

PROCEEDINGS OF PHASE I
of the
SOCTIIP COLLABORATIVE

CRITERIA AND ALTERNATIVES
FOR ANALYSIS IN THE SOCTIIP EIS

AS PART OF THE
NEPA/SECTION 404 INTEGRATION PROCESS

Prepared by

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Drafted on September 9, 1999 by CONCUR for the agencies participating in the South Orange County Transportation Infrastructure Improvement Project (SOCTIIP) Collaborative. Chapter headings reviewed, revised, and ratified by the Collaborative at it's September 23, 1999 Collaborative meeting.

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**Ratification of
Proceedings of Phase I of the SOCTIIP Collaborative**

We, the members of the South Orange County Transportation Infrastructure Improvement Project (SOCTIIP) Collaborative, have drafted, negotiated, and ratified these Proceedings of Phase I of the SOCTIIP Collaborative, as indicated by our signatures below. Our signatures are an indication of our:

1. Active participation in the SOCTIIP Collaborative,
2. Agreement with the ratified documents in the Proceedings of Phase I of the SOCTIIP Collaborative, and
3. Commitment to, and support for, the ongoing collaborative NEPA/Section 404 integration process.

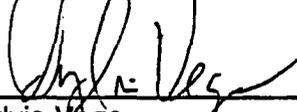
However, our signatures are not intended to convey an endorsement for the overall SOCTIIP project. Participation in the SOCTIIP Collaborative in no way precludes any subsequent opportunities to take part in any decision making or environmental review process to follow.

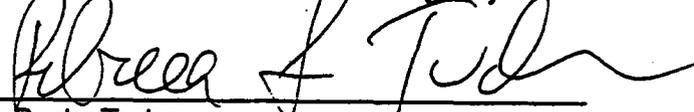

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CHAPTER 1

INTRODUCTION

A. Introduction

This document is a compilation of the agreements that comprise Phase I of the South Orange County Transportation Infrastructure Improvement Project (SOCTIIP) Collaborative, a group of federal and state transportation and resource agencies collaboratively working toward implementation of the 1994 *National Environmental Policy Act (NEPA) and Clean Water Act Section 404 Integration Process Memorandum of Understanding (NEPA/Section 404 MOU)*.

The NEPA/Section 404 MOU (see Appendix A) implements the Federal Highway Administration (FHWA), US Army Corps of Engineers (Corps), and the US Environmental Protection Agency (USEPA) policies of (1) improved interagency coordination, and (2) integration of the NEPA and Section 404 procedures. The NEPA/Section 404 MOU applies to all projects needing both FHWA action under NEPA and a Corps individual permit under Section 404 of the Clean Water Act.

B. History of the SOCTIIP Project

A system of tolled highways for southern California was initiated in the early 1970s with the planning for the northern El Toro area of Orange County to alleviate anticipated congestion on Interstate 5 (I-5). The SOCTIIP Project (originally Foothills Transportation Corridor - South) was planned as the southern-most component of this tollroad system. In 1986, a Joint Powers Authority (the Transportation Corridor Agencies - TCA) was formed by the California State Legislature to oversee the design, construction, and financing of the tollroad system. The TCA is comprised of the County of Orange and the cities of Mission Viejo, San Clemente, San Juan Capistrano, Orange, Anaheim, Santa Ana, Dana Point, Tustin, Yorba Linda, and Lake Forest.

From the 1970s through the 1990s alternatives development studies, circulation studies, and environmental studies were performed for the SOCTIIP Project while other components of the tollroad system were designed and constructed. In October 1991, TCA selected the Modified C Alignment (CP Alignment) as the SOCTIIP preferred alternative in its Environmental Impact Report 3 (EIR 3), developed in accordance with California environmental law. In December 1993, TCA initiated the preparation of an Environmental Impact Statement (EIS), in accordance with federal environmental law, to evaluate the CP Alignment, the BX Alignment, and the No-Build Alternative.

In 1996, TCA agreed to work with the signatory agencies of the NEPA/Section 404 MOU to implement the policies of this document in developing the EIS and Section 404 permitting. These agencies include FHWA, USEPA, Corps, US Fish and Wildlife Service (USFWS), and the California Department of Transportation (Caltrans). After 28 months of negotiations to

develop the SOCTIIP Project Purpose and Need Statement (see Appendix B), all parties involved in the SOCTIIP Project agreed to utilize the assistance of a neutral party to facilitate the implementation of the NEPA/Section 404 MOU.

C. History of the SOCTIIP Collaborative

In June 1999, the NEPA/Section 404 MOU signatory agencies and TCA interviewed prospective neutrals to assist with a collaborative process to implement the NEPA/Section 404 MOU. In July 1999, these agencies unanimously selected and hired CONCUR, Inc. of Santa Cruz, CA as the neutral mediator.

The SOCTIIP Collaborative was first convened in August 1999 and continued to meet through June 2000. During this time, the Collaborative conducted 14 full-day meetings. The participants in the SOCTIIP Collaborative included the NEPA/Section 404 MOU signatory agencies as voting members and TCA (the project proponent) and View Point West (a consulting firm working on NEPA and Section 404 scoping) as non-voting observers and technical resources. The members of the SOCTIIP Collaborative include:

SOCTIIP Collaborative Members:	
Caltrans	Denise O'Connor Sylvia Vega Angela Vasconcellos Praveen Gupta
FHWA	Glenn Clinton Ken Kochevar
US Army Corps of Engineers	Fari Tabatabai Erik Larsen
US Environmental Protection Agency	Dave Carlson Becky Tuden
US Fish and Wildlife Service	Will Miller Annie Hoecker

SOCTIIP Collaborative Observers:	
Transportation Corridor Agencies	Steve Letterly Macie Cleary-Milan
View Point West	Chris Keller

D. The SOCTIIP Collaborative Decision Making Process

The federal and state agency members of the SOCTIIP Collaborative, implemented a stepwise agreement making approach (see Figure 1.1) process to achieve overall agreement on the following two key aspects of the NEPA/Section 404 MOU:

1. A set of criteria to be used in the NEPA/Section 404 processes to evaluate project alternatives for the SOCTIIP Project, and
2. A list of project alternatives, using the criteria developed above, to be evaluated as an integral part of the environmental review process.

The first tasks in developing this series of agreements were focused on building a sound procedural foundation with the review, revision, and ratification of the Mission Statement of the SOCTIIP Collaborative (see Appendix C) and the Groundrules of the SOCTIIP Collaborative (see Appendix D).

E. The Joint Fact-Finding Process

One key aspect of the mediated SOCTIIP Collaborative process was the use of joint fact-finding to develop technical certainty to support decision making. Simply stated, joint fact-finding is intended to eliminate the problems associated with "adversarial science," which arises when disputing parties utilize competing technical experts to bolster their own divergent positions. Typically, adversarial science results in increased expense, a protracted period devoted to development of competing information, and, often, failure to clarify why experts disagree in the first place. Parties become locked into a cycle of producing and defending their positions and data, rather than working in a cooperative manner to generate and present the best available technical information.

Joint fact-finding involves these steps:

- a. Clearly framing the issues under discussion,
- b. Identifying the information needs to address these issues,
- c. Developing technical questions that address these issues,
- d. Identifying the experts needed to address the questions,
- e. Arranging to have focused technical studies and/or analysis conducted,
- f. Presenting the jointly created information to decision-makers,
- g. Carefully considering the resulting information.

F. Contents of This Report

In this document, the following chapters summarize the process and series of agreements that comprise Phase I of the SOCTIIP Collaborative process.

Chapter 2: Developing Criteria to Select National Environmental Policy Act (NEPA) and Clean Water Act Section 404 Alternatives

Chapter 2 reviews the steps implemented to develop criteria to analyze and evaluate the set of draft SOCTIIP Project Alternatives. This chapter also describes the sources of technical information and agency expertise utilized to develop these criteria. Finally, Chapter 2 provides a copy of the selection criteria ratified by the SOCTIIP Collaborative.

Chapter 3: Applying Criteria to Select NEPA and Section 404 Alternatives

This Chapter explains the process of applying the criteria described in Chapter 2 in the analysis and evaluation of project alternatives, including the use of joint fact-finding and the development of neutral technical information to support and facilitate decision making.

Chapter 4: Alternatives for NEPA and Section 404 Review

Chapter 4 describes the process used by the SOCTIIP Collaborative to develop a comprehensive set of SOCTIIP Project Alternatives. Included in this Chapter are the ratified documents leading up to the selection of a set of conceptual SOCTIIP Project Alternatives.

Chapter 5: Recommendations for Evaluation of Alternative During NEPA and Section 404 Review

This Chapter presents a series of documents that act as the bridge between Phase 1 of the SOCTIIP Collaborative and a continued process to implement the NEPA/Section 404 MOU. These recommendations present the Collaborative's intention to continue the process of integrating the goals of the NEPA and Section 404 review processes.

CHAPTER 2

DEVELOPING CRITERIA TO SELECT NATIONAL ENVIRONMENTAL POLICY ACT (NEPA) AND CLEAN WATER ACT SECTION 404 ALTERNATIVES

A. Introduction

Appendix A of the NEPA/Section 404 MOU requires the development and implementation of criteria for the selection of project alternatives in surface transportation projects. The development and use of these criteria was one of the major goals of the SOCTIIP Collaborative. This Chapter describes the process of developing criteria and provides a summary of the Selection Criteria applied by the SOCTIIP Collaborative.

B. Process for Developing Criteria

The process for developing criteria began with a List of Major Categories of Criteria to Evaluate Project Alternatives, which was derived from key legislation and regulations focused on transportation and environmental issues (see Figure 2.1). These legislative and regulatory documents included the following:

- California Coastal Act,
- Clean Water Act,
- Council on Environmental Quality, Regulations for Implementing NEPA,
- Endangered Species Act,
- Clean Water Act Section 404 (b)(1), Guidelines for Specification of Disposal Sites for Drainage or Fill Material,
- Guidelines to Facilitate Implementation of the MOU for the NEPA/Section 404 Integration Process,
- National Environmental Policy Act (NEPA),
- National Historical Preservation Act,
- NEPA/Section 404 MOU,
- Purpose and Need Statement for SOCTIIP.

A summary of the legislative and regulatory direction from these documents was prepared and provided to the SOCTIIP Collaborative by CONCUR, with the NEPA/Section 404 Guidelines acting as the foundation for criteria development. The Collaborative reviewed and revised this summary into two categories: (1) those criteria of direct concern to this phase of the NEPA/Section 404 Process (referred to as the Selection Criteria), and those criteria of concern to other stages of the environmental review process (referred to as the Evaluation Criteria).

These Evaluation Criteria became critical to the resolution of key issues later in the process because they acted as a bridge between the process of developing SOCTIIP Project Alternatives and evaluating Alternatives in the NEPA and Section 404 environmental review

Drafted by CONCUR based on interviews with representatives of agencies participating in the South Orange County Transportation Infrastructure Improvement Project (SOCTIIP) Collaborative. Drafted August 10, 1999. Reviewed and discussed by the SOCTIIP Collaborative at it's August 12th meeting. Reviewed and ratified by the SOCTIIP Collaborative at it's September 23rd meeting.

LIST OF MAJOR CATEGORIES OF CRITERIA TO EVALUATE PROJECT ALTERNATIVES

Introduction

The parties to the SOCTIIP Collaborative agree that criteria will be used to select a set of project alternatives to be examined as part of both the NEPA and Section 404 permit processes. Criteria will be developed within each of the following major categories:

Major Criteria Categories

1. Wetland Resources (including compliance with Section 404 of the Clean Water Act)
2. Endangered Species (including compliance with Section 7 of the Endangered Species Act)
3. Cultural and Historic Resources (including compliance with Section 106 of the National Historic Preservation Act)
4. Environmental Policy (including compliance with the NEPA/Section 404 Integration Process Memorandum of Understanding)
5. Recreational Resources (including compliance with Section 4 (f) of the Department of Transportation Act)
6. Coastal Zone Resources (including compliance with the Coastal Zone Management Act)
7. Traffic Conditions (including relationship to Regional Transportation Plan and Southeast Orange County Congestion Study)
8. Socio-Economic Conditions (including social infrastructure)
9. Project Cost
10. Land Use Impacts (including impacts to surrounding communities)

processes. The Evaluation Criteria will continue to be a working document to guide the preparers of the EIS and the Section 404 permitting process.

C. Summary of Criteria

The Collaborative directed a subcommittee of its members, the Criteria Subcommittee, to review, revise, and provide recommendations to the full Collaborative for Selection Criteria. Next, the Collaborative determined which measurement units for each Selection Criteria would be used to analyze SOCTIIP Project Alternatives. This process focused on quantitative and qualitative measures for the Selection Criteria and on the format of local information available to the Collaborative and appropriate for this stage in the transportation planning process. Quantitative and qualitative measurement units are presented in the ratified Selection Criteria below (see Figure 2.2).

As the review and revision of the Selection Criteria progressed, Collaborative members recognized that any SOCTIIP alternative must, by definition in the NEPA document, meet the SOCTIIP Project Purpose and Need Statement. The Collaborative agreed to create a tiered set of Selection Criteria. Tier 1 focused on the Purpose and Need Statement to ensure that any SOCTIIP Project Alternative was in accord with the SOCTIIP project purpose and need. Tier 2 included the remaining Selection Criteria relevant to this stage in the transportation planning process. An explanation of the Tiered Selection Process is included as Figure 2.3.

Chapter 3 provides a summary of the process of applying these Selection Criteria to the set of Draft SOCTIIP Project Alternatives.

Drafted on October 14, 1999 by CONCUR from the List of Major Categories of Criteria to Select Alternatives. Reviewed and revised on October 19, 1999 by the Criteria Subcommittee of Caltrans, EPA, and CONCUR. Reviewed and revised on October 22, 1999 by the SOCTIIP Collaborative. Revised on November 16, 1999 by the Criteria Subcommittee based on comments from the SOCTIIP Collaborative. Reviewed and revised by the Collaborative on November 18, 1999 and January 5, 2000. Reviewed, revised, and ratified by the SOCTIIP Collaborative via teleconference on January 14, 2000. Minor textual revisions made by the Collaborative on January 25, 2000.

PROJECT ALTERNATIVES SELECTION CRITERIA FOR SOCTIIP

Criteria Type	Criteria	Measurement	No	Yes	Other Factors
	Tier 1 Analysis				
Traffic Conditions	a. Does the alternative meet the agreed upon Purpose & Need Statement to help alleviate future traffic congestion and accommodate the need for mobility, access and goods movement on the I-5 freeway?				
	b. Does the alternative meet the agreed upon Purpose & Need Statement to help alleviate future traffic demands on I-5?				
	c. Does the alternative meet the agreed upon Purpose & Need Statement to help alleviate future traffic congestion on the arterial network due to congestion from I-5?				

The Collaborative requires that the Neutral Senior Transportation Planning Expert include these additional factors in their analysis of the Draft SOCTIIP Project Alternatives:

- Ridership demand for mass transportation modes,
- Modal split,
- Logistical/technical constraints of alternatives, and
- Meeting operational and safety standards.

PROJECT ALTERNATIVES SELECTION CRITERIA FOR SOCTIIP

Criteria Type	Criteria	Measurement	No	Yes	Other Factors
	Tier 2 Analysis				
	Wetlands				
Natural Environment	a. Impacts waters of the U.S. including wetlands (measures: acres, linear feet).				
	b. Impacts to 303 (d) list of impaired waters or tributary of 303 (d) list of impaired waters. (measures: number of tributaries/number of impaired waters impacted)				
	c. Supports development or encroachment within the 100-year floodplain (measure: linear feet of longitudinal encroachment).				
	Biological				
	d. May affect any federally and/or state listed, endangered, proposed, and/or candidate species (measures: acres of habitat, specific species, number of species, number of individuals in species).				
	e. May affect designated critical habitat or proposed critical habitat (measure: acres).				
	f. Results in habitat fragmentation and/or degradation (measure: acres).				
	g. Potential to disrupt wildlife corridors or linkages (measure: acres).				
	h. Impacts may preclude the preparation of a Southern Subregional Natural Communities Conservation Program (NCCP) (measure: yes/no).				
	i. Impacts designated, managed wildlife refuges and waterfowl refuges (measure: acres).				
	j. Is the alternative within the <u>coastal zone</u> (measure: yes/no).				
	k. Is the project consistent with the <u>regional air quality emissions</u> budget and does it have the potential to increase the number of or severity of carbon monoxide (CO) and particulate matter (PM) hotspots (measure: number of hot spots using federal standards).				

Figure 2.2

PROJECT ALTERNATIVES SELECTION CRITERIA FOR SOCTIIP

Criteria Type	Criteria	Measurement	No	Yes	Other Factors
	Tier 2 Analysis (continued)				
	Economic				
Human Environment	a. Impacts minority or low income communities (measure: number of households).				
	b. Reasonable expenditure of public funds (measure: cost/benefit).				
	c. Consistent with the <u>mission of the Marine Corps</u> at Camp Pendleton.				
	d. Results in community fragmentation or degradation (measure: subjective).				
	e. Potential for economic impacts to existing communities (measure: people/dwellings/businesses affected).				
	Recreation 4(f)				
	f. Affects listed or determined eligible National Register or California Register properties (measure: number of properties).				
	g. Impacts Native American sacred or ceremonial sites or Tribal lands (measure: number of sites or acres of Tribal land).				
	h. Impacts publicly owned parks or recreation areas (measure: number of parks or recreation areas, acres).				

Figure 2.2

Drafted on November 2, 1999 by CONCUR based on discussions at the October 22, 1999 SOCTIIP Collaborative meeting. Reviewed and revised on November 16, 1999 by the Criteria Subcommittee. To be reviewed, revised, and ratified by the SOCTIIP Collaborative at it's November 18th meeting. Ratified by the SOCTIIP Collaborative at it's November 18th meeting. Note added at the June 13, 2000 Collaborative meeting.

Tiered Selection Process

Tier 1: Agreement with Purpose and Need

Each Proposed Alternative would be reviewed using the Traffic Conditions Criteria for agreement with the project Purpose and Need Statement. Only those Proposed Alternatives meeting the project Purpose and Need Statement would move to Tier 2 assessment. Review of Proposed Alternatives will be a Yes/No response based upon technical fact-finding information presented to the Collaborative.

Tier 2: Assessment Using Selection Criteria

Each remaining Proposed Alternative will be assessed using the Selection Criteria. This section will include the major elements of Natural Environment and Human Environment. Each assessment of Proposed Alternatives will be a Yes/No response based upon information presented to the Collaborative. The Collaborative will then rank each Proposed Alternative into "low, medium, or high" to array potential Alternatives for evaluation in the NEPA environmental review and the Section 404 review processes. Based on the ranking of Proposed Alternatives, a comprehensive set of Alternatives for evaluation in the NEPA/Section 404 Processes will be selected by consensus.

Note: During Phase I of the SOCTIIP Collaborative, no thresholds were established for Tier 2 and it was determined that there was inconclusive information to exclude any Alternatives based on impacts to the natural or human environments.

Recommendations for Evaluation of Alternatives During NEPA and Section 404 Review

During the process of selecting Alternatives for NEPA/Section 404 review, the Collaborative will continue to develop recommendations for evaluation of Alternatives. These recommendations will be included in the Collaborative's final agreement of the NEPA/Section 404 Integration Process. Evaluation recommendations are intended to develop a sound technical foundation for resource/regulatory agency approval of the SOCTIIP project and to aid the NEPA/Section 404 Integration Process in three ways:

- 1) To assist the authors of the NEPA document in evaluating the Alternatives and recommending the Preferred Alternative,
- 2) To assist the reviewers of the Section 404 process in selecting the Least Environmentally Damaging Practicable Alternative,
- 3) Develop Technical Information Needs and Data Gaps to address specific agency issues/concerns required for complete project analysis/evaluation.

CHAPTER 3

APPLYING CRITERIA TO SELECT NEPA AND SECTION 404 ALTERNATIVES

A. Introduction

Outlined below are the key steps taken to apply the Selection Criteria to select the NEPA/Section 404 Conceptual SOCTIIP Project Alternatives. Preparation for the application of the Selection Criteria to the Draft SOCTIIP Project Alternatives began early in the SOCTIIP Collaborative process using the joint fact-finding process (see Chapter 1). Many of the fact-finding steps discussed below occurred concurrently with the development of the Selection Criteria and the Draft SOCTIIP Project Alternatives.

B. Summaries of Presentations of Project Scoping Process and Key Issues

In the identification and framing of key issues confronting the SOCTIIP Collaborative, presentations on the project scope developed to date were necessary. Two key sources were tapped to provide this background information: BonTerra, the consulting firm responsible for many of the environmental studies previously performed; and View Point West, the firm working to ensure adequate scoping of the SOCTIIP EIS.

Summaries of the project scoping were created by these firms and provided to the Collaborative. These summaries focused on Biological and Land Use issues to be addressed in the NEPA/Section 404 processes. Copies of the summaries provided to the SOCTIIP Collaborative are provided in Appendix E. Additionally, the Orange County Transportation Authority (OCTA) provided a summary of its Fast Forward program focusing on transit improvements planned in Orange County (see Appendix E).

C. Identification of Joint Fact-Finding Needs and Gaps in Technical Information

After review of the SOCTIIP background documents, the Collaborative began framing the technical information needs for the mediation process. The joint framing and scoping of key issues began with the identification of technical information needs and data gaps in the key issue areas of Biology and Land Use.

Identification of the information needs and data gaps ensured that the issues and concerns of the NEPA/Section 404 signatory agencies were framed so that they were well understood by all parties and to with a determination of who could most effectively provide the level of technical certainty necessary to support key decisions. In the SOCTIIP Process, representatives of the following organizations provided technical presentations to help fill technical information needs and data gaps:

- Austin-Foust Associates, Inc.,
- BonTerra Consulting,

- Caltrans, District 12,
- DKS Associates,
- Orange County Transportation Authority (OCTA),
- San Diego Association of Governments (SANDAG),
- Southern California Association of Governments (SCAG),
- US Marine Corps, Camp Pendleton,
- View Point West.

