IV. THE NONRESIDENTIAL RELOCATION ASSISTANCE PROGRAM

The Nonresidential Relocation Assistance Program provides assistance to businesses, farms and non-profit organizations in locating suitable replacement property and reimbursement for certain costs involved in relocation. The Relocation Advisory Assistance Program will provide current lists of properties offered for sale or rent, suitable for particular business's specific relocation needs. The types of payments available to eligible businesses, farms and non-profit organizations are moving, searching, and reestablishment expenses. Moving expenses may include the following actual, actual reasonable costs:

- The relocation of inventory, machinery, office equipment, and similar business-related personal property; dismantling, disconnecting, crating, packing, loading, insuring, transporting, unloading, unpacking, and reconnecting personal property.
- Loss of tangible personal property provides payment to relocate for "actual direct" losses of personal property that the owner elects not to move.

- Expenses related to searching for a new business site can be reimbursed up to \$1,000 for actual reasonable cost incurred.

Reestablishment Expenses

Reestablishment expenses relating to the operation of the business at the new location, up to \$10,000 for reasonable expenses actually incurred.

In Lieu Payment

A fixed payment in lieu of moving and searching payments, and reestablishment payment, may be available to businesses that meet certain eligibility requirements. This payment is an amount equal to the average annual net earnings for the last two taxable years prior the relocation and may not be less than \$2,000, nor more than \$20,000.

V. ADDITIONAL INFORMATION

Relocation Payments

Reimbursement for moving costs and replacement housing payments are **not** considered income for the purpose of the Internal Revenue Code of 1954, or resources for the purpose of determining the extent of eligibility of the displacee for assistance under the Social Security Act, local "Section 8" housing programs, or other federal assistance programs.

Right to Appeal

Any person, business, farm or nonprofit organization, which has been refused a relocation payment by the Caltrans relocation agent or believes that the payment offered by the agency are inadequate, may appeal for a special hearing of their complaint. No legal assistance is required. Information about the appeal procedure is available from your relocation agent.

The information above is not intended to be a complete statement of all of the Department's laws and regulations. At the time of the first written offer to purchase, owner-occupants are given a more detailed explanation of the state's relocation services. Tenant occupants of properties to be acquired are contacted immediately after the first written offer to purchase, and also given a more detailed explanation of the Department's relocation programs.

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



July 26, 2000

TITLE VI
POLICY STATEMENT

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

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

JEFF MORALES
Director

APPENDIX F

The following is a list of agencies, elected representatives, and private groups that were recipients of copies of this document.

Federal

U.S. Senator Dianne Feinstein
U.S. Senator Barbara Boxer
Congressman Gary Miller
Department of the Interior
Federal Railroad Administration

✓ U.S. Environmental Protection Agency
✓ U.S. Army Corps of Engineers
✓ U.S. Fish and Wildlife Service
U.S. Dept of Health and Human Services

State

Senator Nell Soto
Senator Bob Margett
Senator Robert Pacheco
Assemblymember Gloria McLeod
California Transportation Commission
Dept. of Conservation
Dept. of Fish and Game
Dept. of Health Services
Dept. of Housing/Community Development
Dept. of Parks and Recreation
Dept. of Water Resources

Energy Commission
Highway Patrol
Native American Heritage Commission
Public Utilities Commission
Railroad Operations and Safety Branch
State Lands Commission
State Clearing House
University of California
Water Quality Control Board
Water Resources Control Board

Regional

South Coast Air Quality Management District
Southern California Association of Governments

Los Angeles County

Gloria Molina 1st District Supervisor
Don Knabe, 4th District Supervisor
County of LA, Candid Neal, Planning Division
Pomona City Council
Edward Cortex, Mayor of Pomona
City of Pomona, Department of Public Works
City of Pomona, Mayor Edward Cortez,
City of Pomona, David Nelson
Metropolitan Transportation Agency

San Bernardino County

Board of Supervisors
Public Works
Planning Commission
Parks Department
San Bernardino Associated Governments
Fred Aguiar, 4th District Supervisor
Gwen Norton-Perry, Mayor of Chino Hills
Eunice Ulloa, Mayor of Chino

Interested Parties

Automobile Club of Southern California
Bernard Marquez
Brian T. Clayton
California Wildlife Federation
California Institute of Public Transportation
Carlos Ceballos
Celia Muug
City of Diamond Bar, Mayor Wen Chang
David Lugar
Edwards Residence
Foothill Transit
Juan Duarte
Expo Outlet Center

Gary and Tammy Schaal
Charlene Smith
David Fisher
The Bond Residence
Robert Zunde
Leslie Hedges
Betty Shisey
Blanca Sanchez
Anthony Auros
Mary Blackett
Betty Shisey

Mike Hillman
Orange County Transportation Agency
Pat McGowen
Raquel Salcedo
R. Rachel Madrigal
Rudy Fernandez
Sierra Club
Tressle Farris
Woods Residence
Wyndham Residence
Juan Anayortega
Contractors Warehouse
General Dynamics

Arlene Costa
Meruelo Living Trust
Maria Mobarak
Charles Palminteri
Wesley Ching
Dennis Eckel
Richard Meruelo
Alfredo Rodriguez
The Mejia Residence
Christine Abedine
Sanchez Residence

✚ Army Cor
300 North Los Angeles Blvd
LA CA 90012

✚ U.S. Senator

APPENDIX G LIST OF ACRONYMS

ADT	Average Daily Traffic
AADT	Annual Average Daily Traffic
ACC	Accidents
APE	Area of Potential Effect
APEFZA	Alquist-Priolo Earthquake Fault Zoning Act
AQMP	Air Quality Management Plan
ASR	Archaeological Survey Report
dBA	Measurement unit for noise traffic
BMPs	Best Management Practices
CAAA	Clean Air Act Amendments
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CFR	Code of Federal Regulation
CNPS	California Native Plant Society
CDFG	California Department of Fish and Game
CEQA	California Environmental Quality Act
CHP	California Highway Patrol
CO	Carbon Monoxide
DTSC	Department of Toxic Substances Control
EIS/EIR	Environmental Impact Statement/Environmental Impact Report
EPA	U.S. Environmental Protection Agency
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FTIP	Federal Transportation Improvement Plan
HPSR	Historic Property Survey Report
HOV	High Occupancy Vehicle
IS/EA	Initial Study/Environmental Assessment
ISA	Initial Site Assessment
LARTS	Los Angeles Regional Transportation System
LAMTA	Los Angeles County Metropolitan Transportation Authority
Leq	Unit that measures equivalent sound levels by energy output per hour
LOS	Level of Service
m	meter
MFL	Mixed Flow Lane
ML	Local Magnitude
Mm	Moment Magnitude gives a consistent scale of earthquake size
MTBE	Methyl Tertiary Butyl Ether
MVM	Million Vehicle Miles
NAC	Noise Abatement Criteria
NASR	Negative Archaeological Survey Report
NDDDB	Natural Diversity Database
ND/FONSI	Negative Declaration/Finding of No Significant Impact
NEPA	National Environmental Policy Act
NHS	National Highway System
NO ₂	Nitric Oxide
O ₃	Ozone
OH	Overhead Bridge
PM	Particulate Matter
RAP	Relocation Assistance Program
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
R/W	Right-of-Way
RWQCB	Regional Water Quality Control Board
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SFR	Single Family Residence
SHPO	State Historic Preservation Office
SIP	State Implementation Plan
SR	State Route
STIP	State Transportation Improvement Program
SWPPP	Storm Water Pollution Prevention Plan
TASAS	Traffic Accident Surveillance and Analysis System
TMP	Traffic Management Plan
TRPH	Total Recoverable Petroleum Hydrocarbon
USC	United States Code
USGS	United States Geological Service
USFWS	United States Fish and Wildlife Service
USTs	Underground Storage Tanks
VMT	Vehicle Miles Traveled
VPH	Vehicles per hour
WPCP	Water Pollution Control Plan

Alternative 2B
Half Depressed Freeway Layouts
with Soundwall locations

PROJECT NO.	LA 07
COUNTY	LA
ROUTE	71
PROJECT	RI0.837-7.2421

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

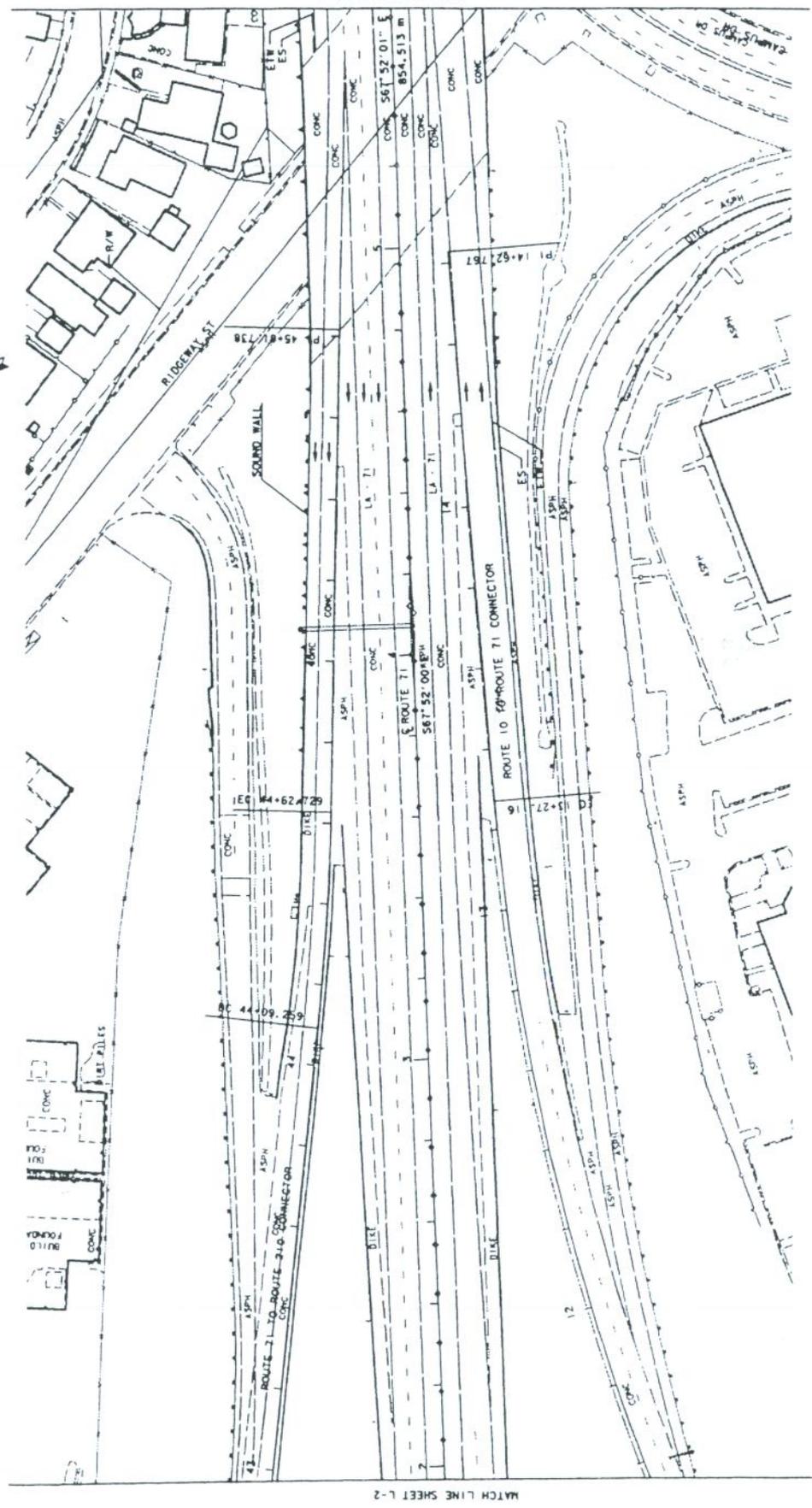
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ALTERNATIVE 2B - HALF DEPRESSED FREEWAY



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	PROJECT ENGINEER	CHECKED BY	DATE
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ALTERNATIVE 2A - FULLY DEPRESSED FREEWAY