D. Evaluating Existing Technical Information

All project alternatives identified for the SOCTIIP Project must satisfy the SOCTIIP Project Purpose and Need Statement, which focuses on the need to alleviate congestion on I-5 and the arterial network in South Orange County. Thus, one key aspect of issue framing and scoping was the need to evaluate the traffic analysis performed on the SOCTIIP Project prior to the commencement of the SOCTIIP Collaborative. To evaluate these technically complex studies, Collaborative members requested the use of a neutral peer review expert to review and provide analysis on the traffic studies.

CONCUR was asked to recruit, provide recommendations for, and brief a Neutral Senior Transportation Planning Expert using criteria ratified by the Collaborative (see Figure 3.1). A job description was drafted and the recruitment process began with more than 200 identified transportation consultants and academic experts and was reduced to 33 potentially qualified candidates (see Figure 3.2). This list was further reduced to 14 and then again to five candidates based on additional review of resumes and qualifications. These five candidates were then interviewed via telephone. Results of the interviews with the top three candidates were provided to the Collaborative along with CONCUR's recommendation of the top candidate.

After reviewing the interview results, the Collaborative selected DKS Associates of Sacramento, CA as the Neutral Senior Transportation Planning Expert. DKS was also asked to provide the analysis of traffic-related issues to apply the Tier 1 Selection Criteria and input into the development of the Draft SOCTIIP Project Alternatives. A list of Potential Tasks for the Neutral Senior Transportation Planning Expert is included as Figure 3.3.

E. Summaries of Presentations of Joint Fact-Finding Information

Technical information used as part of the joint fact-finding process is included in the appendices to these Proceedings of Phase I of the SOCTIIP Collaborative. Once the review of existing information was complete, the Collaborative turned its attention to the fact-finding necessary to apply the Tier 1 and Tier 2 analyses of the Selection Criteria to the draft SOCTIIP Project Alternatives. The Collaborative reviewed and discussed a Process for Evaluating and Screening Draft SOCTIIP Project Alternative Using the Selection Criteria (see Figure 3.4).

Drafted on November 17, 1999 by CONCUR for the South Orange County Transportation Infrastructure Improvement Project (SOCTIIP) Collaborative. Reviewed, revised, and ratified by the SOCTIIP Collaborative at its November 18th meeting.

**Criteria for the Selection of a
Neutral Senior Transportation Planning Expert**

Neutral Senior Transportation Planning Expert Selection Criteria

1. Extensive experience (10+ years) in the field of transportation planning and modeling and in the application of this knowledge to the development of project alternatives through the application of specific transportation-related criteria.
2. Regional and/or national recognition in the field of transportation planning.
3. Extensive experience working with innovative solutions to transportation planning issues in California, preferably with transportation issues in southern California.
4. Availability to assist the Collaborative starting December 15, 1999.
5. Willing and capable of working within a mediated, joint fact-finding process with CONCUR and the members of the SOCTIIP Collaborative.
6. Willing to divulge any prior professional or private SOCTIIP project-related affiliations with any party.

CONSULTANT DESCRIPTION

NEUTRAL SENIOR TRANSPORTATION PLANNING EXPERT

Purpose:

CONCUR is a mediation firm hired to assist the South Orange County Transportation Infrastructure Improvement Project (SOCTIIP) Collaborative in creating Alternatives Selection Criteria and a set of Alternatives for NEPA/Section 404 review for the proposed SOCTIIP Tollroad (formerly Foothills Transportation Corridor - South) project in south Orange County, CA. The proposed project would impact valuable natural resources and surrounding communities in south Orange County, including the Marine Corps' Camp Pendleton. The SOCTIIP Collaborative will be looking to a Neutral Senior Transportation Planning Expert to perform the following:

- Review key project-related transportation documents and studies,
- Assist the SOCTIIP Collaborative in developing project alternatives,
- Analyze project alternatives based on Criteria developed by the SOCTIIP Collaborative,
- Present findings and recommendations to the Collaborative on project alternatives.

Expertise Needed:

CONCUR is looking for a Neutral Senior Transportation Planning Expert with:

- a. Extensive experience (10+ years) in the field of transportation planning and modeling and in the application of this knowledge to the development of project alternatives through the application of specific transportation-related criteria,
- b. Regional and/or national recognition in the field of transportation planning,
- c. Extensive experience working with innovative solutions to transportation planning issues in California, preferably with transportation issues in southern California,
- d. Availability to assist the Collaborative starting December 22, 1999 or shortly thereafter.

A Ph.D., or equivalent, in a related field is preferred. The candidate must have experience in a majority of the following areas:

- a. Transportation planning,
- b. Transportation modeling,
- c. Development of project alternatives in the NEPA/Section 404 processes,
- d. Familiarity with the NEPA/Section 404 Integration Process.

In addition to the above technical considerations, the candidate must be willing and capable of working within a mediated, joint fact-finding process with CONCUR and the members of the SOCTIIP Collaborative.

Resume Submittal:

If you are interested, please submit a resume by December 20, 1999 to:

L. Scott Spears, Associate
CONCUR, Inc.
333 Church St., Suite C
Santa Cruz, CA 95060

Phone: 831.457.1397
Fax: 831.457.8610
E-mail: sspears@concurinc.com

Drafted on November 30, 1999 by CONCUR for the South Orange County Transportation Infrastructure Improvement Project (SOCTIIP) Collaborative. Reviewed, discussed, and ratified by the SOCTIIP Collaborative at it's December 10th meeting.

**POTENTIAL TASKS FOR THE
NEUTRAL SENIOR TRANSPORTATION PLANNING EXPERT**

- Review key project-related transportation documents and studies,
- Develop objective measures to analyze project alternatives based on Criteria developed by the SOCTIIP Collaborative,
- Analyze project alternatives for concurrence with Project Purpose and Need based on Criteria developed by the SOCTIIP Collaborative,
- Assist the SOCTIIP Collaborative in developing project alternatives,
- Present findings and recommendations to the Collaborative on project alternatives in both written and oral formats.

Drafted on January 24, 2000 by CONCUR. Reviewed by the SOCTIIP Collaborative at it's January 26, 2000 meeting. Reviewed and discussed at the February 15 and April 11, 2000 meetings. Note added at the June 13, 2000 Collaborative meeting.

Process for Evaluating and Screening Draft SOCTIIP Project Alternatives Using the Selection Criteria

Goal of the Draft Project Alternatives Screening Process

To select a list of SOCTIIP Project Alternatives, using the Selection Criteria, which will be evaluated as an integral part of the environmental review process, as recommended by the Collaborative.

Goals of the Initial Screening Process

- Provide a common-sense evaluation of Draft SOCTIIP project alternatives to assist the Collaborative in meeting its goals of recommending a set of SOCTIIP Project Alternatives for NEPA/Section 404 review,
- Clarify which Draft SOCTIIP Project Alternatives may be possible SOCTIIP Project Alternatives and which may not.

Steps in the Draft Project Alternatives Screening Process

1. Develop Selection Criteria.
2. Approve process and Groundrules for ranking and evaluating Alternatives using an Initial Screening Instrument.

Tier 1 Analysis

3. Using analysis from the Neutral Senior Transportation Planning Expert, provide estimated measurements for Tier 1 congestion reduction from Draft SOCTIIP Project Alternatives.
4. Using an Initial Screening Instrument, provide a common-sense Tier 1 evaluation of Draft SOCTIIP Project Alternatives.
5. Evaluate each Draft SOCTIIP Project Alternative using a summary of the Initial Screening Instrument.
6. Determine which Draft SOCTIIP Project Alternatives pass through the Tier 1 analysis to the Tier 2 analysis.

Tier 2 Analysis

7. Using existing GIS and other data sources, provide estimated measurements for Tier 2 impacts from Draft SOCTIIP Project Alternatives.
8. Using an Initial Screening Instrument, provide a common-sense Tier 2 evaluation of Draft SOCTIIP Project Alternatives.

9. Evaluate each Draft SOCTIIP Project Alternative using a summary of the Initial Screening Instrument.

Final Determination of List of SOCTIIP Project Alternatives

10. Determine which Draft SOCTIIP Project Alternatives pass through the Tier 2 analysis and are included in the list of SOCTIIP Project Alternatives for NEPA/Section 404 review.

Interpretation of Results Following the Initial Screening Process

- Each Collaborative member will assign "yes," "no," or "need more information" responses to each of the Selection Criteria for each Draft SOCTIIP Project Alternative using the Initial Screening Instrument.
- Once the Initial Screening Instrument is completed by all Collaborative members, results will be tallied and distributed.
- A Summary Report from the Initial Screening Instrument will be produced from Collaborative members' responses.
- Collaborative members will discuss the Summary Report and determine the level of impact from each Selection Criteria where an impact is projected.

Note: During Phase I of the SOCTIIP Collaborative, no thresholds were established for Tier 2 and it was determined that there was inconclusive information to exclude any Alternatives based on impacts to the natural or human environments.

Utilizing a modified version of the Procedures for the Tier 1 Ranking Process (see Figure 3.5), DKS provided detailed analysis to help the Collaborative determine whether the draft alternatives met the SOCTIIP Project Purpose and Need, the source document for the Tier 1 Selection Criteria. Copies of the materials DKS provided to the SOCTIIP Collaborative are included in Appendix F.

In Tier 2, BonTerra Consulting provided detailed analysis to help the Collaborative determine whether the draft alternatives met the Tier 2 Selection Criteria. Copies of the materials BonTerra provided to the SOCTIIP Collaborative are included in Appendix G. A discussion of the process of developing and selecting the SOCTIIP Project Alternatives is included in Chapter 4.

Prepared by CONCUR for the SOCTIIP Collaborative Tier 1 ranking process. Presented at the February 15, 2000 SOCTIIP Collaborative meeting.

PROCEDURES FOR TIER 1 RANKING PROCESS

We anticipate that the Collaborative will be following these steps to prepare for and complete the Tier 1 ranking of Draft SOCTIIP Project Alternatives:

1. Presentations on each corridor from the Neutral Senior Transportation Planning Expert on results from the corridor traffic analysis of Draft SOCTIIP Project Alternatives,
2. Discussions regarding level of congestion relief from Draft SOCTIIP Project Alternatives,
3. Screening process with the Neutral Senior Transportation Planning Expert on Draft SOCTIIP Project Alternatives that fail to meet Project Purpose and Need Statement,
4. Note taking on how the traffic data for each Draft SOCTIIP Project Alternative either meets or fails to meet the Project Purpose and Need Statement,
5. Ranking exercise to document whether Draft SOCTIIP Project Alternatives pass or fail on the Tier 1 Selection Criteria,
6. Summary of the ranking exercise outcomes and discussion of results,
7. Presentation on Mass Transit Alternatives,
8. Selection of the Draft SOCTIIP Project Alternatives to be brought forward for Tier 2 Selection Criteria Analysis.

Notes:

- Voting guidelines for the Draft SOCTIIP Project Alternatives ranking exercise should be based solely on fact-finding for traffic congestion performed by DKS and the Purpose and Need Statement concurred upon by the MOU signatories.
- Other factors for evaluation, such as land use and wetlands issues, will be considered as part of the Tier 2 Selection Criteria analysis.

CHAPTER 4

ALTERNATIVES FOR NEPA AND SECTION 404 REVIEW

A. Introduction

Appendix A of the NEPA/Section 404 MOU requires the development of project alternatives to the proposed project for NEPA and Section 404 review. This step was the concluding objective of Phase I of the SOCTIIP Collaborative. This chapter describes the steps and analysis performed in the development of the Conceptual SOCTIIP Project Alternatives in accordance with the NEPA/Section 404 MOU.

B. Process for Developing Alternatives for NEPA and Section 404 Review

The development of the Conceptual SOCTIIP Project Alternatives embodied two key concepts consistent with NEPA and Section 404: (1) Ensure that all reasonable alternatives were considered for evaluation in the EIS, and (2) Avoid impacts to the human and natural environments wherever possible.

In November 1999, the members of the SOCTIIP Collaborative developed a list of Types of Alternatives for the SOCTIIP Proposed Project (see Figure 4.1). In December, the Collaborative reviewed the most current and up-to-date aerial photo (scale, 1" = 1,000') available for south Orange County. The Collaborative also reviewed overlays of permitted land uses, biological data, geotechnical data, and traffic data for south Orange County. Collaborative members then outlined potential alternatives that embodied the key concepts above. After identifying 29 alternative SOCTIIP Project alignments, Collaborative members identified the technical information needs and data gaps that might exist for these alternative alignments in order to frame the analysis of alternatives in the joint fact-finding process.

Following the development of alternative SOCTIIP Project alignments, Collaborative members developed a set of potential improvements to existing roadways and transit systems to comprise the foundation for Transportation Systems Management (TSM) and Transportation Demand Management (TDM) alternatives to SOCTIIP. The 29 alternative SOCTIIP Project alignments and the TSM/TDM alternatives were collectively known as the Draft SOCTIIP Project Alternatives.

C. Alternatives Subcommittee Recommendations

The Collaborative then directed a subset of its members, designated as the Alternatives Selection Subcommittee, to review the Draft SOCTIIP Project Alternatives and provide recommendations to the Collaborative on an approach for the joint fact-finding and analysis of these alternatives.

Drafted on November 4, 1999 by CONCUR based on discussions of the SOCTIIP Alternatives Selection Subcommittee. To be reviewed and revised on November 15, 1999 by the Alternatives Selection Subcommittee. Reviewed and ratified by the SOCTIIP Collaborative at it's November 18th meeting.

Types of Alternatives Anticipated for the SOCTIIP Proposed Project

- Tollroad
- Freeway
- Parkway (tolled or untolled)
- Local Network Modifications (TSM alternatives)
- Arterial Network Modifications (TSM alternatives)
- Mass Transit/Package of Mass Transit Options
- Modifications to I-5

The Alternatives Selection Subcommittee met three times to define their recommendations for an approach by the Collaborative. These meetings culminated in two recommendations from the Subcommittee: (1) Transportation corridors could be defined that would permit appropriate traffic analysis at this stage in the NEPA/Section 404 process, and (2) The Collaborative should use the services of a Neutral Senior Transportation Planning Expert to review existing SOCTIIP traffic studies and provide assistance to the Collaborative in determining whether these transportation corridors satisfied the SOCTIIP Project Purpose and Need Statement. The Collaborative accepted these recommendations and identified the Far East, Central, Smart Streets, and Interstate 5 corridors for tier 1 analysis.

D. Draft Alternatives Screening Process

The Collaborative next reviewed the Draft SOCTIIP Project Alternatives using the expertise of the Neutral Senior Transportation Planning Expert during the implementation of Tier 1 of the Selection Criteria (see Appendix F). Once those Draft SOCTIIP Project Alternatives that met the SOCTIIP Project Purpose and Need Statement were identified, the Collaborative again reviewed the Draft SOCTIIP Project Alternatives using the environmental expertise of BonTerra Consulting during the implementation of Tier 2 of the Selection Criteria (see Appendix G). This round of review and revision led to the provisional ratification of the Conceptual SOCTIIP Project Alternatives (see Figure 4.2 and following materials).

E. Conceptual SOCTIIP Project Alternatives

After the provisional ratification of the Conceptual SOCTIIP Project Alternatives, Caltrans requested letters of concurrence from the NEPA/Section 404 signatory agencies on the Conceptual SOCTIIP Project Alternatives. Copies of the agency responses are included in Appendix H.

The Collaborative also recognized the need to determine precise alignments and alignment characteristics for each Draft SOCTIIP Project Alternative. A design workshop with the Collaborative and the Alternatives Design Team will focus on finalizing SOCTIIP Project Alternatives for concurrence under the NEPA/Section 404 MOU using the joint fact-finding process. The design workshop and the Recommendations to the Alternatives Design Team are described in Chapter 5.

Drafted and provisionally ratified by the SOCTIIP Collaborative at its April 12, 2000 meeting. Revised for textual consistency on May 24, 2000. Revised to include the No Action Alternative on June 7, 2000. No Action language revised by the Collaborative at the June 12, 2000 teleconference. Revised and ratified by the SOCTIIP Collaborative on June 13, 2000.

CONCEPTUAL SOCTIIP PROJECT ALTERNATIVES

- I. Far East*
 - A. Complete – look for optimal alignment for the CP Alignment
 - B. Cristianitos – arterial from Pico to I-5
 - C. Agricultural Field – highway standard to connection with I-5
 - D. Ortega
 - E. Pico
 - F. Talega
 - * Lane and median configuration as appropriate
- II. Central and 7 Variation*
 - A. Complete – look for optimal alignment including and between Alignment 7 and Central
 - B. Ortega
 - C. La Pata
 - * Lane and median configuration as appropriate
- III. I-5 Expansion
- IV. Smart Street Maximum (DKS), Moderate (DKS), and Minimum (DKS) - with appropriate grade interchanges.
- V. Mix and Match: Within the discussion of SOCTIIP Project Alternatives, appropriate I-5, Smart Street, and Mass Transit components are added to each Alternative to improve mobility, which may result in a new alternative.
- VI. No Action: In addition to a traditional No Action Alternative, a discussion of the No Action Alternative may include an analysis of alternative No Action scenarios considering impacts to land use and traffic patterns.

Note: The SOCTIIP Collaborative will have a design workshop confirming the design team's recommendations for SOCTIIP Project Alternatives. This workshop will occur prior to evaluation of Project Alternatives for EIS study. Further direction on the Conceptual SOCTIIP Project Alternatives is provided in the Recommendations to the Alternatives Design Team.

*Prepared for the SOCTIIP Collaborative from meeting discussions and alignment maps.
Reviewed and revised by the SOCTIIP Collaborative during its April 11 and 12, 2000 meetings.*

TEXTUAL DESCRIPTIONS OF THE SOCTIIP PROJECT ALTERNATIVES

I. FAR EAST CORRIDOR

A. Complete

The Far East Corridor - Complete alignment follows the proposed CP Alignment from State Route 241 at the Oso Parkway to a direct connection to I-5 south of Cristianitos Road.

B. Cristianitos Variation

The Far East Corridor - Cristianitos Variation alignment follows the Far East Corridor - Complete from the Oso Parkway to Avenida Pico. The Cristianitos Variation then becomes a 4 lane arterial from Avenida Pico (joining and utilizing the existing Cristianitos Road south of the Camp Pendleton Guard Gate) to the interchange of Cristianitos Road and I-5.

C. Agricultural Fields Variation

The Far East Corridor - Agricultural Fields Variation alignment follows the Far East Corridor - Complete from the Oso Parkway to Avenida Pico. The Agricultural Fields Variation then shifts easterly south of Avenida Pico and continues through the agricultural fields east of Cristianitos Road. The Agricultural Fields Variation has a direct connection to I-5.

D. Ortega Highway Variation

The Far East Corridor - Ortega Variation alignment follows the Far East Corridor - Complete from the Oso Parkway to the Ortega Highway.

E. Avenida Pico Variation

The Far East Corridor - Avenida Pico alignment follows the Far East Corridor - Complete from the Oso Parkway to Avenida Pico.

F. Talega Variation

The Far East Corridor - Talega Variation alignment follows the Far East Corridor - Complete from the Oso Parkway to the Ortega Highway. The Talega Variation then moves westerly south of the Ortega Highway, traverses the northern section of the Mission Viejo Land Conservancy, and joins the southern section of the proposed BX Alignment near Avenida La Pata.

II. CENTRAL CORRIDOR

A. Complete

The Central Corridor - Complete alignment looks for the optimal alignment between and including the proposed BX Alignment from the Oso Parkway to I-5 and Alignment 7 from the Oso Parkway to I-5 (east of the BX Alignment and west of the Canada Gobernadora Restoration Project). It is anticipated that the Central Corridor - Complete will utilize the

BX Alignments south of Ortega Highway, yet further analysis will be performed. With any Central Corridor - Complete alignment, a direct connection to I-5 south of Avenida Pico is planned.

B. Ortega Highway Variation

The Central Corridor - Ortega Highway alignment follows the Central Corridor - Complete from the Oso Parkway to the Ortega Highway.

C. La Pata Variation

The Central Corridor - La Pata Variation follows the Central Corridor - Complete from the Oso Parkway to Avenida La Pata.

III. SMART STREET ALIGNMENTS

Note: Smart Street options range from minimal expansion of existing facilities (Minimum Improvements Alternative) to expansion that maximizes effectiveness of the arterial network (Maximum Benefits Alternative).

A. Antonio Parkway and Avenida La Pata Improvements

In the Minimum Improvements scenario, improvements to the most critical intersections of the Antonio Parkway would be made. In the Maximum benefits scenario, Antonio Parkway and Avenida La Pata would be widened to accommodate 8 north/south through lanes between Oso Parkway/Crown Valley and Avenida Vista Hermosa. Grade separations would be present at Oso Parkway/SR 241, Crown Valley/Antonio Parkway, San Joaquin Extension/Antonio Parkway, and at Ortega Highway/Antonio Parkway.

B. Additional Arterial Improvements

To accommodate Antonio Parkway improvements in the Minimum Improvements scenario, improvements would be made to the most critical intersections of Antonio Parkway and Ortega Highway, Camino Las Ramblas, Avenida Vista Hermosa, and Avenida Pico. In the Maximum benefits scenario, grade separations would be present at Oso Parkway/SR 241, Crown Valley/Antonio Parkway, San Joaquin Extension/Antonio Parkway, and at Ortega Highway/Antonio Parkway.