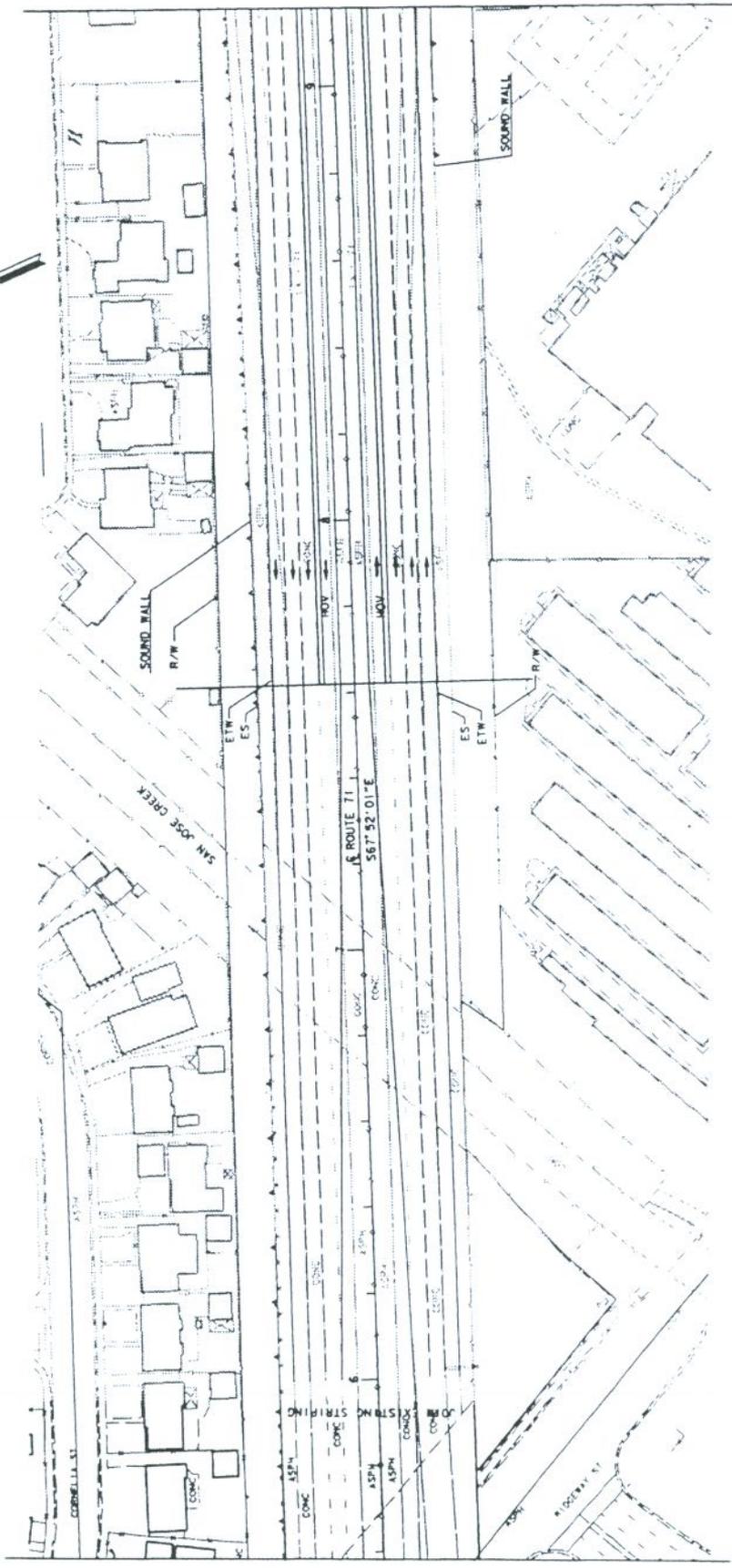
REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE: _____

The State of California or other authority having jurisdiction shall not be held responsible for any errors or omissions on these plans or the consequences of their use.

California Plan No. _____ To get in the web site, go to: <http://www.cesb.org>

DIST.	COUNTY	ROUTE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
07	LA	71	RI0.837-7.242	1	1



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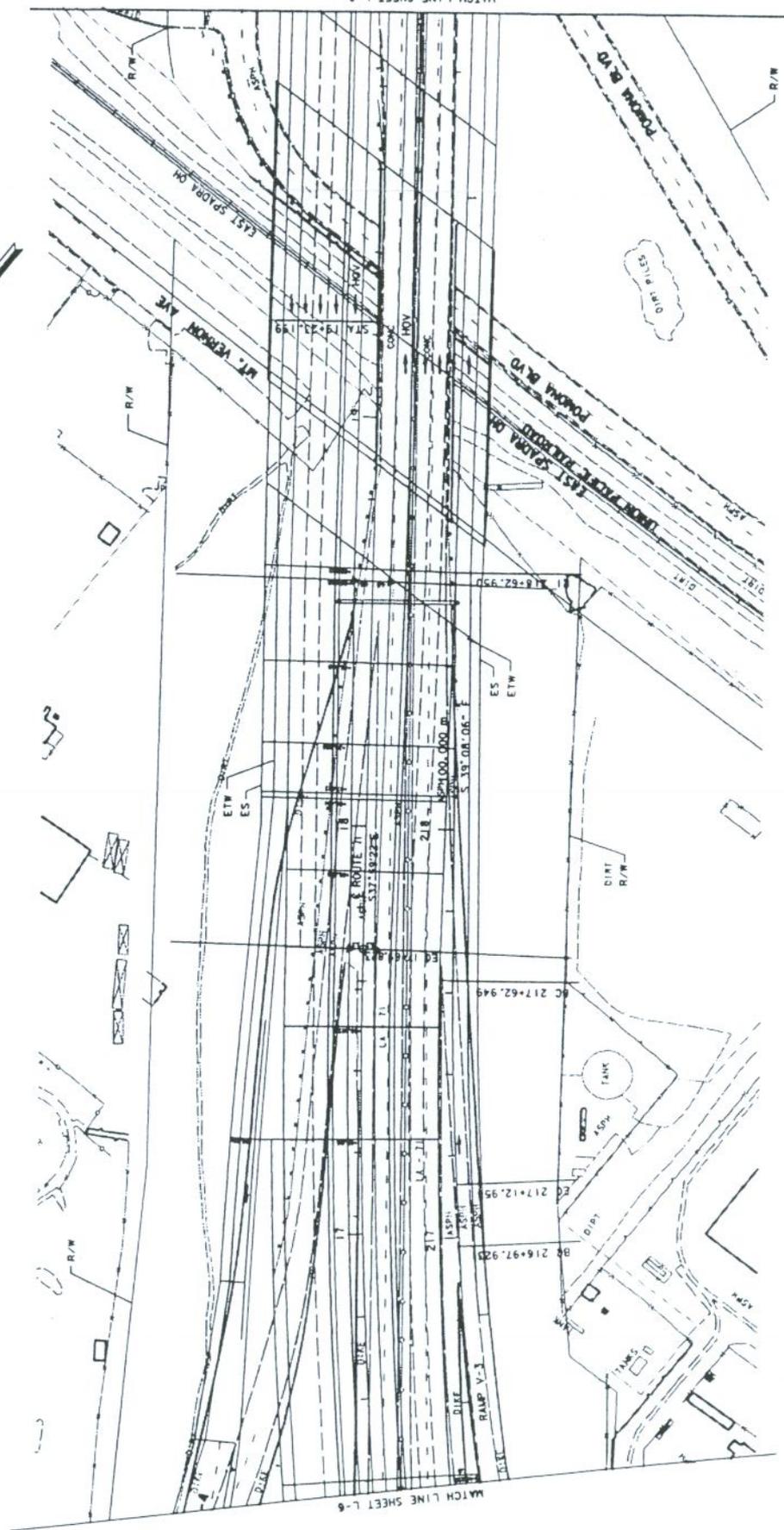
THE STATE OF CALIFORNIA