C. I-5 Auxiliary Lanes South of Pico

To accommodate improvements in the arterial network for the Maximum benefits scenario, auxiliary lanes would be added from I-5 south of Avenida Pico to the San Diego County line to accommodate high northbound off-ramp and southbound on-ramp volumes at the I-5/Avenida Pico interchange.

D. San Joaquin Extension

The San Joaquin Extension would be an arterial with a direct connection to SR 73, improvements to the I-5 and SR 73 interchanges, and some collector facility. Any new I-5 interchange ramps must clear existing structures, possibly leading to a four level interchange at I-5 and SR 73.

E. 2C Arterial

The 2C Arterial moves west of the Antonio Parkway south of Oso Parkway and travels along the western border of the planned Ladera Ranch community such that the 2C

Arterial is aligned along the eastern edge of the planned open space west of Ladera Ranch. The 2C Arterial also avoids existing wildlife corridors identified southwest of the 2C alignment, makes an arterial connection to the San Joaquin extension, and continues through to the Ortega Highway.

F. Crown Valley Arterial

The Crown Valley Arterial would be an arterial extension of SR 241 to the Crown Valley Parkway with an intersection upgrade at Crown Valley Parkway and Antonio Parkway.

IV. I-5 IMPROVEMENTS

A. Additional Lanes on I-5

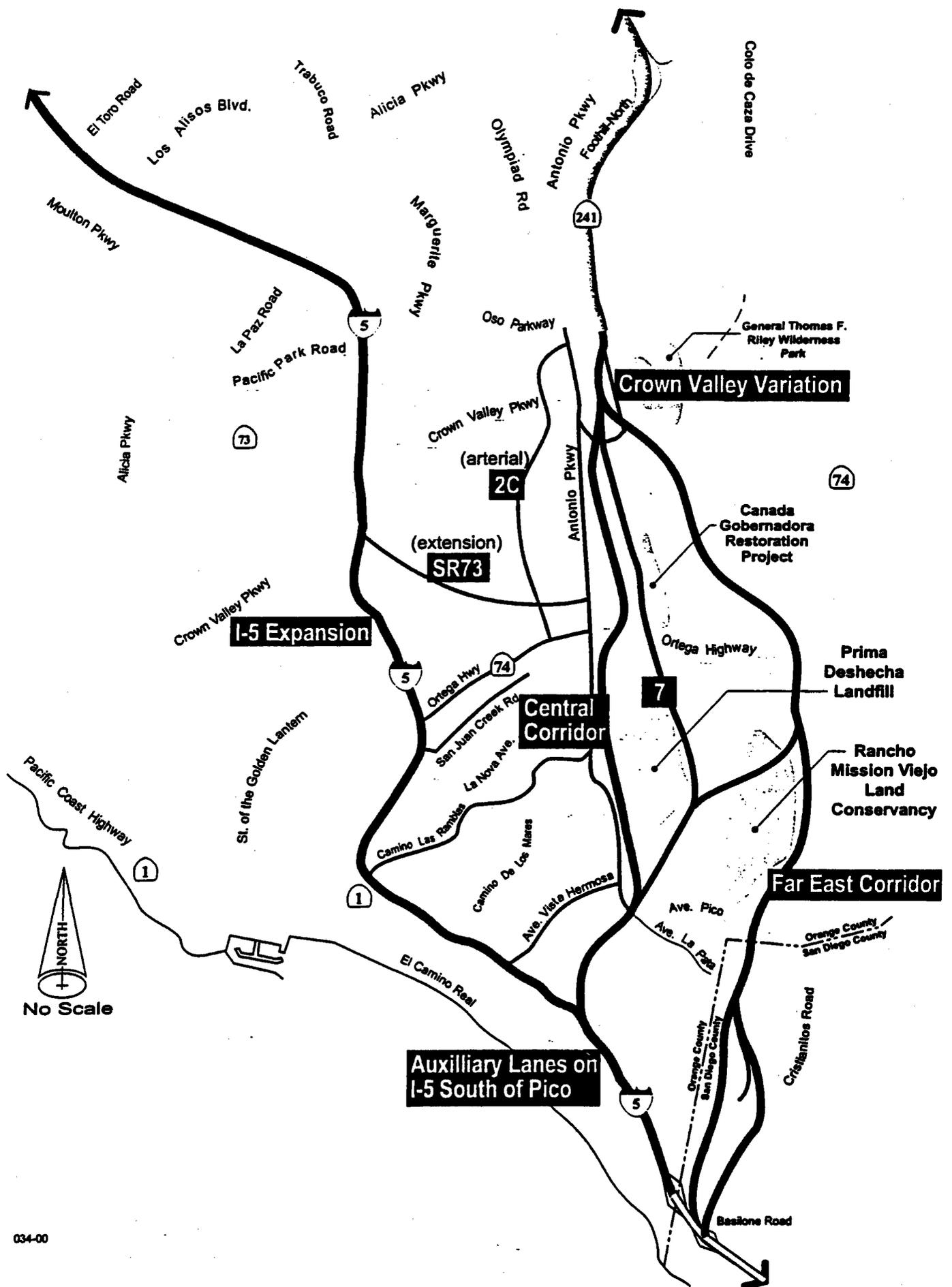
It is currently anticipated that the addition of new lanes on I-5 will include at least 1 additional HOV and 1 additional mixed flow lane in the northbound and southbound directions from the I-405 interchange to the San Diego County line. Configurations for these additional lanes may include reversible HOT lanes, movable barriers, and buffer separated configurations.

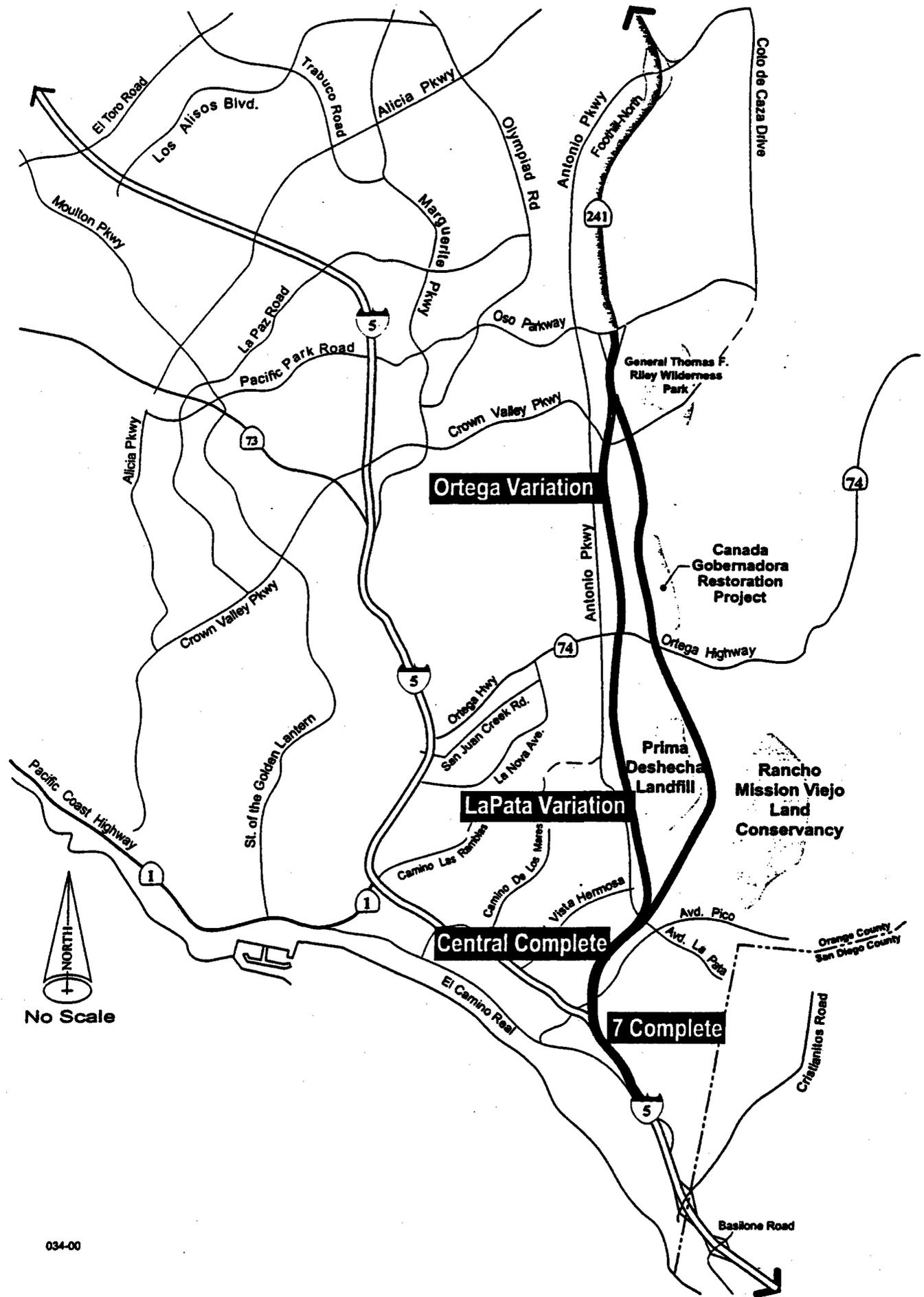
V. MIX AND MATCH

A. New Alternatives Using Multiple Alignments/Alternatives

Within the discussion of SOCTIIP Project Alternatives, appropriate I-5, Smart Street, and Mass Transit components are added to each Alternative to improve mobility, which may result in a new alternative.

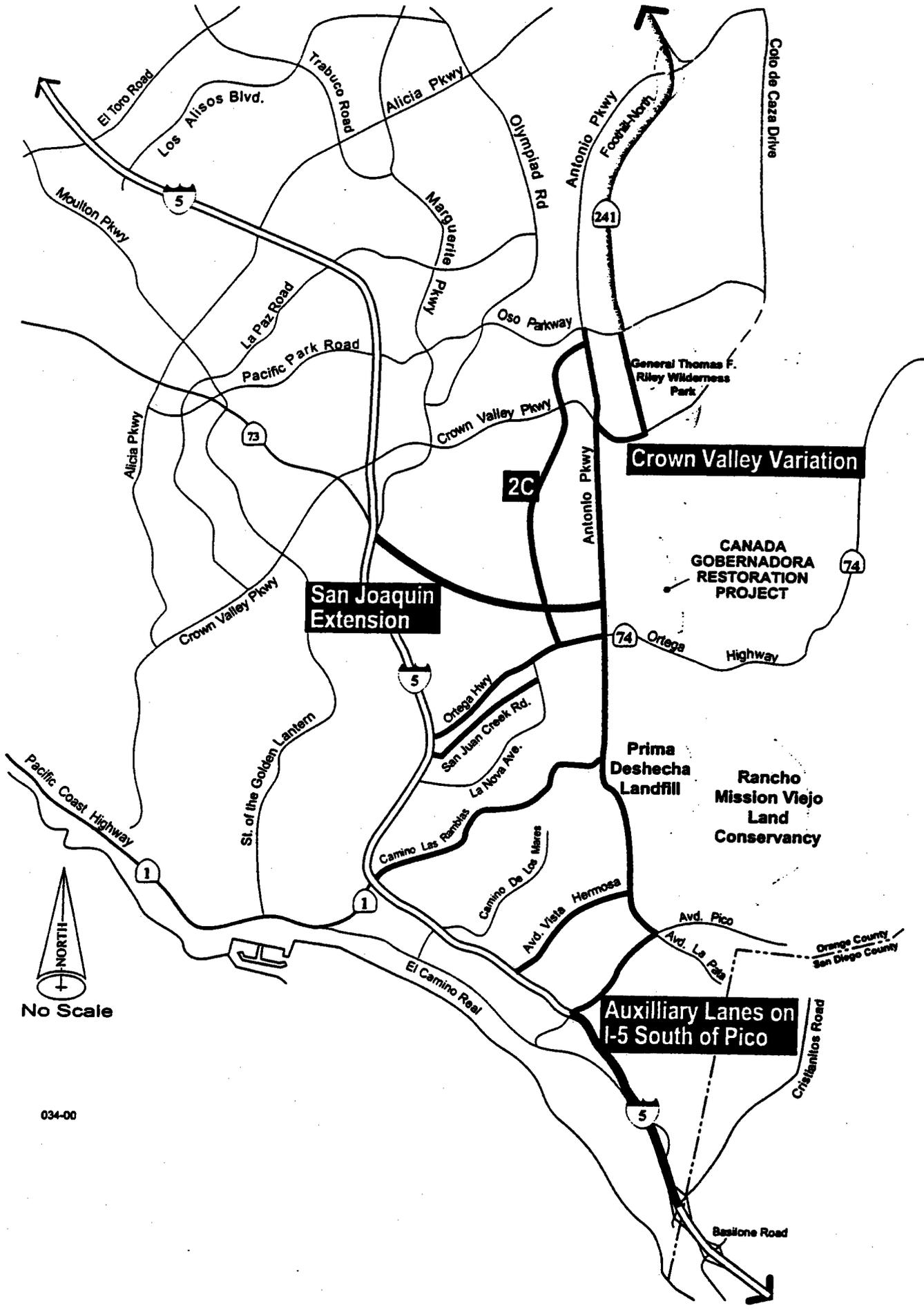
Note: The SOCTIIP Collaborative will have a design workshop confirming the design team's recommendations for SOCTIIP Project Alternatives. This workshop should occur prior to evaluation of Project Alternatives for EIS study.





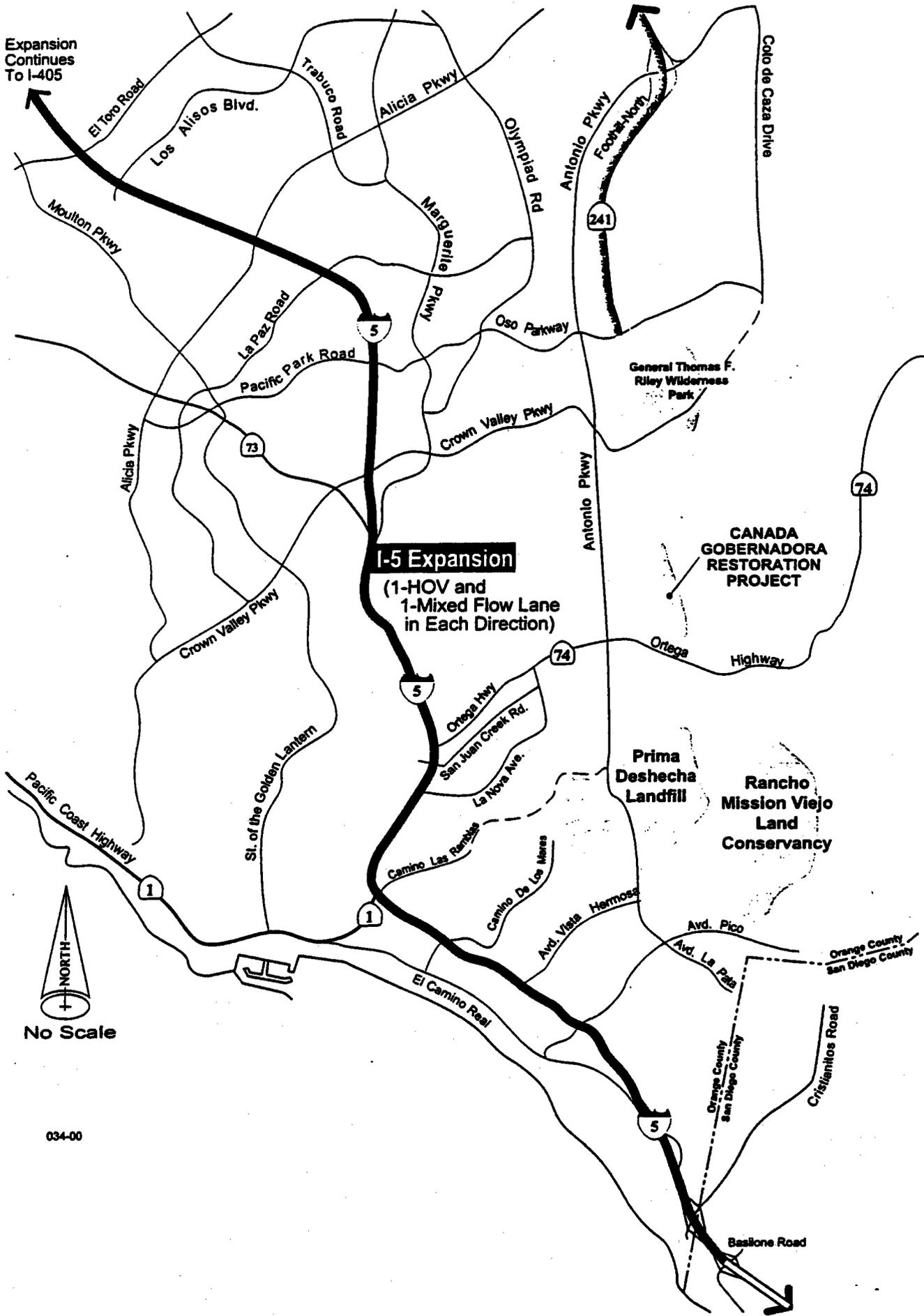
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Central Corridor and Alignment #7



NORTH
 No Scale

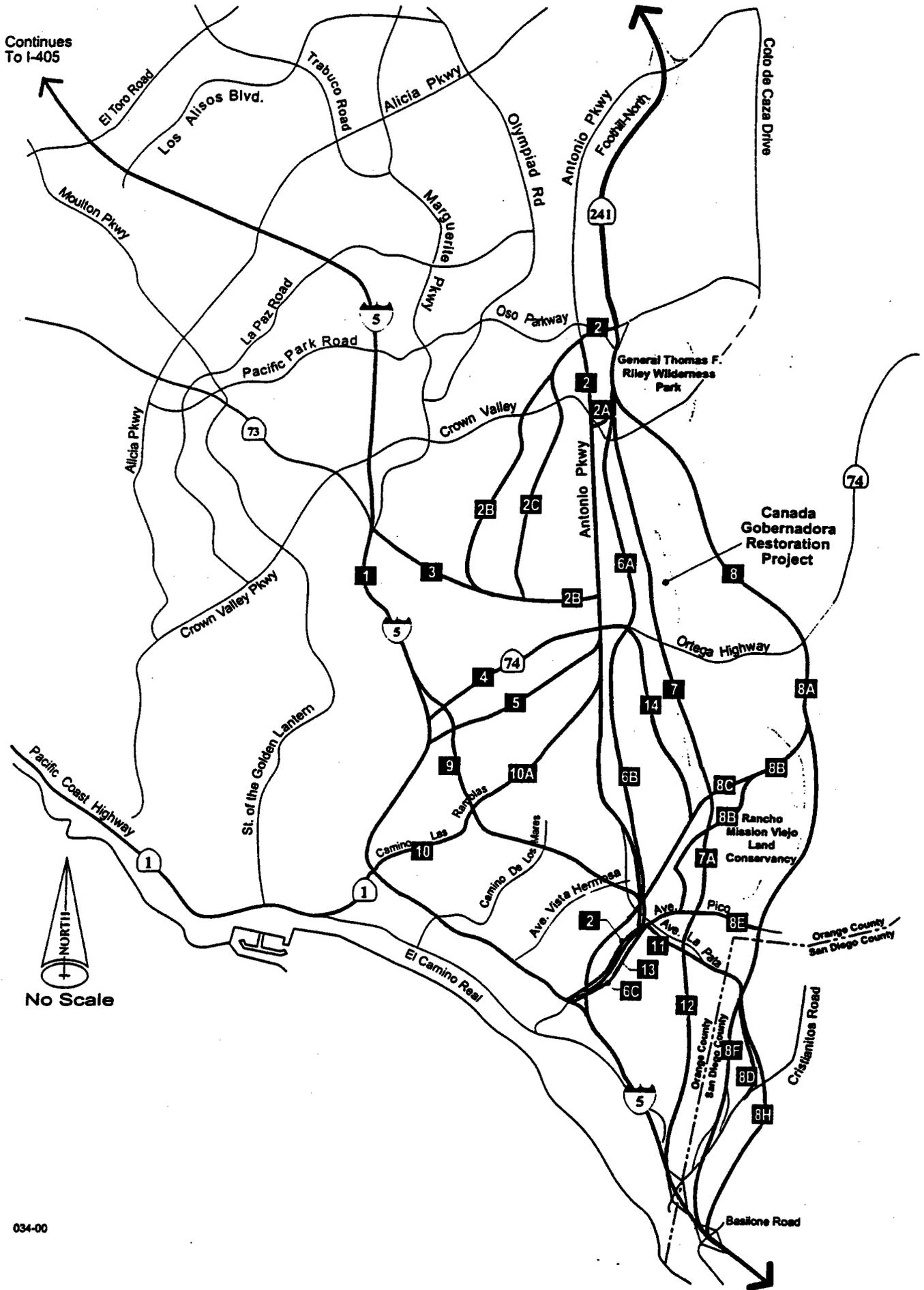
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NORTH
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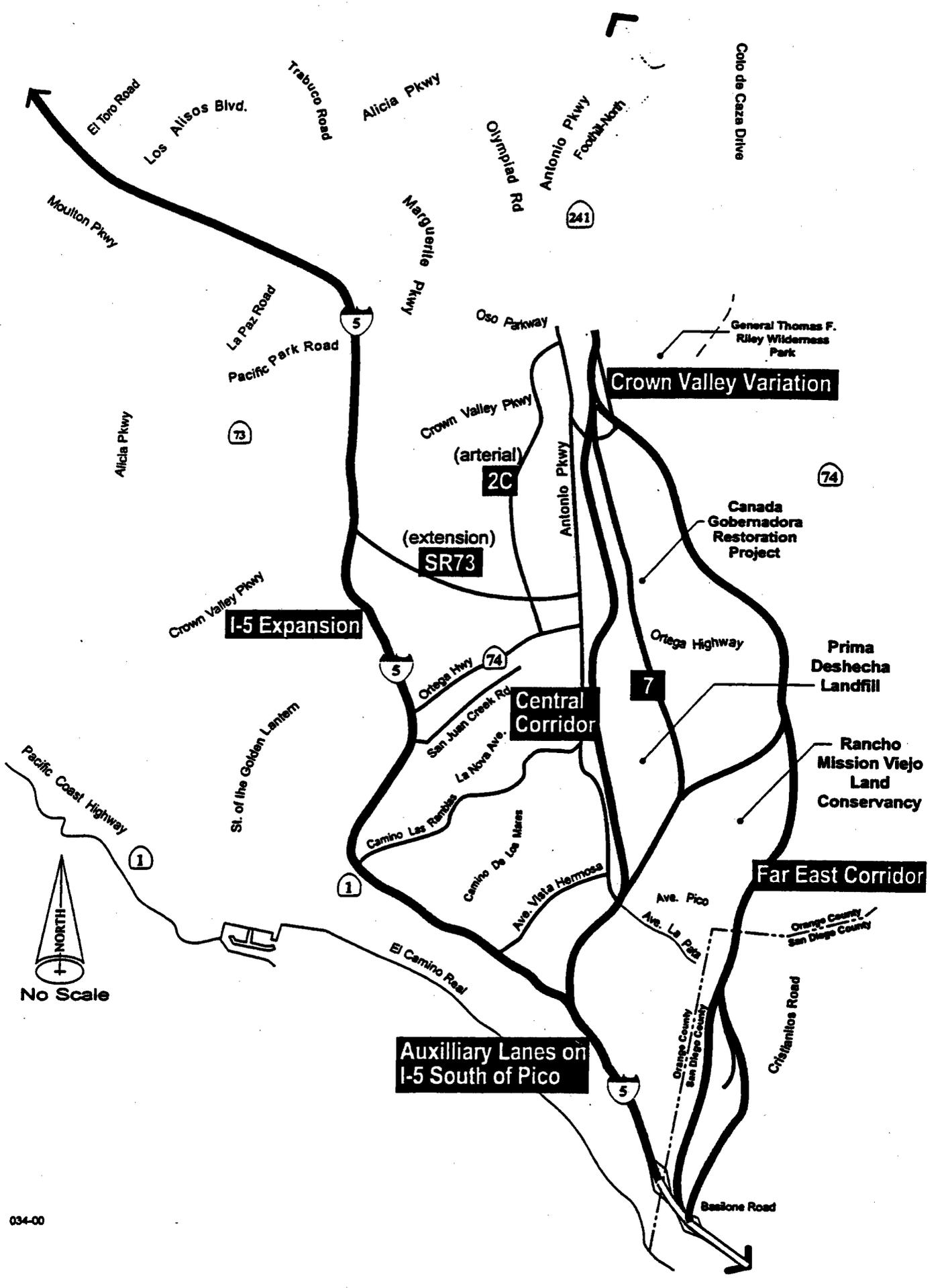
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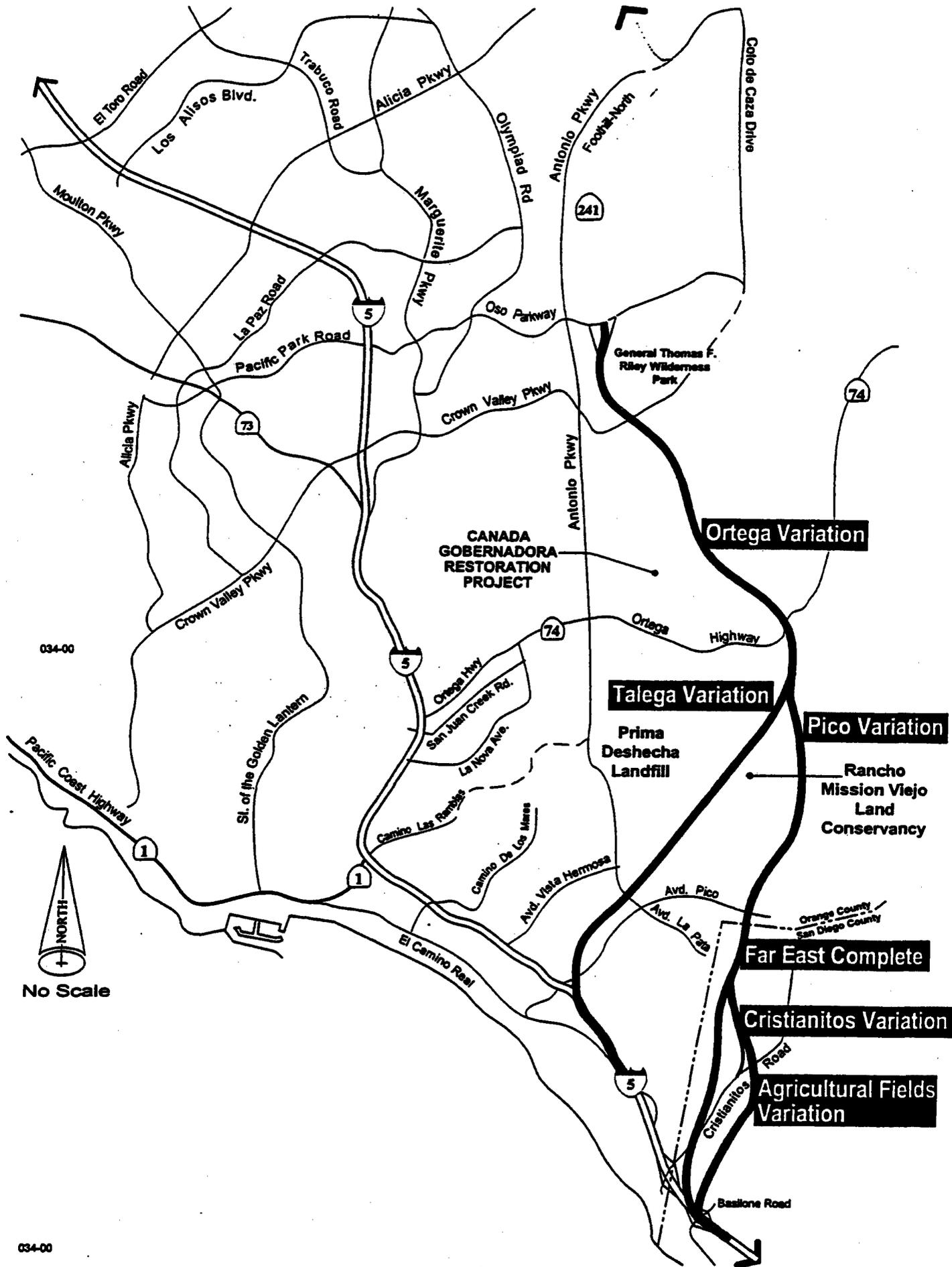
I 5 Expansion



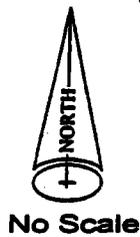
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Alignments Originally Considered



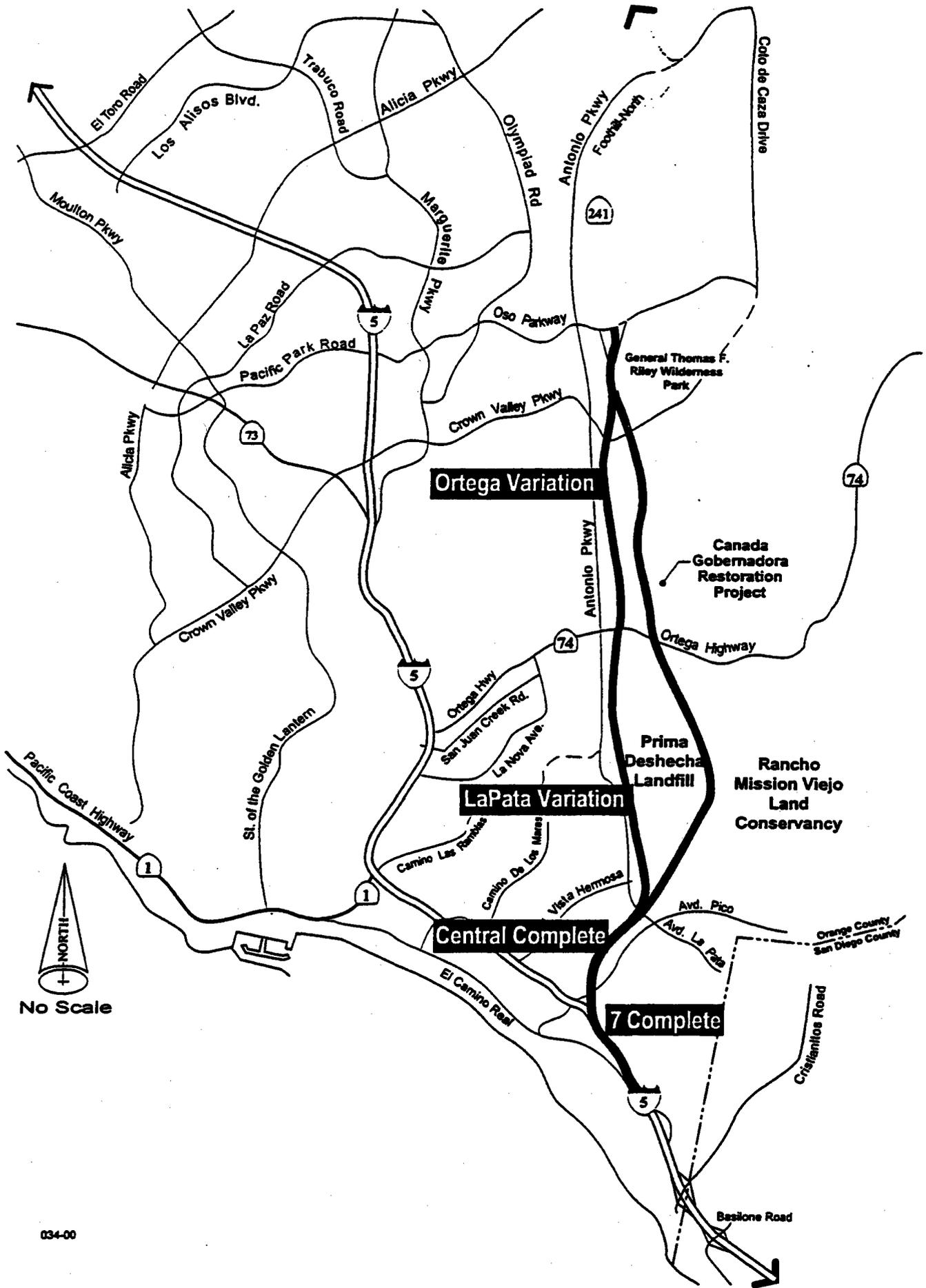


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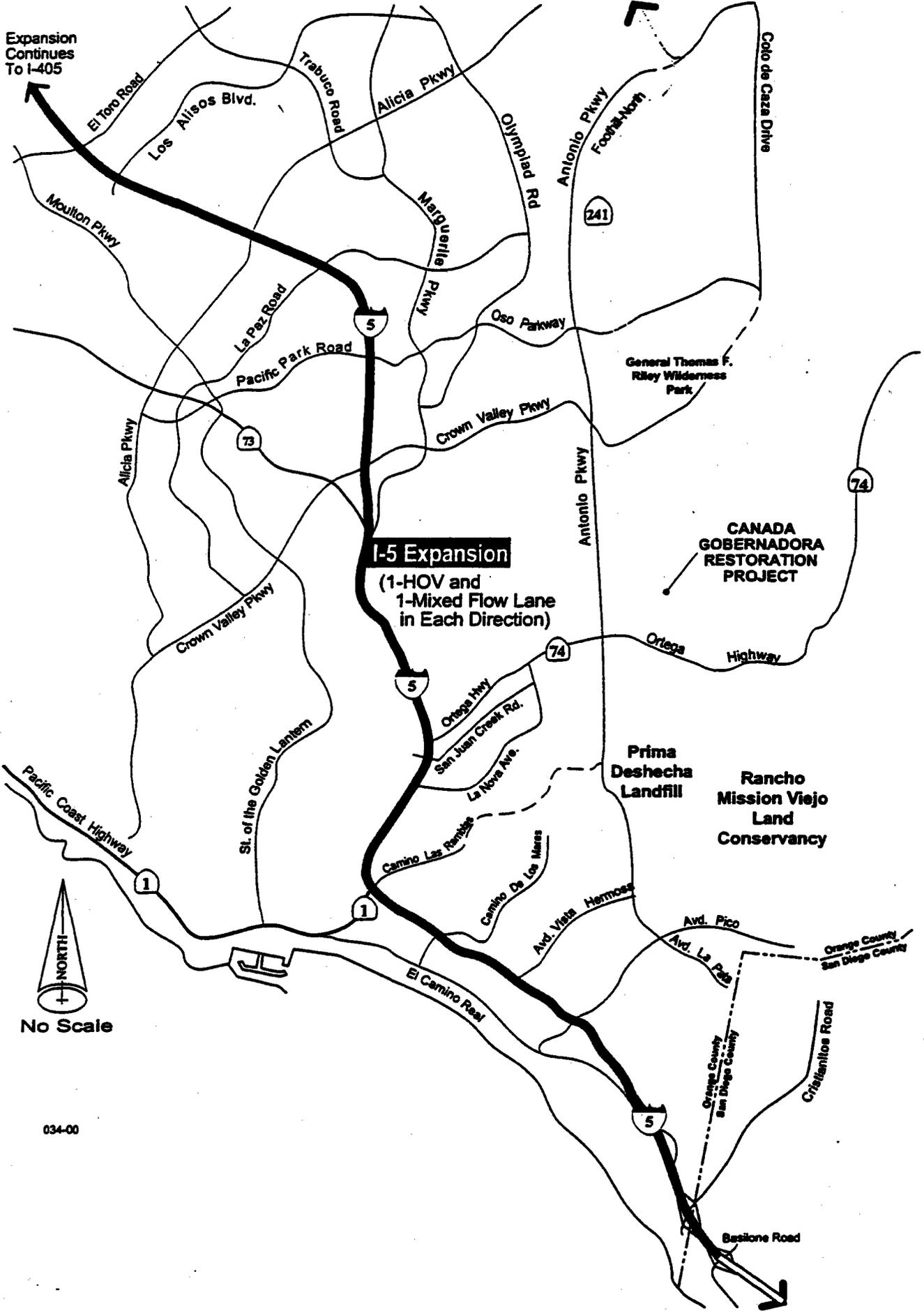
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Far East Corridor

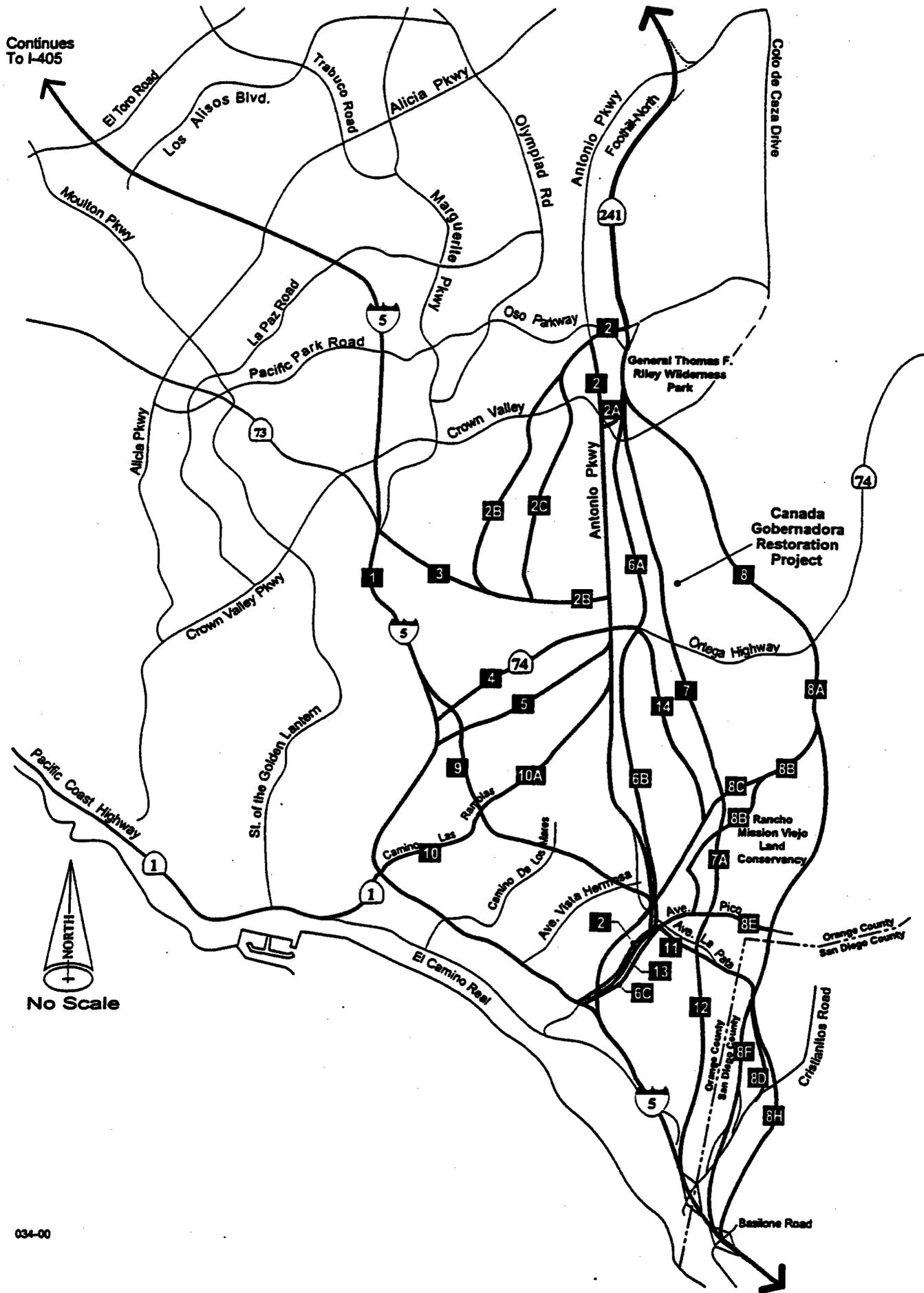


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Central Corridor and Alignment #7



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Alignments Originally Considered

CHAPTER 5

RECOMMENDATIONS FOR EVALUATION OF ALTERNATIVES DURING NEPA AND SECTION 404 REVIEW

A. Introduction

During implementation of the 1994 NEPA and Section 404 Integration Process Memorandum of Understanding (NEPA/Section 404 MOU) for the proposed SOCTIIP Project, one goal of Phase I of the SOCTIIP Collaborative was to provide recommendations and guidance to those agencies and consultants responsible for the development of NEPA and Section 404 technical materials and documents. The recommendations below, coupled with active participation by the NEPA/Section 404 MOU signatories in the development of the SOCTIIP Project, sustain the spirit of cooperation within the NEPA/Section 404 MOU.

B. Process for Developing Recommendations for Evaluation of Alternatives during NEPA and Section 404 Review

Throughout the course of Phase I of the SOCTIIP Collaborative process, the members of the SOCTIIP Collaborative recognized the importance of a continued presence in the development of the proposed SOCTIIP Project and in the implementation of the NEPA/Section 404 MOU. From the earliest policy meetings, Collaborative members acknowledged that many NEPA and Section 404 issues would require additional technical assistance and/or refinement as the SOCTIIP Project planning process moved toward environmental review.

During the development of Selection Criteria for the SOCTIIP Project Alternatives, the Collaborative chose to concurrently maintain a list of Evaluation Criteria (also known as the "issue parking lot") as recommendations for the evaluation of SOCTIIP Project Alternatives. The purpose of these criteria was to contribute to the scoping and preparation of technical studies for the NEPA and Section 404 processes and to ensure that the technical information needs and data gaps identified by the Collaborative would be addressed in the environmental documents. The ultimate goal was that the technical information developed accurately informs the permitting and regulatory processes of those agencies responsible for key environmental review roles. Nearly all policy and joint fact-finding meetings resulted in key items being included in the Evaluation Criteria. The Evaluation Criteria will continue as a working document as the SOCTIIP Collaborative continues its efforts in Phase II.

Additionally, as the SOCTIIP Collaborative developed a list of alternatives for evaluation in the SOCTIIP Project's NEPA and Section 404 processes, it became clear that additional design work would be required to determine precise alignments and alignment characteristics for each alternative. This additional work required the technical expertise of transportation and geotechnical engineers, environmental consultants, and other experts. Since this design process is a typical step in the preparation of environmental documents, the SOCTIIP

Collaborative ratified the "conceptual" SOCTIIP Project Alternatives at the culmination of Phase I and assigned the determination of precise alignments and characteristics for each SOCTIIP Project Alternative to the multi-disciplinary Alternatives Design Team. A design workshop with the Collaborative and the Alternatives Design Team will focus on finalizing SOCTIIP Project Alternatives for concurrence under the NEPA/Section 404 MOU.

C. Recommendations for Evaluation of Alternatives during NEPA and Section 404 Review

The two ratified documents that follow are a bridge between the discussions of Phase I of the SOCTIIP Collaborative and the preparation of the SOCTIIP Environmental Impact Statement and the Clean Water Act Section 404 determination. These documents represent the recommendations and guidance of the SOCTIIP Collaborative for the design and evaluation of SOCTIIP Project Alternatives.

The first document, Recommendations to the Multi-Disciplinary Alternatives Design Team, is intended to provide guidance on the expectations of the Alternatives Design Team's effort to refine SOCTIIP Project Alternatives (see Figure 5.1).