FOR THE PURPOSES OF THE PUBLIC WORKS ACT OF 1987, THE ENGINEER'S SEAL AND SIGNATURE ARE REQUIRED ON ALL DRAWINGS AND SPECIFICATIONS OF SUBSTANTIAL NATURE OF THIS PROJECT.

Contract Item No. 6 and 6B. To get to the work site go to: 10101/Amundson/2421



ALTERNATIVE 2B - HALF DEPRESSED FREEWAY



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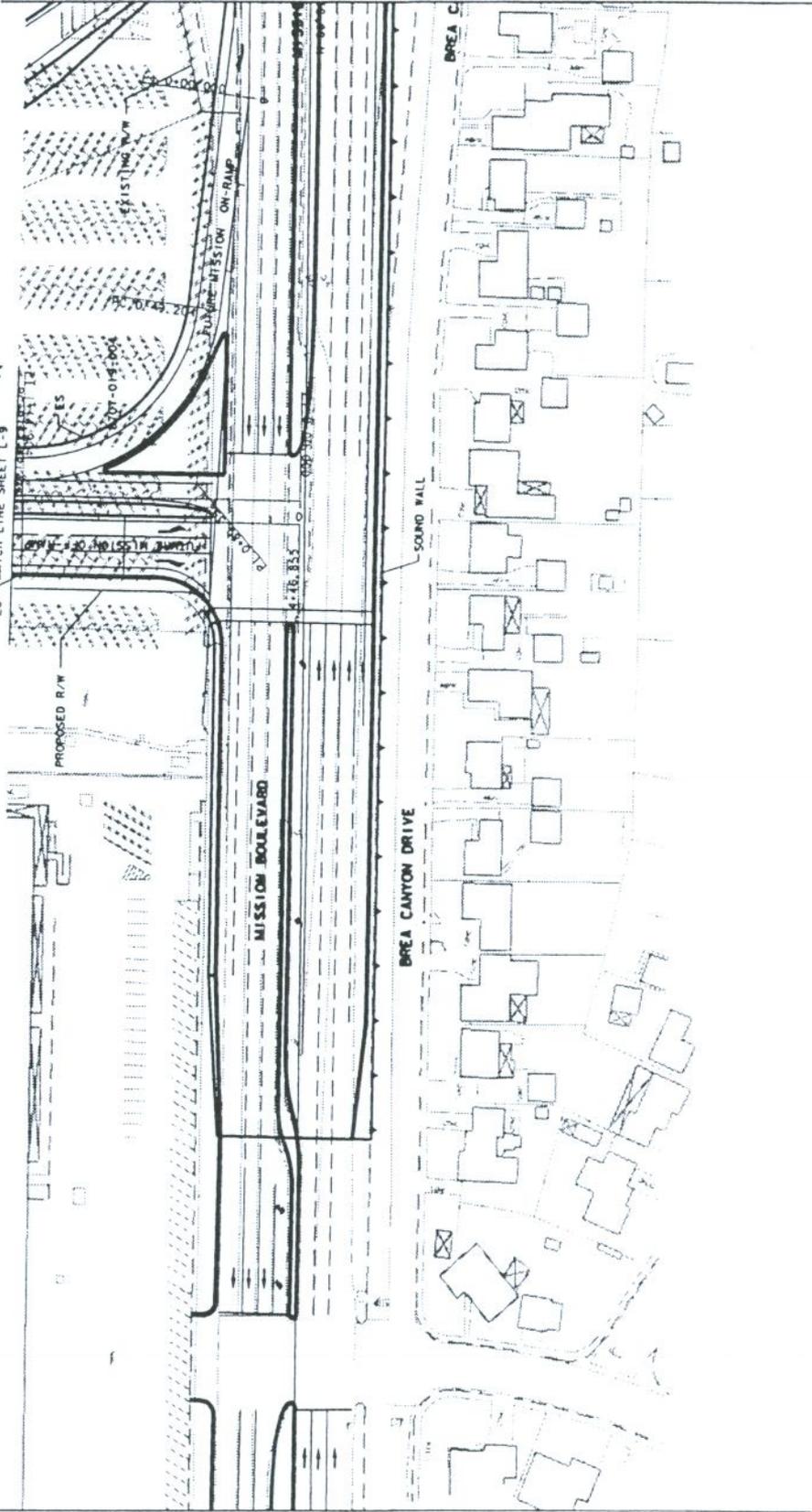
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PROJECT NO.	1014
DATE	10/14/03
COUNTY	LA
ROUTE	71
PROJECT	RI0.837-1.2421
REGISTERED CIVIL ENGINEER	
PLANS APPROVAL DATE	



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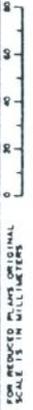


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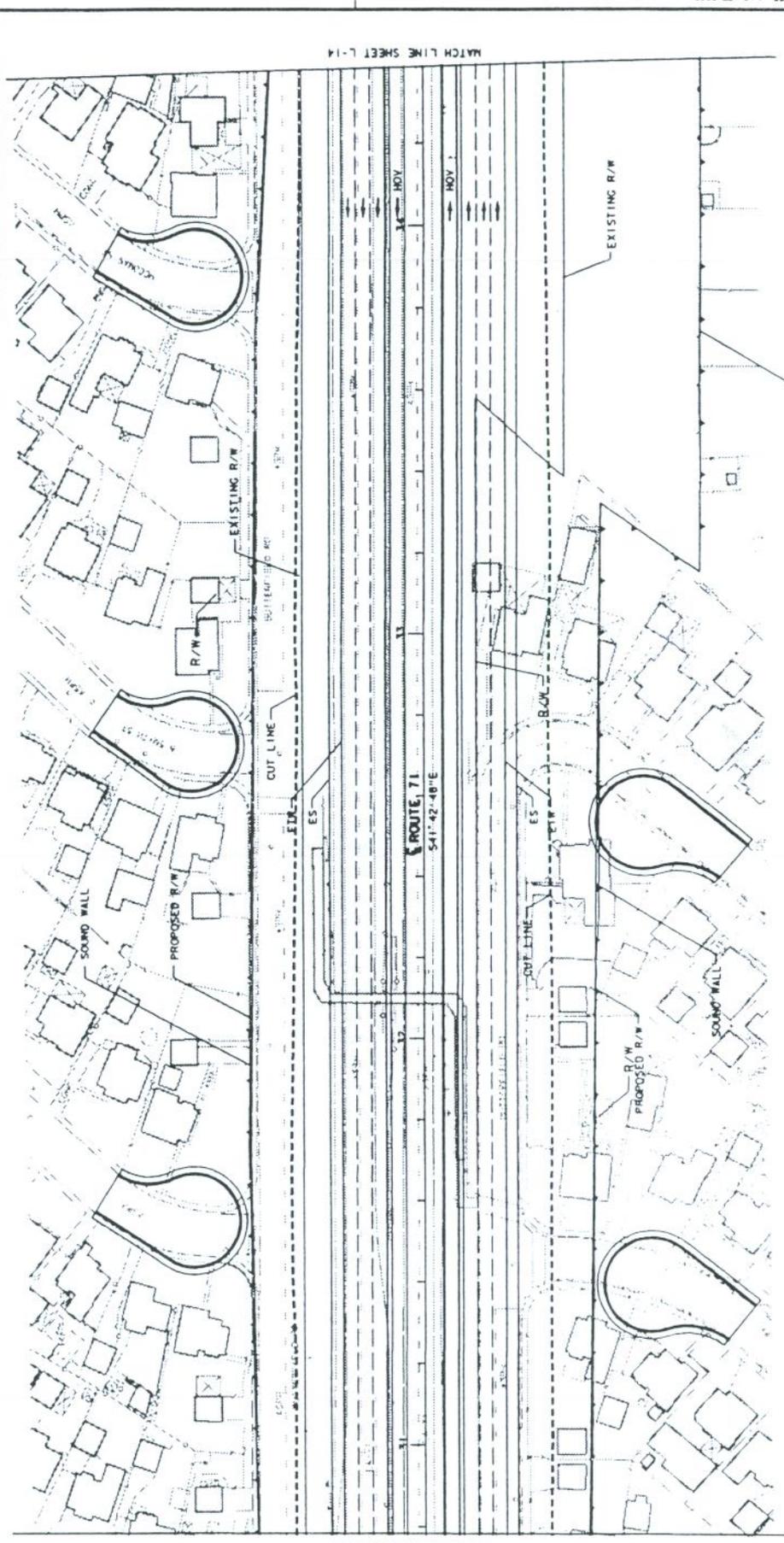
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DATE PLOTTED: 10/14/03

PROJECT NO.	07	LA	71	NO. 837-7.2421
DIST. COUNTY	ROUTE 71			
TOTAL SHEETS	71			
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ALTERNATIVE 2B - HALF DEPRESSED FREEWAY



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REVISOR	DATE	DATE



ALTERNATIVE 2B - HALF DEPRESSED FREEWAY

REGISTERED CIVIL ENGINEER

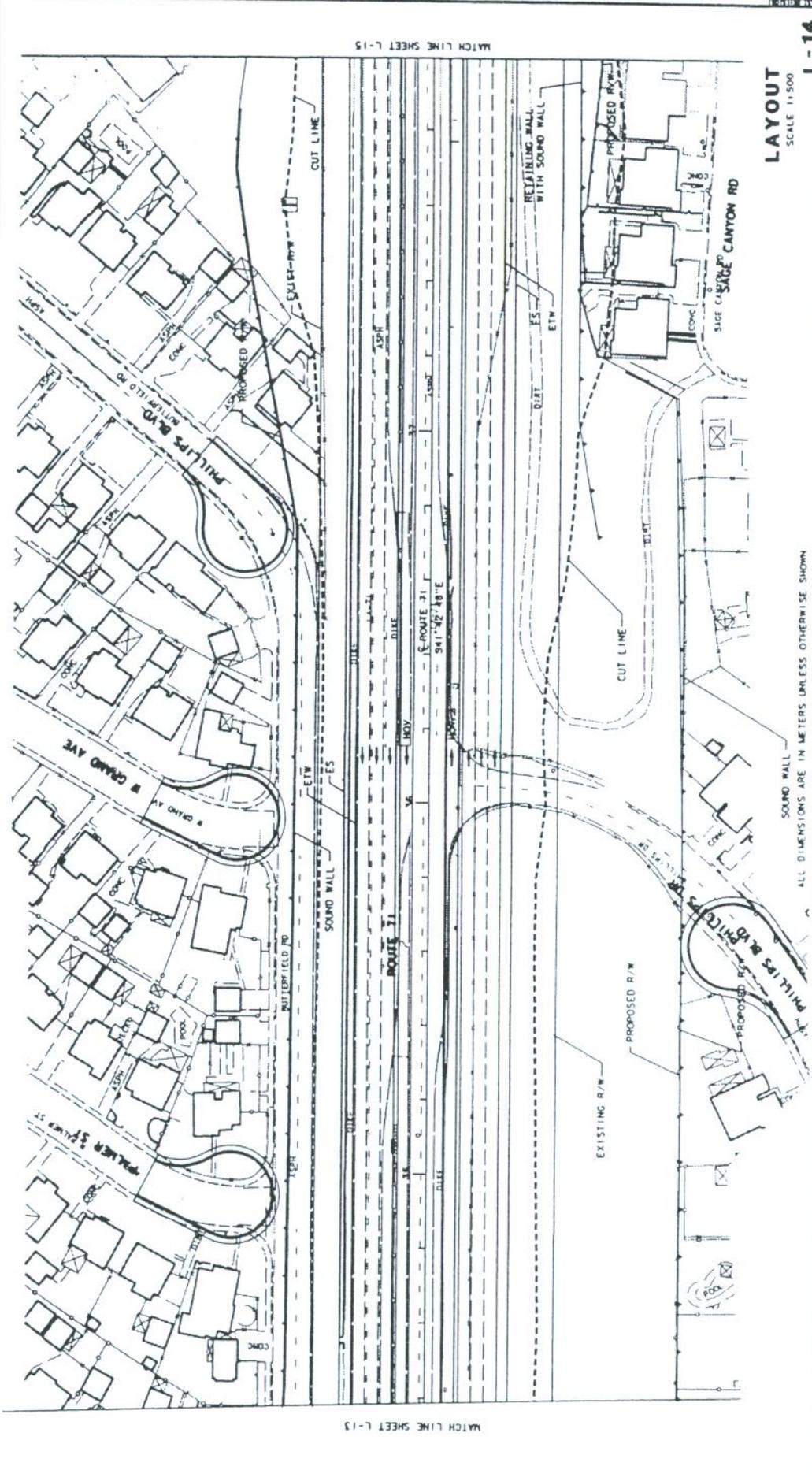
PLANS APPROVAL DATE

DATE

PROJECT NO. 07 LA 71 (R.O. 837-1-242)