The second document, a Proposal for Phase II of the SOCTIIP Collaborative, outlines the objectives, concepts, and elements for a continuation of the collaborative process with the SOCTIIP project sponsor and the NEPA/Section 404 signatory agencies. A collaborative effort between the key agencies in this process is intended to sustain the spirit of cooperation within the NEPA/Section 404 MOU (see Figure 5.2).

Prepared on April 11, 2000 by CONCUR based on discussions of the SOCTIIP Collaborative. Reviewed by the Collaborative on April 12, 2000. Revised by CONCUR on April 20, 2000. Revised by the Recommendations and Phase II Subcommittee on May 12, 2000. Revised by the Recommendations and Phase II Subcommittee on May 26, 2000. Reviewed and revised at the June 1, 2000 SOCTIIP Collaborative teleconference. Reviewed at the June 12, 2000 SOCTIIP Collaborative teleconference. Ratified by the Collaborative on June 13, 2000.

Recommendations to the Multi-Disciplinary Alternatives Design Team

I. Introduction

The SOCTIIP Collaborative intends that these recommendations assist the multi-disciplinary SOCTIIP Alternative Design Team as they proceed with further developing and analyzing the SOCTIIP Project Alternatives. The Collaborative emphasizes that this section does not include exhaustive recommendations regarding SOCTIIP Project Alternatives. The presence or absence of recommendations in this section should not be taken as approval or disapproval by the SOCTIIP Collaborative of any particular SOCTIIP Project Alternative or of the SOCTIIP project as a whole.

II. General Recommendations for All Alternatives

A. Purpose and Need

1. All SOCTIIP Project Alternatives must meet the SOCTIIP Project Purpose and Need Statement concurred upon by the NEPA/Section 404 MOU signatory agencies in March and April of 1999.

B. Baseline Considerations

1. The Orange County Regional Transportation Plan (RTP), the Orange County Master Plan of Arterial Highways (MPAH), and the Orange County Transportation Agency's (OCTA) Fast Forward Program were used in determining baseline conditions for the Traffic Analysis in Phase I (see Appendix C).
2. Tier 1 and Tier 2 Selection Criteria were developed to analyze SOCTIIP Project Alternatives in accordance with the NEPA/Section 404 MOU, the Guidance Papers to Facilitate the Implementation of the NEPA/Section 404 MOU, and the SOCTIIP Project Purpose and Need Statement (see Chapter 2).
3. During Phase I of the SOCTIIP Collaborative, no thresholds were established for Tier 2 and it was determined that there was inconclusive information to exclude any Alternatives based on impacts to the natural or human environments.

C. Lane and Median Configurations

1. During the development of the SOCTIIP Project Alternatives, optimal alignments, number of lanes, and median configurations should be developed as appropriate to meet SOCTIIP Project Purpose and Need while avoiding potential environmental impacts and minimizing the Alternative's construction footprint.

D. Mix and Match Components

1. For each SOCTIIP Project Alternative, provide recommendations on appropriate I-5, Smart Street, and mass transit components to improve mobility for that Alternative (this may result in a new SOCTIIP Project Alternative).

III. Recommendations for the Far East Corridor

A. Far East Complete

1. Determine the optimal alignment for the proposed Far East Corridor - Complete (proposed CP Alignment) from the Oso Parkway to a direct connection to I-5 south of Avenida Pico.

B. Talega Variation

1. Determine the optimal alignment for the proposed Far East Corridor - Talega Variation from the Oso Parkway to the Ortega Highway, traversing the northern section of the Mission Viejo Land Conservancy, and joining the southern section of the proposed BX Alignment near Avenida La Pata.

IV. Recommendations for the Central Corridor

A. Central Corridor - Complete and Alignment #7

1. Determine the optimal alignment between and including the proposed Central Corridor - Complete and Alignment 7 from the Oso Parkway to the Ortega Highway. Determine the optimal alignment for a crossover from this new alignment to the Central Corridor - Complete alignment south of the Ortega Highway with a direct connection to I-5 immediately south of Avenida Pico.

V. Recommendations for Smart Street Alignments

A. Crown Valley Parkway Extension

1. Based on the analysis and evaluation of SOCTIIP Project Alternatives to date, members of the SOCTIIP Collaborative have voiced concerns regarding the potential transportation benefits and environmental impacts of the Crown Valley Parkway Extension. Further analysis should include the following:
 - a. Considerable evaluation of the environmental impacts from the Crown Valley Parkway Extension compared to the potential benefits and potential environmental impacts of other Smart Street Alternatives, and
 - b. Design improvements to the Crown Valley Parkway Extension that minimize potential environmental impacts.

B. 2C Arterial

1. The 2C Arterial should be designed to move west of the Antonio Parkway south of Oso Parkway and travel along the western border of the planned Ladera Ranch community such that the 2C Arterial is aligned along the eastern edge of the planned open space west of Ladera Ranch.
2. The 2C Arterial should be designed to avoid existing wildlife corridors identified southwest of the 2C Arterial, with and without an arterial connection to the San Joaquin extension, and continue through to the Ortega Highway.

C. Oso Parkway and Antonio Parkway Intersection

1. Determine the optimal alignment, including grade separated interchanges, to alleviate potential traffic flow bottlenecks for the Oso Parkway and Antonio Parkway intersection.

VI. Recommendations for I-5 Expansion and Improvements

A. One HOV lane and One Mixed Flow Lane in Each Direction

1. A SOCTIIP Project Alternative for the expansion of I-5 should be designed to both stand alone as a SOCTIIP Project Alternative and as an element of other SOCTIIP Project Alternatives. When designing recommendations for I-5 expansion and improvements, the SOCTIIP Alternatives Design Team should determine whether an I-5 alternative addresses each of the following:
 - a. Achieves SOCTIIP Project Purpose and Need Statement,
 - b. Minimizes right-of-way take,
 - c. Provides consistency and uniformity of design,
 - d. Considers use of reversible lanes,
 - e. Considers a direct HOV connection to the San Joaquin Hills Tollroad,
 - f. Considers widening only portions of I-5,
 - g. Considers HOV ingress and egress at existing interchanges and cross streets,
 - h. Considers staggered ingress and egress to HOV lanes,
 - i. Considers elevated or grade-separated lanes.

B. I-5 Improvements

1. Explore opportunities to combine elements of I-5 improvements with other alternative elements to achieve increased traffic benefits.

VII. Recommendations for the Smart Street and Mix and Match Alternatives

A. General Recommendations for the Smart Street and Mix and Match Alternatives

1. Within the design and evaluation of each SOCTIIP Project Alternative, consideration should be given to adding appropriate I-5, Smart Street, and Mass Transit components to each Alternative to improve mobility for that Alternative (this may result in a new SOCTIIP Project Alternative).
2. Design Smart Street Alternatives recommendations from components of the Maximum, Moderate, and Minimum Smart Street Alternatives developed by DKS Associates.
3. Design Smart Street and Mix and Match Alternatives recommendations using the two criteria below:
 - a. Attempt to minimize expansion of existing facilities and minimize construction of new facilities, and
 - b. Maximize effectiveness of existing facilities and utilize construction of new arterial roadways to maximize benefits to I-5.

B. Candidate "Mix and Match" Combinations

1. Listed below are candidate "Mix and Match" combinations identified by the SOCTIIP Collaborative. Additional opportunities to combine elements of SOCTIIP Project Alternatives to achieve increased traffic benefits and reduced environmental impacts should be identified by the SOCTIIP Alternatives Design Team.
2. **Smart Streets Maximum and I-5 Improvements**
 - a. Start with Smart Streets Maximum (DKS Associates),
 - b. Remove San Joaquin Extension,
 - c. Remove 2C Arterial,
 - d. Remove Crown Valley Parkway Extension (any Crown Valley Parkway Extension removal includes improvements to Oso Parkway interchange/intersection at Antonio Parkway and increases Antonio Parkway to 8 lanes north of Crown Valley Parkway),
 - e. Add I-5 improvements (focused between Ortega and 73),
 - f. Include grade separated intersections as needed, and
 - g. Make Antonio Parkway 8 lanes between Crown Valley Parkway and Oso Parkway.
3. **Smart Streets Minimum with Oso Parkway Improvements**
 - a. Start with Smart Street Minimum (DKS Associates),
 - b. Remove Crown Valley Parkway Extension (any Crown Valley Parkway Extension removal includes improvements to Oso Parkway interchange/intersection at Antonio Parkway and increases Antonio Parkway to 8 lanes north of Crown Valley Parkway), and
 - c. Make Antonio Parkway 8 lanes between Oso Parkway and Avenida Pico.
4. **Smart Streets Minimum with Oso Parkway Improvements and I-5**
 - a. Start with Smart Street Minimum,
 - b. Remove Crown Valley Parkway Extension (any Crown Valley Parkway Extension removal includes improvements to Oso Parkway interchange/intersection at Antonio Parkway and increases Antonio Parkway to 8 lanes north of Crown Valley Parkway),
 - c. Make Antonio Parkway 8 lanes between Oso Parkway and Avenida Pico, and
 - d. Add I-5 Improvements - One additional lane to I-5 (HOV).
5. **Smart Streets with I-5 Improvements**
 - a. Start with Minimum, Moderate, and Maximum Smart Streets Alternatives (DKS Associates),
 - b. Remove Crown Valley Parkway Extension (any Crown Valley Parkway Extension removal includes improvements to Oso Parkway interchange/intersection at Antonio Parkway and increases Antonio Parkway to 8 lanes north of Crown Valley Parkway),
 - c. Add I-5 Improvements - One additional lane to I-5 (HOV).
6. **Central Corridor - Ortega Variation and Smart Streets**
 - a. Start with the Central Corridor - Ortega Variation,
 - b. Include Maximum Smart Streets Alternative (DKS Associates),

- c. Remove 2C Arterial,
 - d. Remove San Joaquin Extension,
 - e. Remove Crown Valley Parkway Extension
7. Central Corridor - La Pata Variation and Smart Streets
- a. Start with Central Corridor - La Pata Variation,
 - b. Include Maximum Smart Streets Alternative (DKS Associates),
 - c. Remove 2C Arterial,
 - d. Remove San Joaquin Extension,
 - e. Remove Crown Valley Parkway Extension

Proposed by the Transportation Corridor Agencies (TCA) for Phase II of the SOCTIIP Collaborative. Reviewed and revised by TCA and CONCUR on May 10, 2000. Reviewed and revised by the Recommendations and Phase II Subcommittee on May 18 and 23, 2000. Reviewed and revised by the SOCTIIP Collaborative at its June 1, 2000 teleconference. Revised by the SOCTIIP Collaborative at its June 12, 2000 teleconference. Reviewed by the SOCTIIP Collaborative on June 13, 2000.

Proposal for Phase II of the SOCTIIP Collaborative

Summary of the Facilitated Process:

- Facilitated meetings to manage key SOCTIIP issues.
- Lead Agency (FHWA) and all participating agencies scope technical studies, review technical documents, and Screencheck EIS.

I. Objective:

- A. A comprehensive and efficient process for managing issues during the preparation and approval of an Environmental Impact Statement for the SOCTIIP Project and implementation of the steps in the NEPA/Section 404 MOU.

II. Concept:

- A. The facilitated process will act as the framework for the discussion and management of issues related to the EIS, as they arise between the participating federal, state and local agencies.
- B. The facilitated process will operate under the NEPA/Section 404 MOU process and the framework of the Environmental Streamlining provisions from the Transportation Equity Act (TEA-21), section 1309. This facilitated process is intended to assure compliance with NEPA and Section 404 without the need to invoke Section 345 of the 1998 Department of Transportation Appropriations bill and the dispute resolution provisions of the NEPA/Section 404 MOU.
- C. The facilitated process and the NEPA/Section 404 MOU include commitment from all participating agencies to the steps, timeframes, and provision of constructive input identified in the SOCTIIP project schedule.

III. Agency Cooperation in the Facilitated Process:

- A. As Lead Agency, FHWA will invite each NEPA/Section 404 signatory agency to participate as a Cooperating Agency for the SOCTIIP Project under NEPA. (40 CFR 1501.6.) If any NEPA/Section 404 signatory agency agrees to act as a cooperating agency, the roles and expectations of the Cooperating Agencies will be defined in the Groundrules for Phase II.

IV. Provisions of the Facilitated Process:

A. Facilitation Process

1. Building on the success of Phase I of the SOCTIIP Collaborative, continued meetings to be facilitated by a neutral consultant are proposed. As the EIS is scoped, developed, and reviewed at the staff level, issues at each phase will be discussed in facilitated staff level meetings to ensure continued commitment by all parties to the EIS development process and the agreed upon technical review schedules. Facilitated meetings to manage key, identified issues would be held regularly during EIS development including the phases listed below:

- a. Scoping of Technical Reports.
 - b. Technical Report Review.
 - c. EIS Screencheck Review (to resolve identified issues and develop strategies to address signatory agency concerns).
 - d. Development of the Draft EIS (to discuss how issues will be addressed in the Draft EIS).
 - e. During the Draft EIS/SEIR Response to Comment period.
 - f. During the Final EIS/SEIR Response to Comment period.
2. The facilitator will prepare a summary report of each meeting and provide reports to the participating agencies. Issues identified in these reports will be reported by staff to brief participating agencies' management.

B. Technical Input

1. Participating agencies would scope and review EIS documents and provide written comments during the EIS development stages within agreed upon timeframes consistent with those suggested below:
 - a. **Scoping of Technical Reports - 60 days.** Participating agencies would prioritize technical reports to be scoped then work collaboratively to scope various EIS technical reports.
 - b. **Technical Report Review - 30 - 60 days.** Participating agencies would review draft technical reports prior to their incorporation into the EIS Screencheck document based on agreed to timelines. Neutral technical expert(s) may be used to provide input into technical analysis and evaluation.
 - c. **EIS Screencheck Review - 60 days.** Participating agencies would review the EIS Screencheck document sent to Camp Pendleton, a NEPA Cooperating Agency. This review would be very early in the EIS Screencheck review period.
 - d. **Draft EIS/SEIR Response to Comment Period - 14 days.** TCA will provide Draft Responses to Comments on the Draft EIS/SEIR to the signatory agencies for their review within 14 days of their receipt by TCA.
 - e. **Final EIS/SEIR Response to Comment Period - 14 days.** TCA will provide Draft Responses to Comments on the Final EIS/SEIR to the signatory agencies for their review within 14 days of their receipt by TCA.

C. Unresolved Issues

1. If any unresolved issues exist, the facilitated process will utilize the Dispute Resolution provisions of Appendix B of the NEPA/Section 404 MOU.

**Appendix A:
NEPA/Section 404
MOU**

MEMORANDUM OF UNDERSTANDING

National Environmental Policy Act and Clean Water Act Section 404

Integration Process for Surface Transportation Projects in Arizona, California, and Nevada

I. APPLICABILITY

- A. This memorandum of understanding (MOU) applies to all projects needing both Federal Highway Administration (FHWA)/ Federal Transit Administration (FTA) action under the National Environmental Policy Act (NEPA) and a U.S. Army Corps of Engineers (Corps) individual permit under section 404 of the Clean Water Act. This MOU is limited to issues pertaining to waters of the United States (waters of the U.S.) and associated sensitive species.
- B. Regulatory/resource agency participation in this process does not imply endorsement of all aspects of a transportation plan or project. Nothing in this MOU or its Appendices is intended to diminish, modify, or otherwise affect the statutory or regulatory authorities of the agencies involved.

II. BACKGROUND

In a May 1, 1992 agreement, the U.S. Department of Transportation, the U.S. Department of Army-Civil Works, and the U.S. Environmental Protection Agency (EPA) adopted as agency policy (1) improved interagency coordination and (2) integration of NEPA and the Clean Water Act section 404 procedures. This MOU implements this policy.

III. NEPA-SECTION 404 INTEGRATION

The signatories to this MOU are committed to integrating NEPA and section 404 of the Clean Water Act in the transportation planning, programming, and implementation stages. We are committed to ensuring the earliest possible consideration of environmental concerns pertaining to waters of the U.S., including wetlands, at each of these three stages. We place a high priority on the avoidance of adverse impacts to waters of the U.S. and associated sensitive species, including threatened and endangered species.

Whenever avoidance of waters of the U.S. is not practicable, minimization of impacts will be achieved, and unavoidable impacts will be mitigated to the extent reasonable and practicable. We will improve interagency cooperation and consultation at all levels of government throughout the process. We will integrate compliance with the Section 404(b)(1) Guidelines with compliance with the National Environmental Policy Act.

IV. ANTICIPATED BENEFITS OF PROCESS

The process embodied in this MOU will:

1. Improve cooperation and efficiency of governmental operations at all levels, thereby better serving the public,
2. Expedite construction of necessary transportation projects, with benefits to mobility and the economy at large,
3. Enable more transportation projects to proceed on budget and on schedule, and
4. Protect and enhance the waters of the U.S., which will benefit the region's aquatic ecosystems and the public interest.

V. IMPLEMENTATION PROCEDURES

- A. Appendix A is a NEPA-404 Concurrent Process paper for the Project Development stage which is incorporated into this MOU.
- B. The signatory agencies agree to jointly develop guidance by March 1, 1994 and to use the guidance to facilitate the implementation of this MOU. These guidance papers include, but are not limited to, the following:
 1. Level of Data Needs / Threshold for Regulatory/Resource Agency Involvement
 2. Purpose and Need
 3. Alternatives Analysis and Avoidance
 4. Mitigation
 5. Tiered/Corridor EIS

VI. CONCURRENCE/NONCONCURRENCE

- A. **Timeliness:** Regulatory/resource agencies will provide their comments in a timely manner, as defined for each stage (see Agency Commitments section below).

B. Concurrence: written determination that:

1. The information to date is adequate for this stage, and
2. The project may proceed to the next stage without modification.

Agencies agree not to revisit previous concurrences unless there is significant new information or significant changes to the project, the environment, or laws and regulations.

C. Nonconcurrence: written determination that:

1. The information to date is not adequate for this stage,
OR
2. The potential adverse impacts of the project are severe.

Agencies agree to provide an explanation of the basis for nonconcurrence. All agencies (transportation and regulatory/resource) agree to attempt to resolve issues causing nonconcurrence, and to try to do so informally before entering formal dispute resolution.

VII. DISPUTE RESOLUTION

Initiated upon request of any signatory agency. Reasons may include:

1. Unresolved written nonconcurrence,
2. Lack of response within agreed-upon time limits, and
3. Substantive departure from the MOU process.

See Appendix B, Dispute Resolution.

VIII. PARTICIPATION

If Corps, EPA, Fish and Wildlife Service (FWS), and/or National Marine Fisheries Service (NMFS) choose not to participate in early planning, programming, or the pre-scoping phase of project development, they will notify the project sponsors, who may proceed to the next stage (or next phase of project development) without prejudice. There would be no formal concurrence or nonconcurrence. However, nonparticipation implies that, based upon information provided by the project sponsors, it appears that regulatory and resource issues are of a magnitude amenable to resolution at the next stage.

IX. MONITORING/EVALUATING IMPLEMENTATION OF MOU

The signatory agencies will monitor the success of the MOU process and modify it as necessary to improve it. Each signatory agency shall designate a representative to serve on a monitoring and evaluation team. See Appendix C, MOU Monitoring and Evaluation.

X. AGENCY COMMITMENTS

A. Pipeline Projects

Projects that were extant on the date this MOU is signed are "pipeline" projects. These projects will be made current by completing the analyses required by earlier stages prior to proceeding to the next concurrence point. The remaining MOU integration process will then be followed.

B. Non-Metropolitan Planning Organization (MPO) Projects

Non-MPO projects that have not gone through this MOU process in the transportation plan stage will adhere to the processes contained in the MOU for the programming and project development stages.

C. Continuity

FHWA and FTA will ensure that project sponsors provide copies of all relevant portions of correspondence from regulatory/resource agencies in documentation at subsequent stages.

D. Transportation Plan Stage

1. FHWA and FTA agree to:

- a. Issue regional guidance indicating that adherence to this MOU would satisfy the environmental planning provisions of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) regarding waters of the U.S.
- b. Emphasize consideration of environmental impacts to waters, wetlands, and associated sensitive species in their federal planning priority statements.
- c. Evaluate MPO inclusion of planning provisions of this MOU and federal planning priorities in the Overall Work Program review.
- d. Evaluate the MPO's process for avoiding impacts to waters of the U.S. and associated sensitive species during the review and certification of MPO

planning processes. Modifications consistent with this MOU integration process will be recommended as appropriate.

2. State Department of Transportation's (State DOT's) agree to:
 - a. Encourage all MPO's to formally agree to follow the NEPA-404 integration process.
 - b. Provide technical assistance and/or existing biological data to MPO's for the development of inventories of waters of the U.S. and associated sensitive species.
 - c. Review and comment on the adequacy of information and avoidance of sensitive resources presented in the regional transportation plans (RTP's) and associated environmental analyses.
 - d. Request federal regulatory/resource agencies to review and comment on the RTP's and associated environmental analyses of MPO's that have formally agreed to follow the NEPA-404 integration process.
3. For those MPO's that have formally agreed to follow the NEPA-404 integration process, the Corps, EPA, FWS, and NMFS agree to:
 - a. Provide input to draft RTP's (relating to waters of the U.S. and to associated sensitive species).
 - b. Review and comment on RTP's and associated environmental analyses within the public review period: purpose and need, alternative selection, mode, environmental impacts including cumulative impacts.
 - c. Concur or not concur on the RTP by the end of the public review period for the RTP.

E. Project Programming Stage

1. FHWA and FTA agree to:
 - a. Review project programming documents and identify those projects that have not followed the process described in this MOU or have not included practicable avoidance alternatives.
 - b. Ensure that documents are supplemented by the project sponsor, if necessary for adherence to the

MOU, before sending them for review to regulatory/resource agencies.

2. State DOT's agree to:
 - a. Screen documentation for significant section 404 issues and for their adherence to the MOU.
 - b. Ensure that State DOT sponsored project documents are supplemented if necessary for adherence to the MOU, before sending them for review to regulatory/resource agencies.
 - c. For State DOT sponsored projects, include the costs of avoiding, minimizing, and compensating impacts to waters of the U.S. and associated sensitive species in the project cost of the practicable alternatives evaluated.
 - d. Encourage all other project sponsors to:
 - (1) supplement documents if necessary for adherence to the MOU, before sending them for review to regulatory/resource agencies,
 - (2) include the costs of avoiding, minimizing, and compensating impacts to waters of the U.S. and associated sensitive species in the project cost of the practicable alternatives evaluated, and
 - (3) provide the environmental information resulting from the programming process to the MPO's for inclusion in the cumulative impact assessment of the RTP.
 - e. Recommend that projects which have not followed the NEPA-404 process outlined in this MOU not be programmed.
 - f. For State DOT sponsored projects, provide the environmental information resulting from the programming process to the MPO's for inclusion in the cumulative impact assessment of the RTP.
3. Corps, EPA, FWS, and NMFS agree to:
 - a. Review environmental elements of pre-programming documents as requested by FHWA/FTA and/or State DOT's.
 - b. Within 45 days of receipt, concur or nonconcur on refinements of purpose and need, project alternatives, impacts to waters of the U.S. and associated sensitive species (including cumulative impacts to these resources), and mitigation.

F. Project Development Stage

All signatory agencies agree to implement appendix A, the NEPA EIS/EA/CE-404 Permit Concurrent Process for Project Development.

1. FHWA and FTA agree to:

Not approve a final EIS, categorical exclusion (CE), or, for an environmental assessment (EA), not issue a finding of no significant impact (FONSI) unless there is written preliminary agreement from the Corps, after consultation with EPA, that the project complies with the Section 404(b)(1) Guidelines.

2. State DOT's agree to:

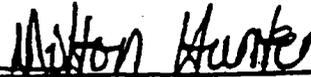
- a. Request regulatory/resource agency involvement early in the NEPA process.
- b. Provide the information necessary to identify the least environmentally damaging practicable alternative and associated mitigation.

3. Corps, EPA, FWS, and NMFS agree to:

- a. Participate in project development process when aquatic resource impacts are substantial.
- b. Review and concur or nonconcur on NEPA purpose and need, section 404 basic and overall project purpose, criteria for alternative selection, project alternatives to be evaluated in the draft EIS, and the preferred alternative.
- c. Respond to requests for concurrence within 45 days.

XI. MODIFICATION/TERMINATION

This MOU may be modified upon approval of all signatories. Modification may be proposed by one or more signatories. Proposals for modification will be circulated to all signatories for a 30-day period of review. Approval of such proposals will be indicated by written acceptance. A signatory may terminate participation in this agreement upon written notice to all other signatories.



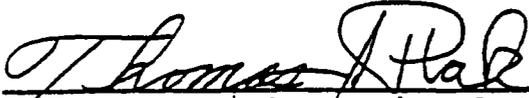
BG Milton Hunter, Division Engineer
U.S. Army Corps of Engineers, South Pacific Division

12/9/93
Date



Felicia Marcus, Regional Administrator
U.S. Environmental Protection Agency, Region IX

12/9/93
Date



Thomas J. Ptak, Regional Administrator
Federal Highway Administration, Region Nine

12/13/93
Date



Louis F. Mraz, Jr., Regional Administrator
Federal Transit Administration, Region 8

12/14/93
Date



Stewart F. Taylor, Regional Administrator
Federal Transit Administration, Region 9

12/3/93
Date



Marvin L. Plenert, Regional Director
U.S. Fish and Wildlife Service, Region 1

1/18/94
Date



John G. Rogers, Regional Director
U.S. Fish and Wildlife Service, Region 2

2/2/94
Date



Anneka W. Bane, Acting Regional Director
National Marine Fisheries Service, Southwest Region

3/3/94
Date



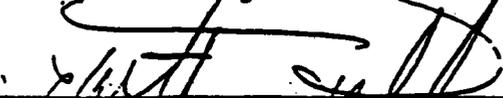
Larry Bonine, Director
Arizona Department of Transportation

1/25/94
Date



James W. van Loben Sels, Director
California Department of Transportation

12/27/93
Date



Garth F. Dull, Director
Nevada Department of Transportation

12/20/93
Date

NEPA EIS – 404 PERMIT CONCURRENT PROCESS¹

PRE-SCOPING

For EIS projects likely to require an individual permit, impact "special aquatic sites," or impact greater than five acres of other waters of the U.S., State DOT invites Corps, EPA, FWS, and NMFS (when marine and anadromous fish resources are involved) to actively participate in the project development process.

- State DOT invitation letter will include pre-scoping information (e.g., "project assessment" in Arizona and Nevada; "project study report" in California) and a pre-assessment of waters of the U.S. (i.e., area of jurisdiction and aquatic resource impact).

The Corps, EPA, FWS, and NMFS will each choose to participate in the project development process at an appropriate level of involvement depending on the quality and quantity of resource involved (e.g., choose not to participate in some or all of the project meetings and/or in the first agreement point (marked ► below)); however, the remaining agreement points (marked ►► below) will be executed prior to advancing to the next stage.

- Reaffirm/refine/develop Corps, EPA, FWS, NMFS, State DOT, FHWA preliminary agreement on:
 - NEPA purpose and need/404 basic and overall project purpose,
 - Criteria for alternative selection,
 - Project alternatives to be evaluated in draft EIS, and
 - Level of agency involvement and cooperating agency role.

SCOPING

- FHWA notice of intent.
- State DOT public information meetings.
- Corps pre-application meetings may be a forum to further address issues.
- FHWA invite Federal agencies to be cooperating agencies.

DRAFT EIS DEVELOPMENT

- Final Corps, EPA, FWS, NMFS, State DOT, FHWA agreement on:
 - NEPA purpose and need/404 basic and overall project purpose,
 - Criteria for alternative selection,
 - Project alternatives to be evaluated in draft EIS,
 - Preliminary preferred alternative (if known), and
 - Cooperating agencies (develop agreement/MOU for cooperating agency involvement).

State DOT delineation of waters of the U.S.

- Corps verification of jurisdictional determination.

FHWA/State DOT environmental inventory/impact evaluation.

- State DOT requests threatened and endangered species list from FWS/NMFS, begins informal consultation, and prepares biological assessment for any identified species.
- Develop 404 resource/endangered species mitigation options.

¹ For transit projects, any references to FHWA and State DOT in this appendix can be replaced with FTA and FTA grantees, respectively.

Corps, EPA, FWS, NMFS participation in development of draft EIS. Such activities could include, as appropriate:

- Informal staff coordination,
- Interagency coordination meeting,
- Corps pre-application meeting,
- Draft biology and/or other technical report review, and/or
- Pre-draft EIS review.

State DOT submits application for Corps permit
(allowing enough time for Corps to prepare the public notice for a joint draft EIS/PN transmittal).

FHWA/State DOT draft EIS approval.

DRAFT EIS CIRCULATION / SECTION 404 PUBLIC NOTICE OF EIS DOCUMENT

Note: The draft EIS circulation and 404 public notice must be closely coordinated.

FHWA/State DOT NEPA public hearing (joint NEPA/Corps 404 hearing, if appropriate).

FINAL EIS DEVELOPMENT

FHWA/State DOT evaluate draft EIS comments received.
Corps evaluates comments received on public notice.

- ▶▶ *State DOT/Corps/FHWA identify final EIS NEPA preferred/section 404 least environmentally damaging practicable alternative alignment (w/ design concept) to achieve NEPA project purpose and need/404 basic project purpose.*
- ▶▶ *Preliminary agreement of preferred alternative compliance with the section 404(b)(1) guidelines. The following documents are to be obtained by FHWA/State DOT for inclusion in the final EIS as a preliminary agreement of section 404(b)(1) compliance:*
 - (1) *Written FWS preliminary agreement in the project mitigation plan as a result of earlier Fish & Wildlife Coordination Act consultation.*
 - (2) *If FWS/NMFS threatened and endangered species list identifies listed species potentially in project area, written FWS/NMFS documentation: species not present, not likely to be affected, or non-jeopardy biological opinion.*
 - (3) *Section 401 certification or waiver from State Water Quality Management Agency.*
 - (4) *Written Corps and EPA preliminary agreement that:*
 - *the final EIS NEPA preferred/section 404 least environmentally damaging practicable alternative,*
 - *project will not significantly degrade the aquatic environment, and*
 - *the project mitigation plan and implementation schedule is adequate.*

Cooperating agency review/participation in development of final EIS
(e.g., cooperating agency review of draft EIS comments and responses).

FHWA/State DOT final EIS approval.

FINAL EIS CIRCULATION / SECTION 404 PUBLIC NOTICE OF PROPOSED PERMIT

DEVELOPMENT OF RECORD OF DECISION

FHWA/State DOT evaluate any final EIS comments received.
Corps evaluates comments received on public notice.

Opportunity for cooperating agency review of the draft record of decision for consistency with the above preliminary agreement of section 404(b)(1) compliance.
FHWA record of decision approval.

State DOT develops final project design, finalizes mitigation plan and implementation schedule, and initiates right-of-way acquisition.

CORPS PERMIT DECISION

- Corps determination of compliance with the section 404(b)(1) guidelines.
- Corps public interest review/determination.

FHWA/State DOT approval of project plans, specifications, & estimate (PS&E)²
(after all necessary permits/findings obtained).

State DOT advertise / award contract.
Commence construction.

Permit compliance / mitigation monitoring.

² This approval is not applicable for FTA transit projects.

NEPA EA/CE — 404 PERMIT CONCURRENT PROCESS³

PRE-ASSESSMENT

For EA or CE projects likely to require an individual permit, impact "special aquatic sites," or impact greater than ~~100~~ ¹⁰⁰ acres of other waters of the U.S., State DOT invites Corps, EPA, FWS, and NMFS (when marine and anadromous fish resources are involved) to actively participate in the project development process.

ies or
linear feet

- State DOT invitation letter will include pre-scoping information (e.g., "project assessment" in Arizona and Nevada; "project study report" in California) and a pre-assessment of waters of the U.S. (i.e., area of jurisdiction and aquatic resource impact).

The Corps, EPA, FWS, and NMFS will each choose to participate in the project development process at an appropriate level of involvement depending on the quality and quantity of resource involved (e.g., choose not to participate in some or all of the project meetings); however, the agreement points marked >> below will be executed prior to advancing to the next stage.

- >> Reaffirm/refine/develop Corps, EPA, FWS, NMFS, State DOT, FHWA agreement on:
 - NEPA purpose and need/404 basic and overall project purpose,
 - Criteria for alternative selection,
 - Project alternatives to be evaluated in draft EA or CE,
 - Preliminary preferred alternative (if known), and
 - Level of agency involvement.

DRAFT EA or CE DEVELOPMENT

State DOT delineation of waters of the U.S.

- >> Corps verification of jurisdictional determination.

FHWA/State DOT environmental inventory/impact evaluation.

- State DOT informal endangered species consultation with FWS/NMFS as appropriate.
- Develop 404 resource/endangered species mitigation options.

Corps, EPA, FWS, NMFS participation in development of draft EA or CE. Such activities could include, as appropriate:

- Informal staff coordination,
- Interagency coordination meeting,
- Corps pre-application meeting,
- Draft biology and/or other technical report review, and/or
- Pre-draft EA/CE review.

For EA projects, FHWA/State DOT draft EA approval.

State DOT submits application for Corps permit.

For EA projects, a copy of the approved draft EA will be included with application.

³ For transit projects, any references to FHWA and State DOT in this appendix can be replaced with FTA and FTA grantees, respectively.

DRAFT EA CIRCULATION / SECTION 404 PUBLIC NOTICE

For EA projects, opportunity for FHWA/State DOT NEPA public hearing (joint NEPA/Corps 404 hearing, if appropriate).

CE's are not circulated to the general public. Required project information will be included with the section 404 public notice. Corps 404 hearing held, if appropriate.

FINAL EA/CE DEVELOPMENT

For EA projects:

FHWA/State DOT evaluate draft EA comments received.
Corps evaluates comments received on public notice.

FHWA decision to prepare an EIS or to develop a FONSI.
If EIS, initiate EIS development process.

If FONSI or CE:

- ▶▶ *State DOT/Corps/FHWA identify final EA NEPA preferred/section 404 least environmentally damaging practicable alternative alignment (w/ design concept) to achieve NEPA project purpose and need/404 basic project purpose.*
- ▶▶ *Preliminary agreement of preferred alternative compliance with the section 404(b)(1) guidelines. The following documents are to be obtained by FHWA/State DOT for inclusion in the final EA as a preliminary agreement of section 404(b)(1) compliance:*
 - (1) *Written FWS preliminary agreement in the project mitigation plan as a result of earlier Fish & Wildlife Coordination Act consultation.*
 - (2) *If FWS/NMFS threatened and endangered species list identifies listed species potentially in project area, written FWS/NMFS documentation: species not present, not likely to be affected, or non-jeopardy biological opinion.*
 - (3) *Section 401 certification or waiver from State Water Quality Management Agency.*
 - (4) *Written Corps and EPA preliminary agreement that:*
 - *the final EA NEPA preferred/section 404 least environmentally damaging practicable alternative,*
 - *project will not significantly degrade the aquatic environment, and*
 - *the project mitigation plan and implementation schedule is adequate.*

FHWA FONSI or CE approval.

State DOT begins final project design, finalizes mitigation plan and implementation schedule, and initiates right-of-way acquisition.

CORPS PERMIT DECISION

- Corps determination of compliance with the section 404(b)(1) guidelines.
- Corps public interest review/determination.

FHWA/State DOT approval of project plans, specifications, & estimate (PS&E)⁴
(after all necessary permits/findings obtained).

State DOT advertise / award contract.
Commence construction.

Permit compliance / mitigation monitoring.

⁴ This approval is not applicable for FTA transit projects.

DISPUTE RESOLUTION

I. INTRODUCTION

The purpose of this dispute resolution procedure is to provide a process to resolve disagreements between signatory agencies or project sponsors. The intention is to expeditiously resolve disputes at the lowest level of the organizations through consensus. Alternative dispute resolution processes (e.g., facilitation or mediation) can be used.

II. LEVELS OF DISPUTE RESOLUTION

A. Informal dispute resolution

1. "Informal dispute resolution" is agency staff and mid-level management coordination between parties to resolve the issue.
2. Informal dispute resolution can be initiated by any signatory agency or a project sponsor who has formally agreed to follow the NEPA/404 process.
3. All normal and reasonable coordination options need to be exhausted before formal dispute resolution is initiated.

B. Formal dispute resolution

1. If the parties agree that the informal dispute resolution process has been exhausted, the second-level panel member of a signatory party can initiate the formal dispute resolution process.
2. The second-level panel member will invite all signatory agencies in writing to convene a meeting of the second-level panel within 45 days to resolve the issue.
3. The inviting party will include a statement of issue and any pertinent background material in the invitation.
4. The second-level panel may elect to raise the issue to the signatory level.
5. The written conclusion of the formal process will be distributed to all signatory parties.

MOU Signatory Level

Corps Division Engineer
FWS/NMFS Regional Directors
EPA/FHWA/FTA Regional Administrators
State DOT Directors

Second-Level Panel

* Corps District Engineer *Colonel Robert L. Davis*
* FWS Field Office Supervisor *Mr. Ken Berg*
NMFS Field Office Supervisor
* EPA ^{Deputy} Division Director *Ms. Deanna Wickman*
* FHWA Division Administrator
FTA Deputy Regional Administrator
ADOT/NDOT State Engineer
* Caltrans District Director

MOU MONITORING AND EVALUATION

I. TEAM MEMBERSHIP

MOU monitoring and evaluation will be conducted by a team made up of one representative from each signatory agency. . FHWA will chair the team and coordinate the meetings.

II. FREQUENCY AND SCOPE OF MEETINGS

This team shall hold quarterly meetings to consider and recommend:

1. Minor editorial corrections to the MOU,
2. More substantive proposals for improvement in the MOU process,
3. How to monitor and measure the success of the MOU process,
4. Changes to the MOU process to reflect monitoring results, and
5. Continuation of monitoring and evaluation.

III. PROCESS/MOU CHANGES

The monitoring and evaluation team will:

1. Present minor revisions to the MOU to their agencies for concurrence, or
2. For more substantive issues, recommend a process for obtaining the agreement of all signatories to amend the MOU. This may require reconvening the interagency body which developed the MOU, and/or initiating the dispute resolution process at the signatory level.

IV. REPORTING

- A. Minutes of all quarterly meetings will be distributed to signatory agencies.
- B. The team will report to the signatory agencies on implementation of this MOU one calendar year after the MOU is signed and as necessary thereafter..

**Appendix B:
SOCTIIP Project
Purpose and Need
Statement**

PURPOSE AND NEED STATEMENT
for
SOUTHERN ORANGE COUNTY TRANSPORTATION
INFRASTRUCTURE
IMPROVEMENT PROJECT (SOCTIP)

NEED FOR THE PROJECT

Transportation infrastructure improvements are necessary to address needs for mobility, access, goods movement, and projected freeway capacity deficiencies and arterial congestion in southern Orange County. Freeway capacity deficiencies and arterial congestion are anticipated as a result of projected traffic demand, which will be generated by projected increases in population, employment, housing and intra- and interregional travel estimated by the Southern California Association of Governments (SCAG) and San Diego Association of Governments (SANDAG).

Future Travel Demand

Traffic projections and analysis for the year 2020 indicate that Interstate 5 (I-5) will be operating at a deficient level of service as defined by Caltrans as shown in Table 1. (See attached "Level of Service Considerations, California State Highway Planning"). In the study area, the deficient level of service extends from Alicia Parkway to the Orange/San Diego County line, approximately 18 miles. Table 1 represents the sum of all the deficient links on I-5 south of Alicia Parkway.

Table 1
Distance of Deficient Level of Service on I-5

	LOS F(0)	LOS F(1)	LOS F(2)	Total
AM Peak	18.15 km (11.28 mi.)	8.85 km (5.50 mi.)	1.48 km (0.92 mi.)	28.49 km (17.7 mi.)
PM Peak	15.82 km (9.83 mi.)	2.33 km (1.45 mi.)	10.33 km (6.42 mi.)	28.49 km (17.7 mi.)

The 2020 traffic projections assume full implementation of the County Master Plan of Arterial Highways (MPAH), improvements to I-5 such as HOV lanes between State Route 1 and Avenida Pico, and arterial highway improvements. LOS F(0) represents a vehicle to capacity ratio between 1.01 and 1.25 causing a spreading of the peak period and up to one hour of stop and go traffic, which is experienced by each vehicle on the freeway. LOS F(1) represents a vehicle to capacity ratio between 1.26 and 1.35 causing a spreading of the peak period of between one and two hours of stop and go traffic. LOS F(2) represents a vehicle to capacity ratio between 1.36 and 1.45 causing a spreading of the peak period of between two and three hours of stop and go

traffic. The projected future deficient LOS will result in tens of thousands to vehicle hours of delay per day. In addition to future deficiencies on I-5, various arterial highway intersections and portions of the arterial highway network within the study area are projected to operate at deficient LOS as defined by the local jurisdictions. (See Attachment A for deficient locations including I-5 and the arterial network.)

PURPOSE OF THE PROJECT

The purpose of the project is to provide improvements to the transportation infrastructure system that would help alleviate future traffic congestion and accommodate the need for mobility, access, goods movement, and future traffic demands on the I-5 freeway and arterial network in the study area. The following are objectives in implementing the project purpose:

- Improve the projected future LOS and reduce the amount of congestion and delay on the freeway system and, as a secondary objective, the arterial network, in southern Orange County. The overall goal is to improve projected levels of congestion and delay as much as is feasible and cost effective. This may include strategies which lead to a reduction in the length of time LOS F will occur, even if the facility will still operate at LOS F for a short period of time, if the strategy will result in benefits to the traveling public and more efficient movement of goods because it reduces total delay.

REGIONAL PLANNING CONTEXT

The current Regional Transportation Plan (RTP) prepared by SCAG is illustrative of the local desire for transportation system improvements to help satisfy future traffic demand in southern Orange County and achieve SCAG's long range transportation planning goals to reduce traffic congestion and make regional air quality improvements. This conclusion is based on over 20 years of detailed study and analysis.

The RTP, developed in accordance with established federal requirements and policies, sets forth a multi-modal, financially achievable planning direction for Southern California, including Orange County. It presents policies and improvements needed for meeting mobility goals over the next 20 years, taking into account anticipated population growth and economic developmental factors. The RTP is required by the Clean Air Act to be in conformity with the State Implementation Plan for air quality. FHWA and FTA issued their conformity findings for the SCAG RTP in June 1998.

The RTP may be amended to substitute other types of transportation improvements, in any location, to satisfy future mobility goals. The project ultimately selected to achieve the above purpose will be included in the RTP

FACTORS TO BE CONSIDERED IN THE ANALYSIS OF ALTERNATIVES

Balanced treatment will be given to all project alternatives with respect to achievement of the above objectives, contribution to achieving regional air quality improvements, impacts on the natural and urban environment, feasibility, and cost.

LEVEL OF SERVICE CONSIDERATIONS CALIFORNIA STATE HIGHWAY PLANNING

Level of Service

Level of service is a qualitative measure describing operational conditions within a traffic stream and their perception by drivers and/or passengers. Typically six levels of service are defined from "A" (no delay) to "F" (stop and go conditions). The levels of service between A and F represent various levels of decreasing levels of services (B - E) such that the freedom to maneuver is limited, speeds decrease, and delay increases in moving through the roadway section. Level of Service (LOS) is defined in the Highway Capacity Manual. That manual is developed by the Transportation Research Board under the National Research Council and is the basis for nationwide traffic analysis standards.