DATE

PROJECT



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FOR PROPOSED DESIGN AND CONSTRUCTION, SEE FILE 07 LA 71 (R.O. 837-1-242)

DATE MOVED 11/16/2006

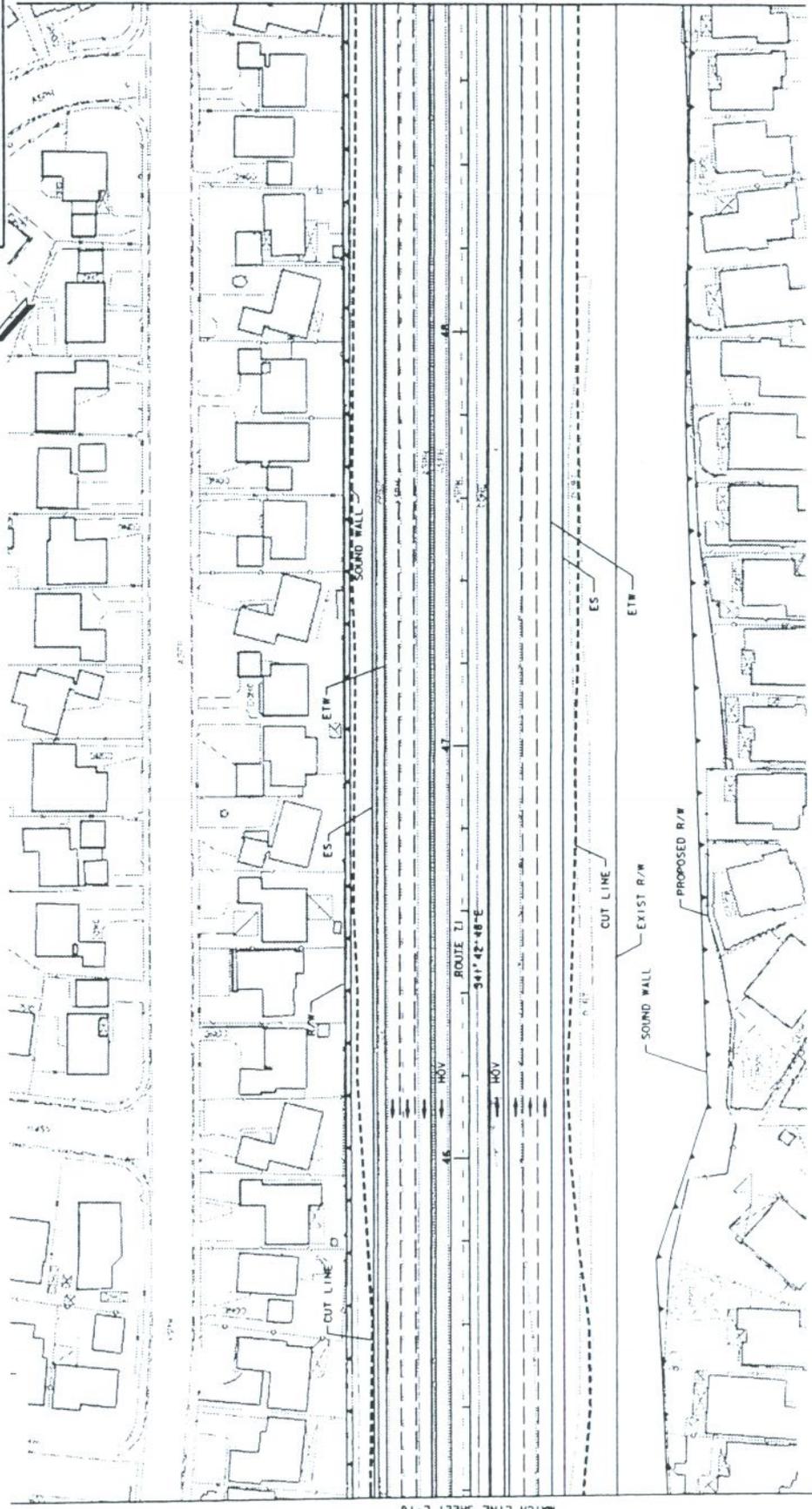
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PROJECT COUNTY ROUTE 07 LA 71 PROJECT NO. (R0.837-1.242)

REGISTERED CIVIL ENGINEER
 PLANS APPROVAL DATE
 The State of California, Department of Transportation
 California State Board of Civil Engineers
 California State Board of Civil Engineers
 California State Board of Civil Engineers