Caltrans Guidance on Level of Service

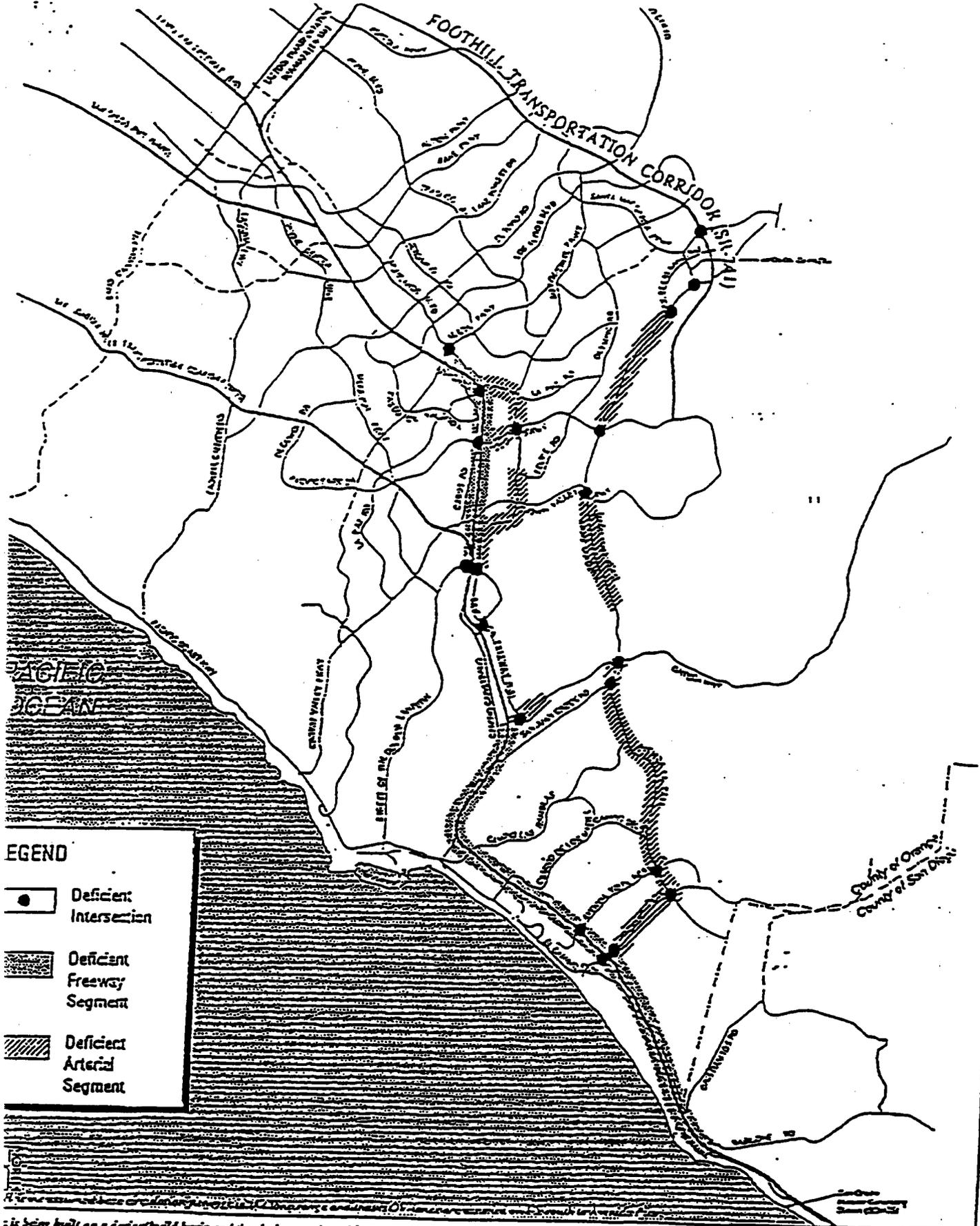
Caltrans does not have a written policy establishing levels of service for state highways. Caltrans Highway Design Manual, which is essentially guidance based on AASHTO standards, specifies that for purposes of design (engineering) considerations the level of service for all urban freeways should be between level of service "C" and "E" depending on the twenty year traffic projections. Level of service "C" is stable traffic flow however the driver experiences less freedom in maneuvering between lanes. Level of service "D" is high volume but stable traffic flow and speed and freedom to maneuver are restricted. Level of service "E" is at the capacity of the roadway and there is essentially no freedom to maneuver and speeds are low.

In addition to the design manual standards, Caltrans system planning process examines existing operation traffic service levels on state highways, forecasts projected service levels based on population and employment growth and then sets a future twenty year concept level of service for the state highway based on multiple considerations. The concept levels of service are basically a "strategy" for operating the state highway and planning for future highway improvements. Caltrans desires that under ideal circumstances all urban freeways operate at level of service D. While this is desirable and consistent with the design manual, in major urban settings environmental, neighborhood or cost considerations may make achieving LOS D infeasible.

In its system planning, Caltrans recognized that the length of time undesirable conditions may exist is of significance. Thus Caltrans has developed a convention of characterizing LOS F into four sub-categories. These begin with LOS F-0 in which the LOS F conditions exist for less than one hour, to LOS F-3, where the conditions exist for more than three hours. In our system planning process, we will accept strategies which lead to a reduction in the length of time LOS F will occur, even if the facility will still operate at LOS F for a period of time, if the strategy will

Level Of Service Consideration

indeed achieve significant benefits to the traveling public and movement of goods because it reduces the total numbers of hours of delay. For example, a strategy of improving LOS from F-1 to F-0 will eliminate one full hour of stop and go traffic and result in quantifiable reductions in the total numbers of hours of delay for drivers and passengers on the route. It will also reduce delay time for delivery of goods and movement of freight, all of which have economic considerations to the state.



Attachment A
 Highway Deficiencies with the
 No-Build Alternative (Long-Range)

**Appendix C:
Mission Statement
of the SOCTIIP
Collaborative**

Drafted on August 2, 1999 by CONCUR based on Stakeholder Interviews of the South Orange County Transportation Infrastructure Improvement Project (SOCTIIP) Collaborative. Provisionally ratified by the SOCTIIP Collaborative on August 12, 1999. Revised on August 19, 1999 based on deliberations of the SOCTIIP Collaborative at it's August 12, 1999 meeting. Revised on September 30, 1999 based on deliberations of the SOCTIIP Collaborative at it's September 23, 1999 meeting. Ratified by the Collaborative on September 23, 1999.

Mission Statement for the SOCTIIP Collaborative

The primary goals of the South Orange County Transportation Infrastructure Improvement Project (SOCTIIP) Collaborative dialogue are:

1. To develop a set of criteria to be used in the NEPA/Section 404 processes to evaluate project alternatives for SOCTIIP. Criteria that will be developed and ratified by the participants will include elements related to the human and natural environments;
2. To select a list of project alternatives, using the criteria developed as part of Step 1, which will be evaluated as an integral part of the environmental review process, as recommended by the Collaborative.

While undertaking this work, participants will adhere to the following:

1. The MOU for NEPA and Clean Water Act Section 404; Integration Process for Surface Transportation Projects in Arizona, California and Nevada, including related documents and permit processes;
2. The Purpose and Need Statement for SOCTIIP.

In addition, participants will consider the following:

1. Letters of concurrence from participating agencies for the Purpose and Need Statement for SOCTIIP;
2. Official written correspondence from participating agencies which discuss how project alternatives relate to agency policies and guidelines.



**Appendix D:
Groundrules for
the SOCTIIP
Collaborative**

Drafted on August 2, 1999 by CONCUR based on Stakeholder Interviews of the South Orange County Transportation Infrastructure Improvement Project (SOCTIIP) Collaborative. Provisionally ratified by the SOCTIIP Collaborative on August 12, 1999. Revised on August 19, 1999 based on deliberations of the SOCTIIP Collaborative at it's August 12, 1999 meeting. Revised on September 30, 1999 based on deliberations of the SOCTIIP Collaborative at it's September 23, 1999 meeting. Ratified by the Collaborative on September 23, 1999.

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In addition, participants will consider the following:

1. Letters of concurrence from participating agencies for the Purpose and Need Statement for SOCTIIP;
2. Official written correspondence from participating agencies which discuss how project alternatives relate to agency policies and guidelines.

Drafted on August 2, 1999 by CONCUR based on Stakeholder Interviews of the South Orange County Transportation Infrastructure Improvement Project (SOCTIIP) Collaborative. Provisionally ratified by the SOCTIIP Collaborative on August 12, 1999. Revised on August 19, 1999 based on deliberations of the SOCTIIP Collaborative at it's August 12, 1999 meeting. Revised on September 30, 1999 based on deliberations of the SOCTIIP Collaborative at it's September 23, 1999 meeting. Reviewed and ratified by the SOCTIIP Collaborative at it's October 22nd meeting.

Groundrules for the SOCTIIP Collaborative

Purpose

The Groundrules below are intended to be employed by all participants in the development of objective criteria and selection of a set of alternatives for environmental review under the National Environmental Policy Act/Clean Water Act Section 404 (NEPA/Section 404) Memorandum of Understanding (MOU).

Representation

1. The personal integrity and values of each member will be respected by other members. This includes the avoidance of personal attacks and stereotyping. The motivations and intentions of members will not be impugned.
2. Commitments will not be made lightly and will be kept. SOCTIIP Collaborative members will work with the mediators to comply with all agreed upon timelines related to the NEPA/Section 404 MOU and the SOCTIIP Collaborative decision-making process.
3. SOCTIIP Collaborative members will keep an open mind, display a willingness to reach agreement, and seek creative solutions.
4. Disagreements will be regarded as problems to be solved rather than as battles to be won.
5. Every member will check back with their respective organization or constituency and will be responsible for keeping them aware of ongoing SOCTIIP Collaborative decision-making processes and timelines. SOCTIIP Collaborative members will give regular briefings of proceedings to their peers, senior staff, and/or governing boards as needed. Significant comments and questions expressed by the peers, senior staff, and/or governing boards to members of the SOCTIIP Collaborative will be communicated back to the SOCTIIP Collaborative at the next regular meeting.
6. Every member will work to ensure that they have received organizational approval to act as a decision-maker in the development of objective criteria and

a set of alternatives for environmental review. If necessary, decision-makers will be included in the mediated process to secure approval of SOCTIIP Collaborative developed agreements.

7. Every member is responsible for communicating their position on issues under consideration. It is incumbent upon each member to state their interests. Voicing these interests is essential to enable meaningful dialogue and full consideration of issues by the SOCTIIP Collaborative. If a member's interest is conveyed outside of a meeting, the source of that comment will be clearly conveyed to the SOCTIIP Collaborative.
8. If a member misses a meeting, that person should communicate their comments orally or in writing directly to the mediators. SOCTIIP Collaborative members can also contact the mediators between meetings at any time to discuss their concerns and needs related to this dialogue.
9. The SOCTIIP Collaborative will be assisted by various observers, including agency staff and consultants, to help provide input into its Joint Fact-Finding process. Any SOCTIIP Collaborative member may request to meet solely with other SOCTIIP members and the mediators at any time during the process. For example, Collaborative members may agree to meet with the mediators before and after each meeting, as needed. To the extent possible, SOCTIIP members will review the Agenda and notify the mediators, prior to scheduled meetings, of items SOCTIIP members would like to discuss among themselves.
10. In order to establish group trust, consistent participation is strongly encouraged. SOCTIIP Collaborative members will minimize their use of substitutes to attend meetings. If a SOCTIIP Collaborative member must send a substitute, the member will inform the mediators. Any member needing to use a substitute will consistently use the same substitute.
11. The Transportation Corridor Agencies (TCA) and other agencies and key parties may be invited to participate in meetings of the SOCTIIP Collaborative as observers and as an information resource to members as part of its Joint Fact-Finding process, as needed.

Information Sharing and Joint Fact-Finding

1. Members are asked to provide pertinent information for items under discussion at all SOCTIIP Collaborative meetings. This means that members have an obligation to share any specific information, including possible or pending decisions within or by the organizations they represent, as well as information in the form of reports, memos, and studies which may affect SOCTIIP Collaborative deliberations.

2. Working groups or subcommittees of the SOCTIIP Collaborative may be needed to focus on specific issues. Working groups and subcommittees shall only be appointed with the approval of the SOCTIIP Collaborative.
3. An essential component of the work of the SOCTIIP Collaborative is the need to reach agreement, to the greatest extent possible, on a variety of technical issues relating to development of objective criteria and selection of alternatives for environmental review. In order for the SOCTIIP Collaborative to succeed, it is essential that its members work cooperatively with fact-finders and researchers. This will enable SOCTIIP Collaborative members to have access to the same technical information.
4. The mediators may ask staff and consultants from SOCTIIP Collaborative members, TCA, and observers to assist the process by gathering background information, writing selected memos to summarize data and reports, retrieving archived information, and making presentations to the panel.
5. Outside technical experts may be hired under the auspices of the mediators, and paid for by TCA, on an as needed basis. The mediators will serve as a bridge between SOCTIIP Collaborative members and any mediated Joint Fact-Finding process. The mediators will mediate technical presentations by fact-finders to the panel as needed.
6. Claims of privileged or confidential information will not be asserted lightly.
7. Tentative or sensitive information will be treated as such.

Consensus, Ratification and Single-Text Approach

1. The goal of this process is to have SOCTIIP Collaborative members make all decisions by consensus. In this context, consensus is defined as when the parties are in full agreement, and when not in full agreement, are in substantial agreement with no member willing to stand in the way of a decision or an agreement.
2. In those instances where a SOCTIIP Collaborative member is represented by more than one individual from the same organization, the organization will have only one vote relative to reaching consensus on a decision or an agreement. Observers will not vote on issues under consideration of the SOCTIIP Collaborative.
3. Straw votes may be taken from time to time to gauge the level of agreement on specific issues.

4. **Members shall work toward ratification of work products by informing constituents in their respective organizations of the progress of the SOCTIIP Collaborative leading to final ratification of an agreement. The exact form of any final ratification will be determined by SOCTIIP Collaborative members as its work proceeds.**
5. **The SOCTIIP Collaborative will use a single-text approach for all items to be ratified. This simply means that all comments on written documents under consideration by the SOCTIIP Collaborative, such as the Mission Statement and Groundrules, are to be made on the actual document, so they can be easily understood and integrated into the revised text. Comments made via separate memos, letters, phone calls, and faxes will not be accepted.**
6. **As the SOCTIIP Collaborative discusses and makes decisions, the mediators will assist by drafting language that reflects the emerging consensus of SOCTIIP Collaborative members. Draft statements prepared in this manner will then be circulated for review by all SOCTIIP Collaborative members, using the single-text approach. The mediators will then integrate comments into a revised statement, which in turn will be presented to the next meeting of the SOCTIIP Collaborative where the mediators will seek ratification of it. This pattern of drafting, revising, and ratification will be the primary method of seeking agreements that emerge from discussions held by the SOCTIIP Collaborative.**

Confidentiality

1. **All participants agree that this mediation is completely confidential as defined in California Evidence Code Sections 1115 – 1128, with the exception of those materials and discussions required as part of the administrative record. All parties agree not to call the mediators to testify in any proceeding, including litigation, arbitration, or administrative proceedings.**
2. **California Evidence Code Section 1119 reads, in pertinent part:**
 - “(a) No evidence of anything said or any admission made for the purpose of, in the course of, or pursuant to, a mediation or a mediation consultation is admissible or subject to discovery, and disclosure of the evidence shall not be compelled, in any arbitration, administrative adjudication, civil action, or other noncriminal proceeding in which, pursuant to law, testimony can be compelled to be given.**
 - (b) No writing, as defined in Section 250, that is prepared for the purpose of, in the course of, or pursuant to, a mediation or a mediation consultation, is admissible or subject to discovery, and disclosure of the writing shall not be compelled, in any arbitration, administrative adjudication, civil**

action, or other noncriminal proceeding in which, pursuant to law, testimony can be compelled to be given.

(c) All communications, negotiations, or settlement discussions by and between participants in the course of a mediation or a mediation consultation shall remain confidential."

3. It is acknowledged that federal agency representatives participating in the SOCTIIP Collaborative will need to adhere to Freedom of Information Act requests and guidelines as the need may arise.

Media Contact, Observers, and Other Parties

1. SOCTIIP Collaborative members will not discuss the process and format of the SOCTIIP Collaborative with any outside parties, including the media, except for the following: (1) to describe the general format and process being used for the SOCTIIP Collaborative decision-making process, and/or (2) documents ratified by the Collaborative. Members will be careful to present only their own views and not those of other members on the SOCTIIP Collaborative. Members are encouraged to suggest that outside parties and media representatives contact other SOCTIIP Collaborative members who may have different points of view. The temptation to discuss or represent someone else's point of view or interests in discussions with the media should be avoided.
2. While the SOCTIIP Collaborative is studying, negotiating, or evaluating issues, members will not make public statements prejudging outcomes. Such statements can hamper creative discussion and the groups' ability to modify draft proposals.
3. Observers are welcome to attend SOCTIIP Collaborative meetings. SOCTIIP Collaborative members are requested to notify the mediators at least one week prior to the meeting they intend to attend. All observers must agree to operate under the conditions of these Groundrules. The mediators will provide a copy of these SOCTIIP Collaborative Groundrules to all observers. The mediators will discuss with SOCTIIP Collaborative members the selection of observers.

Timetable and Work Products

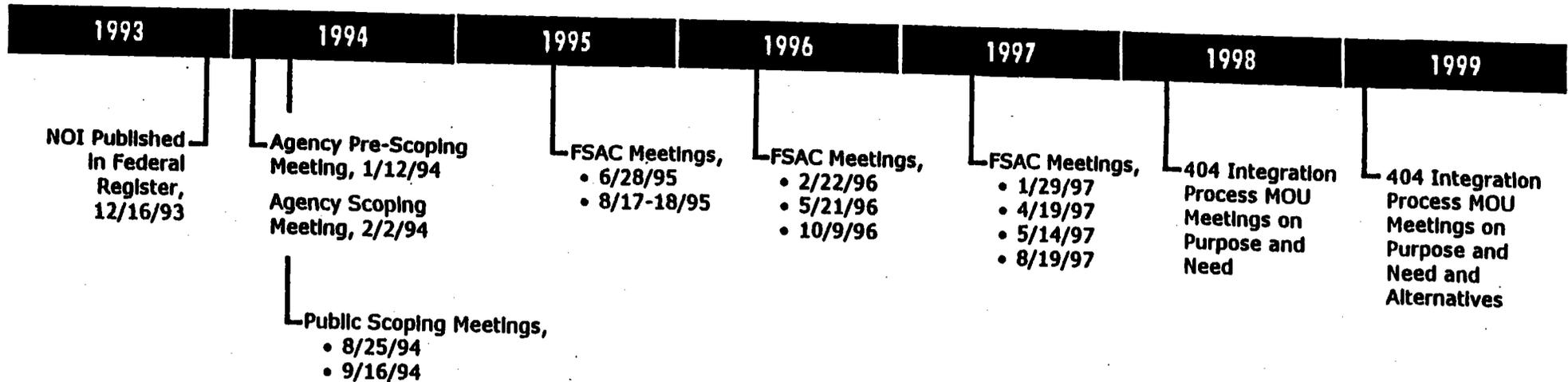
1. The SOCTIIP Collaborative is committed to participating in this process for an initial period of six months, from August 1999 to January 2000. The SOCTIIP Collaborative may choose to continue meeting after this time period.
2. The SOCTIIP Collaborative will meet monthly to conduct its business. Working groups conducting technical Joint Fact-Finding will be convened as needed to

support the decision-making process of the SOCTIIP Collaborative. SOCTIIP Collaborative members may attend fact-finding meetings as they wish.

3. The SOCTIIP Collaborative is committed to cooperatively participating in a mediated process until it reaches agreement on the following issues:
 - a) To develop and agree on criteria that will be used to evaluate project alternatives, and
 - b) To agree on which project alternatives will be addressed during the environmental review process.
4. The mediators will prepare meeting agendas and summaries based on discussions at SOCTIIP Collaborative meetings. Meeting summaries and single-text documents, once reviewed by SOCTIIP Collaborative members for accuracy, will become part of the administrative record. All data, literature, and other sources referred to by SOCTIIP Collaborative members shall be part of the administrative record, except for matters otherwise exempt from public disclosure according to law.
5. The mediators and other presenters will make their best efforts to ensure meeting packets with presentation materials are available to SOCTIIP Collaborative members at least one week before the next scheduled meeting date.

**Appendix E:
Summaries of
Presentations for
Project Scoping
Process and Key
Issues**

Prepared on September 10, 1999 by View Point West for the SOCTIIP Collaborative based on the Collaborative's comments at the August 12, 1999 meeting, for review and discussion at the September 23, 1999 SOCTIIP Collaborative meeting.



Activities Related to NEPA Scoping for SOUTH ORANGE COUNTY TRANSPORTATION INFRASTRUCTURE IMPROVEMENT PROJECT (SOCTIIP)

Prepared on September 10, 1999 by View Point West for the SOCTIIP Collaborative based on the Collaborative's comments at the August 12, 1999 meeting, for review and discussion at the September 23, 1999 SOCTIIP Collaborative meeting.