ALTERNATIVE 2B - HALF DEPRESSED FREEWAY



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 PROJECT ENGINEER

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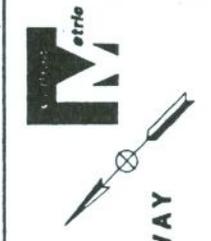
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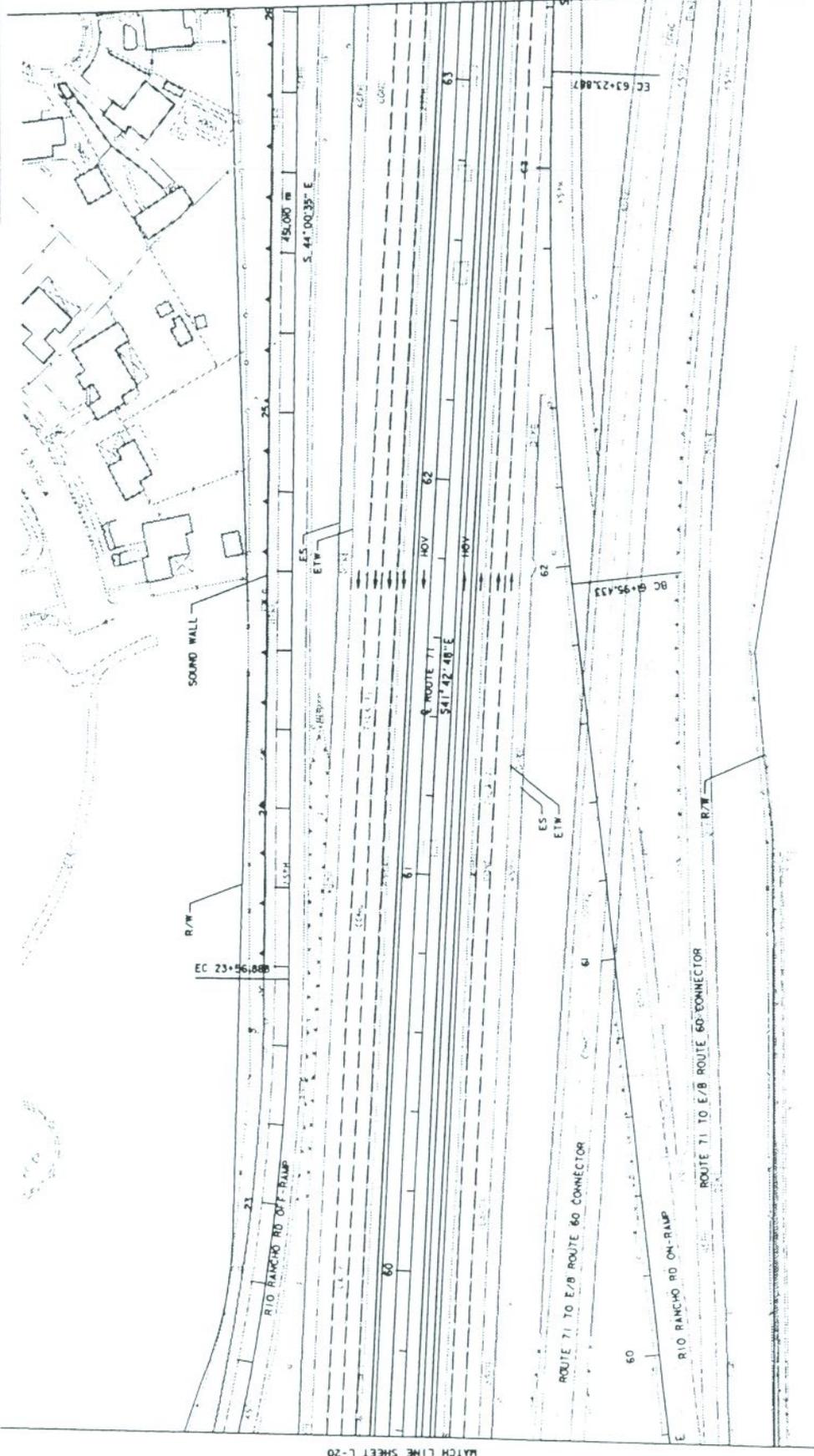
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DIST	COUNTY	ROUTE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
07	LA	71	PROJ. 837-7-2(21)	21	21

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE: _____
 I hereby certify that the above is a true and correct copy of the plans as approved for the project and that I am a duly licensed and registered professional engineer in the State of California.

Callings: See Note 1 and 2. To get the new files go to: <http://www.metrion.com>



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DIST	COUNTY	ROUTE	PROJECT	SHEET NO.	TOTAL SHEETS
07	L.A.	71	PK0.837-1.2421		12



ALTERNATIVE 2B - HALF DEPRESSED FREEWAY



REGISTERED CIVIL ENGINEER
 PLANS APPROVAL DATE
 The State of California is the official seal of the State Board of Civil Engineers. The Board is responsible for the regulation and supervision of the practice of civil engineering in the State of California. Civil engineers shall not be held liable for the consequences of any error or omission in the design or construction of any project unless it is shown that the engineer was negligent in the performance of his or her duties.



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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	PROJECT ENGINEER	DESIGNED BY	CHECKED BY	DATE
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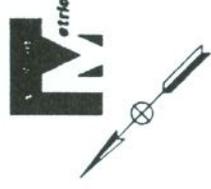
ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN



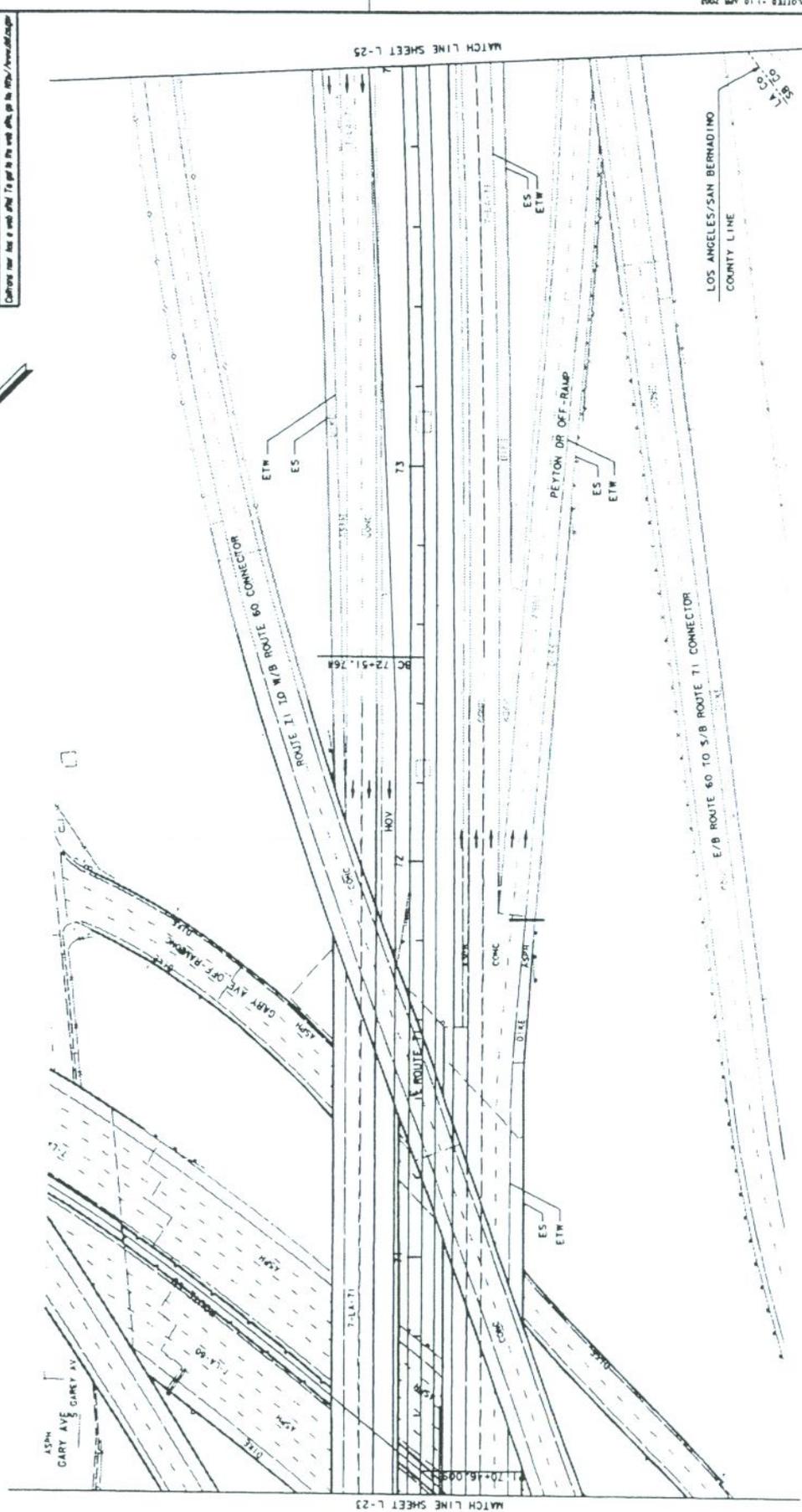
U 0724

600

PROJECT NO.	07	COUNTY	LA	ROUTE	71	PROJECT SHEET NO.	100.837-1.242
REGISTERED CIVIL ENGINEER LICENSE NO. 100.837-1.242 EXPIRES 12/31/2008 REGISTERED CIVIL ENGINEER LICENSE NO. 100.837-1.242 EXPIRES 12/31/2008							



ALTERNATIVE 2B HALF DEPRESSED FREEWAY



STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
 PROJECT ENGINEER
 DATE REVISIONS
 REVISIONS
 DATE

LAYOUT
 SCALE 1:500
L-24

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN
 SCALE 1:5 IN MILLIMETERS
 SCALE 1:5 IN MILLIMETERS

DATE PLOTTED 11/10/08 11:10 AM 2008
 DATE PLOTTED 11/10/08 11:10 AM 2008
 PROJECT NO. 07
 COUNTY LA
 ROUTE 71
 SHEET NO. 100.837-1.242

APPENDIX I

SHPO Concurrence Letter

STATE OF CALIFORNIA - THE RESOURCES AGENCY

OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATIONP.O. BOX 942898
SACRAMENTO, CA 94296-0001
(916) 653-6624 Fax (916) 653-9824
calshpo@ohp.parks.ca.gov
www.ohp.cal-parks.ca.gov

23 May 2002

In Reply Refer To
FHWA011019B

Michael G. Ritchie
Division Administrator
California Division
Federal Highway Administration
980 Ninth Street, Suite 400
Sacramento, California 95814-2724

RE: HDA-CA, File No. 07-LA-71, KP 0.837-KP 7.242, Document No. P39776 [Further Section 106 Consultation on the Proposed Upgrade of State Route 71 between State Route 60 and Interstate Route 10 to Full Freeway Standards and to Construct a New Interchange at Mission Boulevard, City of Pomona, Los Angeles County]

Dear Mr. Ritchie,

This letter is a response to your request that I review the 14 March 2001 Negative Archaeological Survey Report (Negative ASR) for the subject undertaking. Your request and my comments here are made pursuant to 36 CFR Part 800, the regulations that implement Section 106 of the National Historic Preservation Act of 1966 (16 U.S.C. 470f), as amended.

You state in your letter of 15 April 2002 that you are submitting supplementary information in response to the questions that I posed in my letter of 27 November 2001 on the methodology that the FHWA chose to identify historic properties in the undertaking's area of potential effects (APE) and on the extent of previous survey coverage in the APE. You then request that I expeditiously review the supplementary information and concur that the project's APE is defined appropriately, that the FHWA's correspondence with local organizations and tribal groups has been adequate, that cultural resource studies conducted to date are adequate, that no properties appear to be eligible for inclusion in the National Register of Historic Places (National Register), and that the proposed project will have no effect on historic properties.

The Negative ASR is the same document that the FHWA submitted to me on 17 October 2001 as an attachment to the September 2001 *Historic Property Survey Report for the Full Freeway Upgrade and New Interchange at Route 71 in the City of Pomona, Los Angeles County, CA* (HPSR). I am unclear why the FHWA appears to consider the document to be supplementary information. However, on the basis of my review of a 13 December 2001 letter from Gary Iverson, Senior District Archaeologist, California Department of Transportation (Caltrans) District 7 to you (Subject: Response to State Historic Preservation Officer's Comments on Project HPSR) that Ron Kosinski, Deputy Director, Caltrans District 7 faxed to me on 22 May

FHWA011019B

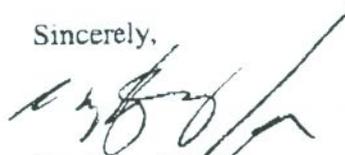
MICHAEL G. RITCHIE
23 MAY 2002
PAGE 2 of 2

2002, I will not object to the FHWA's opinion that the agency's effort to identify historic properties is adequate despite my ongoing concern. The 13 December 2001 Caltrans letter slightly expands the descriptions of the *Sources Consulted* and *Field Methods* sections of the Negative ASR and relates that the primary basis for the FHWA's effort to identify historic properties is Meighan's 1984 *Archaeological and Historical Resources: Highway 71 (Historic Property Survey Report)* and another pedestrian survey of 1985 that the FHWA does not reference. The letter further relates that the results of the pedestrian survey of "all accessible open areas within the project Area of Potential Effects" in the Negative ASR provides information that supplements the above 17 and 18 year old reports.

I now concur that the FHWA's efforts to involve the public and to identify other consulting parties, and to determine and document the undertaking's APE are adequate. I further concur, in consideration of my comments above and in my letter of 27 November 2001, that the undertaking will affect no historic properties pursuant to 36 CFR § 800.4(d)(1).

Please direct any questions or concerns that you may have to Project Review Unit archaeologist Mike McGuirt at 916.653.8920 or at mmcguirt@ohp.parks.ca.gov.

Sincerely,



Dr. Knox Melton
State Historic Preservation Officer

WKM:mdm