**Prepared for the SOCTIIP Collaborative
Public Scoping Summary
Biological Issues Raised During Scoping**

BIOLOGICAL ISSUES -

- 1. Direct and Indirect Impacts to Special Status Species**
U.S. Fish and Wildlife Service; California Department of Fish and Game; Sierra Club, Angeles Chapter, Sierra Sage South Orange County; Audubon Society, Buena Vista; Endangered Habitats League; Peninsular Ranges Biodiversity Project; San Clementeans Against Tollroads, Inc. (SCAT); General Public (2)
- 2. Impacts to Wildlife and Habitats and Related Mitigation**
U.S. Fish and Wildlife Service; Audubon Society, Buena Vista; Endangered Habitats League; Peninsular Ranges Biodiversity Project; San Clementeans Against Tollroads, Inc. (SCAT); City of San Clemente; General Public (2)
- 3. Impacts to Wildlife Movement Corridors**
U.S. Fish and Wildlife Service; California Department of Fish and Game; Sierra Club, Angeles Chapter Sierra Sage South Orange County
- 4. Habitat Fragmentation and Cumulative Effects**
U.S. Fish and Wildlife Service; California Department of Fish and Game; Endangered Habitats League; Peninsular Ranges Biodiversity Project; San Clementeans Against Tollroads, Inc. (SCAT)
- 5. Potential Relationship of Project to NCCP**
U.S. Fish and Wildlife Service; California Department of Fish and Game; Endangered Habitats League
- 6. Growth Inducement Impacts**
U.S. Fish and Wildlife Service; Endangered Habitats League
- 7. Project Implementation and the Migratory Bird Treaty Act**
U.S. Fish and Wildlife Service
- 8. Introduction of Species and Select Species Increases**
Endangered Habitats League; Peninsular Ranges Biodiversity Project
- 9. Wetland Impacts Including Direct, Indirect and Cumulative Effects**
U.S. Fish and Wildlife Service, San Clementeans Against Tollroads, Inc. (SCAT); General Public (2)
- 10. Impacts to City of San Clemente's Backcountry Specific Plan Areas**
City of San Clemente (letters dated February 14, 1994, August 22, 1988 and November 7, 1989)
- 11. Ecosystem Impacts including connectivity, disturbance regimes, fluvial processes and hydrology, edge effects, fragmentation, ecotone impacts, physiographic variations, regional significance**
Endangered Habitats League

Sources: U.S. Fish and Wildlife letters dated October 9, 1990, August 5, 1991; Sierra Club-Angeles Chapter, Sierra Sage South Orange County, letter dated September 27, 1994; Audubon Society, Buena Vista, letter dated September 6, 1994; Endangered Habitats League, letter dated September 13, 1994; Peninsular Ranges Biodiversity Project, letter dated August 25, 1994; Letter from Sharon H. Lockhart, representing San Clementeans Against Tollroads, Inc. dated September 26, 1994; City of San Clemente Letters dated November 7, 1989; August 22, 1988; and February 14, 1994; Public Comments, August 25 and September 16, 1994, Public Scoping Meetings.

Prepared on September 10, 1999 by View Point West for the SOCTIIP Collaborative based on the Collaborative's comments at the August 12, 1999 meeting, for review and discussion at the September 23, 1999 SOCTIIP Collaborative meeting.

**Prepared for the SOCTIIP Collaborative
Public Scoping Summary
Land Use Issues Raised During Scoping**

LAND USE ISSUES –

1. **Potential impacts to Marine Corps Base, Camp Pendleton due to base fragmentation**
USMC, Camp Pendleton
2. **Potential impacts within the city limits of San Clemente**
City of San Clemente
3. **Potential impacts to existing land uses and planned land uses within the City of San Clemente including developments approved as part of the General Plan and Specific Plans**
City of San Clemente
4. **Conformity of the Project to the City of San Clemente's goals and policies**
City of San Clemente
5. **Potential impacts of displacements, widening of I-5 and new interchanges on the City of San Clemente**
City of San Clemente
6. **Potential environmental effects to the City of San Clemente, including effects to landforms from grading, increases in surface water, effects within flood zone, potential increases in non-point source pollutants; cultural resource impacts; air quality impacts, noise impacts; transportation and circulation effects, public health and safety and aesthetic effects; socioeconomic effects**
City of San Clemente
7. **Potential impacts to Marblehead Community Area, Pico Area, San Juan Capistrano and Stoneridge Estates**
General Public
8. **Potential impacts to San Onofre State Park and Tressels Beach**
General Public (4)
9. **Potential impacts to the San Mateo Wilderness Area**
General Public (1)
10. **Potential direct, indirect and cumulative effects to Parks, Open Space and Recreation Areas**
San Clementeans Against Tollroads, Inc.; General Public (5)
11. **Development of land use database for use in air quality, traffic and noise modeling studies**
San Clementeans Against Tollroads, Inc.

Sources: USMC Camp Pendleton, Pre-Scoping meeting January 12, 1994; City of San Clemente letters dated February 14, 1994, August 22, 1988, and November 7, 1989; Letter from Sharon Lockhart, representing San Clementeans Against Tollroads, Inc., dated September 26, 1994; Public Comments, August 25 and September 16, 1994, Public Scoping Meetings

Prepared on September 10, 1999 by View Point West for the SOCTIIP Collaborative based on the Collaborative's comments at the August 12, 1999 meeting, for review and discussion at the September 23, 1999 SOCTIIP Collaborative meeting.

**Prepared for the SOCTIIP Collaborative
Public Scoping Summary
Other Environmental Issues Raised During Scoping**

OTHER ENVIRONMENTAL ISSUES -

- 1. Effects of Population Increases on Water**
Audubon Society, Buena Vista
- 2. Impacts of runoff into the Pacific Ocean and impacts of induced growth on water supplies**
Sierra Club, Angeles Chapter Sierra Sage South Orange County
- 3. Impacts of erosion and sedimentation**
Peninsular Biodiversity Project
- 4. Impacts to San Mateo Creek and San Juaneno Indian Tribe historic site**
General Public
- 5. Impacts to Cristianitos Creek watershed**
General Public
- 6. Noise and Air Quality Impacts**
General Public

PROCESS ISSUES -

- 1. Clean Water Act Section 404 MOU**
Army Corps of Engineers
- 2. Review of EIS Scopes of Work and EIS Alternatives**
USMC Camp Pendleton
- 3. Regional TIP Funding Issues**
SANDAG
- 4. Distribution List Inclusion**
San Diego Archaeological Society
- 5. Major Investment Study (MIS) Requirements Regarding Alternatives**
General Public
- 6. EIS Scope and Notification Requirements of Settlement Agreement with San Clementeans Against Tollroads, Inc. (SCAT)**
SCAT

Sources: USMC Camp Pendleton and Army Corps of Engineers (B. Henderson), comments provided at Pre-scoping Agency Meeting, January 12, 1994 and Agency Scoping Meeting February 2, 1994; Sierra Club-Angeles Chapter, Sierra Sage South Orange County, letter dated September 27, 1994; Audubon Society, Buena Vista, letter dated September 6, 1994; Peninsular Ranges Biodiversity Project, letter dated August 25, 1994; Letter from Sharon H. Lockhart, representing San Clementeans Against Tollroads, Inc. dated September 26, 1994; SANDAG letters dated August 26 1994 and September 28, 1990; San Diego Archaeological Society letter dated September 5, 1994; Public Comments, August 25 and September 16, 1994, Public Scoping Meetings.

Prepared on September 10, 1999 by View Point West for the SOCTIIP Collaborative based on the Collaborative's comments at the August 12, 1999 meeting, for review and discussion at the September 23, 1999 SOCTIIP Collaborative meeting.

**Prepared for the SOCTIIP Collaborative
Summary of Foothill South Advisory Committee (FSAC) Meetings**

June 28, 1995

- FTCS Project Development Team Introduction
- Purpose of the FSAC
Update on Status of Work Completed, Issues, Significant Problems, Upcoming Work and Schedule
- FTCS Project Status/Schedule
- Scope of EIS/SEIR
- Quality Assurance Manager Role

Agencies Attended: FHWA, Caltrans, Army Corps of Engineers, USMC, Camp Pendleton, California Department of Parks and Recreation, California Department of Fish and Game, City of Mission Viejo, City of San Clemente, TCA

August 17th and 18th, 1995 - Summary of Workshops held on Scopes of Work

- Traffic Presentation Austin-Foust
- Noise Presentation by MBA
- Air Quality Presentation by JHA Environmental
- Aesthetics Presentation by KTU&A
- Socioeconomics Presentation by Castaseda and Associates
- Parklands and Land Use by MBA
- Biological Resources by MBA
- Cultural Resources by Greenwood and Associates
- Water Resources by Shaaf and Wheeler
- Hazardous Materials by Levine-Fricke
- Geology by Goffman, McCormick and Urban

Agencies Attended: FHWA, Army Corps of Engineers, Caltrans, US Fish and Wildlife Service, Orange County Transportation Agency, California Department of Parks and Recreation, California Department of Fish and Game, USMC Camp Pendleton, City of San Clemente, City of Mission Viejo, TCA

February 22, 1996

- Status of Engineering Drawings and alignment changes
- Schedule
- Technical Studies Update
- Discussion

Agencies Attended: FHWA, Caltrans, US Fish and Wildlife Service, County of Orange, Orange County Transportation Agency, CDMG, City of Mission Viejo, California Department of Parks and Recreation, California Department of Fish and Game, USMC, Camp Pendleton, Southwest Division, Naval Facilities Engineering Command, TCA

May 21, 1996

- Revised Schedule
- EIS/SEIR Impact Analysis Plans
- Visual/Aesthetic Simulation Locations
- Noise Monitoring Locations
- Status of Major Investment Study (MIS)
- Discussion

Agencies Attended: FHWA, Caltrans, US Fish and Wildlife Service, County of Orange EMA, Orange County Transportation Agency, USMC Camp Pendleton, City of Mission Viejo, City of San Clemente, California Department of Parks and Recreation, California Department of Fish and Game, CDMG and TCA

October 9, 1996

- Staffing Changes
- Schedule
- Project Description
- Environmental Baseline Approach
- FSAC Comments/Concerns/Issues with Technical Reports
- Responses to FSAC Comments on Technical Reports
- Discussion

Agencies Attended: FHWA, Caltrans, USMC Camp Pendleton, Southwest Division Naval Facilities Command, California Department of Parks and Recreation, County of Orange, Orange County Transportation Agency, City of Mission Viejo, CDMG and TCA

January 29, 1997

- Staffing Changes
- Schedule
- Quality Assurance Review
- Status of Purpose and Need Concurrence
- BX/CP Crossover Alignment
- Significance Terminology Issues
- Status of Design Build Bid Process
- Discussion

Agencies Attended: FHWA, Caltrans, Army Corps of Engineers, USMC Camp Pendleton, California Department of Parks and Recreation, Southwest Division Naval Facilities Command, City of Mission Viejo, County of Orange, Rancho Mission Viejo, San Juan Capistrano, CDMG and TCA

April 9, 1997

- Schedule
- Distribution of Administrative Draft EIS/SEIR
- Quality Assurance Review
- Technical Workshops
- Update on the Southern Subregion of the Natural Community Conservation Planning Program (SNCCP)
- Status of Purpose and Need Concurrence

- Section 106 Consultation Procedures
- Initial Project
- Discussion

Agencies Attended: FHWA, Caltrans, EPA, Army Corps of Engineers, USMC Camp Pendleton, California Department of Parks and Recreation, California Department of Fish and Game, California Coastal Commission, County of Orange, Rancho Mission Viejo, Rancho Mission Viejo Land Conservancy, CDMG and TCA

August 6, 1997

- Schedule Update
- Quality Assurance Review
- Update on Technical Report Workshops
- Status of NEPA 404 Integration Process
- Status of Section 106 Consultation
- Other Discussion Items

Agencies Attended: FHWA, Caltrans, US Fish and Wildlife Service, Army Corps of Engineers, USMC Camp Pendleton, County of Orange, City of Mission Viejo, Rancho Mission Viejo

1998 and 1999 Activities

FSAC meetings were not held during the 1998 and 1999 time period. Additional meetings with FSAC have been postponed until the NEPA/404 Integration Process, concurrence on purpose and need and alternatives, has been completed by the federal signatory agencies. FSAC meetings will be reinstated in 2000 to update the FSAC members on the status of the project and changes to the EIS/EIR schedule and scope.

Prepared on September 10, 1999 by BonTerra for the SOCTIIP Collaborative based on the Collaborative's comments at the August 12, 1999 meeting. For review and discussion at the September 23, 1999 SOCTIIP Collaborative meeting.

KEY TECHNICAL ISSUES IDENTIFIED THROUGH PREPARATION OF TECHNICAL STUDIES

Although each technical study includes detailed analysis on the respective topical issues, there are a number of technical issues which have continuously been brought to the forefront as being "important" or "key" issues to be considered in the evaluation of impacts resulting from the project. These issues include potential impacts to: biological resources, existing and future land uses, and traffic conditions.

View Point West has provided the background information on the project scoping effort and the primary technical issues raised through that process. The following information provides a brief discussion of the methodology/approach to analysis, and additional information on the identified biological, land use and traffic issues.

BIOLOGICAL ISSUES

Methodology--To document existing conditions vegetation mapping was prepared in 1995. Focused surveys were conducted for special status species in 1994, 1995, 1996 and 1997. A wetland delineation study was conducted in 1995, 1996 and 1997. Additional updates for specific special status species have been conducted in 1999. Wildlife corridor movement studies were conducted in 1995. Impacts are determined based direct, indirect, and cumulative impacts to habitat types and the special status species present in the area.

- a) **Vegetation Types/Wildlife Habitat**--Within the SOCTIIP study area there are seven major native vegetation types, including scrub, chaparral, grassland, wetland/riparian, woodland, cliff/rock, and marine. These habitat types support a variety of wildlife species in the area. Issues associated with vegetation/habitat loss are:
 - 1) **loss of habitat**--removal of natural habitat could decrease the frequency of this habitat type within the region and diminish habitat for wildlife.
 - 2) **fragmentation**--if a physical barrier would result within a habitat type.
 - 3) **wildlife displacement**--development within natural habitats would result in wildlife displacement.

- b) **Special Status Species**--Within the SOCTIIP study area the habitats above support a number of special status species. Based on the survey efforts identified above, there were 24 special status plant and 67 special status wildlife species observed or expected within the SOCTIIP study area. The following is a discussion on the species listed as threatened or endangered by the state or federal resource agencies. These species are protected and regulated by state and federal law.

Plants

- 1) **Thread-leaved brodiaea**--observed at very limited locations throughout the study area.

Wildlife

- 1) San Diego and Riverside fairy shrimp--observed in vernal pools in the southernmost portion of the study area.
 - 2) Tidewater goby--observed in San Mateo Lagoon.
 - 3) Arroyo southwestern toad--observed within alluvial washes along San Juan Creek, Blind and Gabino Canyons, and San Mateo Creek.
 - 4) Southwestern willow flycatcher--observed within San Mateo Creek.
 - 5) Coastal California gnatcatcher--observed throughout the study area.
 - 6) Least Bell's vireo--observed in San Juan Creek and San Mateo Creek.
 - 7) Swainson's hawk--observed within the study area.
 - 8) Peregrine falcon--observed within the study area.
 - 9) Pacific pocket mouse--observed at one location on slopes above San Mateo Creek.
- c) **Wildlife Movement Corridors**--Several travel routes occur within the study area. The areas that contained the highest use, and greatest potential to function as a movement corridor in the future include:
- 1) Blind/Gabino Canyon
 - 2) Upper Cristianitos Canyon
 - 3) San Juan Creek
 - 4) Cañada Gobernadora
 - 5) Cacatua Woods Canyon
 - 6) North Gun Sight
- d) **Wetlands**--Wetlands are special habitat types that are given special recognition and regulation by state and federal resource agencies. Due to the presence of wetlands within the study area, a formal delineation for Army Corps of Engineers (ACOE), California Department of Fish and Game (CDFG), and California Coastal Commission (CCC) was conducted.
- e) **Indirect Impacts**--Vegetation types and wildlife species can also be subject to indirect impacts as a result of project implementation. Indirect impacts include increased dust, roadway pollutants entering native habitat areas, noise, road kills, night lighting and glare, weed introduction, and increased fire risk.
- f) **Natural Communities Conservation Plan (NCCP)**--A subregional planning effort is currently underway in south Orange County of the NCCP program. Any SOCTIIP alternative would have to be coordinated within this program.

Prepared on September 10, 1999 by BonTerra for the SOCTIIP Collaborative based on the Collaborative's comments at the August 12, 1999 meeting. For review and discussion at the September 23, 1999 SOCTIIP Collaborative meeting.

LAND USE ISSUES

Methodology--Existing land use conditions were documented through field reconnaissance, review of aerial photographs, use of Southern California Association of Governments (SCAG) GIS data base, meeting with large land owners, and agency meetings. Future conditions were determined through the review of approved General Plans, zoning, specific plans, and coordination with landowners and agencies.

With each jurisdiction there are specific issues that must be addressed. The following provides an overview of the key issues.

Marine Corps Base Camp Pendleton

- a) **Consistency with the MCB Camp Pendleton Mission**--MCB Camp Pendleton has an adopted mission with a primary premise being to train Marines.
- b) **Consistency with the Applicable Plans, Programs, and Policies**--Primary programs include the Range Compatible Use Zone Program, MCB Camp Pendleton Master Plan, and the Marine Corps Land and Training Area Requirements Study.
- c) **Fragmentation of the Base**--An alignment through the Base has the potential for fragmenting the existing land configuration, potentially leaving a portion of the Base as unusable or with reduced productivity potential.
- d) **Special Use Airspace**--MCB Camp Pendleton has a special use airspace overlying the Base. Intrusions onto the Base could require a reconfiguration or otherwise affect the use of this airspace.
- e) **Aviation Training Activities**--An alignment on the Base has the potential to restrict the Base's ability to conduct training operations such as night vision goggle training, low altitude navigation training routes, and external load operations.
- f) **Military Ground and Amphibious Training Operations**--Physical barricades on the land would impede troop movement. Access between beach and inland areas must be maintained.
- g) **Land Use**--Various established land uses exist on the Base. Some of these provide direct support to MCB Camp Pendleton training activities (e.g., Dedicated Impact Areas, Artillery Firing Areas, Confined Area Landing sites, live-range fire ranges, combat towns,

and airfield facilities) Other land uses provide indirect support (e.g., troop cantonment areas, military family housing areas, community service areas, and recreational service areas).

- h) **Utilities**--There are several established utility easements on the Base. Any disruption of these easements or service to uses on the Base must be considered.
- i) **Water Resources**--The potable water needs for the northern portion of the Base are served by underground aquifers, including the San Mateo aquifer. Any impacts or disruption to these aquifers would jeopardize the viability of this water source and the use of the northern portion of the Base.
- j) **Visual Impacts**--The Marine Corps have expressed concern regarding potential impacts to natural and scenic vistas from existing uses on the Base.

City of San Clemente

- a) **Removal of Existing Uses**--The coastal area of the City of San Clemente is generally built out, including the area along Interstate 5 (I-5). Circulation improvements have the potential to impact existing land uses, including the displacement of these uses.
- b) **Preclusion of Planned and Approved Land Uses**--The Backcountry area of San Clemente has undergone extensive planning studies. Development approvals have been granted for the development of this area. As part of this planning effort the City has balanced the overall need for residential, employment, and commercial uses.
- c) **Impacts to Local Schools, Including San Clemente High School**--Within the developed portion of San Clemente a number of schools exist. High enrollments and lack of available space for relocation of existing facilities places a high importance on protection of existing facilities.
- d) **Reduction of Tax Base**--Removal of existing and planned land uses would affect the tax base which determines the revenues for the City, school district, and other special districts (i.e., library and water districts). Reductions in the planned tax base could affect the City's and districts' ability to provide services and pay on bond debt.
- e) **Emergency Service Response Times**--Removal of access points and reconfiguration of the local circulation network could affect the ability of emergency vehicles to respond in the response times required by local ordinance.
- f) **Local Circulation**--Modification of the local road network could affect access to the downtown area or other established portions of the City.

-
- g) **Community Cohesion**--Introduction of transportation improvements within established areas could bisect neighborhoods, thereby affecting the interaction of residents and community identity.
 - h) **Consistency with Planning Efforts of the City Including the City's General Plan and Specific Plans for Future Communities**--The City's planning effort has assumed the construction of the locally preferred alternative. If another circulation improvement is selected this may require the amendment of the local planning documents.

State Parks

San Onofre State Beach

San Onofre State Beach is a public recreation area located on property leased from MCB Camp Pendleton.

- a) **Existing Facilities**-- Within the inland Subunit 1 there is the existing San Mateo Campground, a cultural resources site, and a network of trails. The other subunits focus on ocean-related recreational opportunities but also provide camping facilities along Old PCH. Trestles Beach within Subunit 2 is a well-known surfing location with a high level of community support.
- b) **Access**--Primary access trails linking the subunits include a trail extending from San Mateo Campground under I-5 to Trestles Beach, Old PCH extending parallel to and on the coastal side of I-5, and trails linking parking to the subunits (e.g., trail from San Clemente and the parking lot along El Camino Real).
- c) **Preclusion of Planned Use**--The California Department of Parks and Recreation has adopted a General Development Plan for the State Beach. Subunit 1, the largest of the five subunits is planned for future development extending to its northern boundary (existing uses are primarily limited to southern portion of the Subunit). Planned facilities include, but are not limited to, additional family campgrounds, equestrian and primitive camping areas, and additional trails.
- d) **Indirect Impacts**--The California Department of Parks and Recreation has identified the visual setting of the San Onofre State Beach as an important asset. FHWA has established noise criteria for various types of land uses and tent camping at the State Beach is considered to be more noise sensitive than other types of uses.

San Clemente State Beach

The San Clemente State Beach is a California Department of Parks and Recreation facility located on the coastal side of I-5 in the City of San Clemente, less than one mile north of the Orange/San Diego County line. The State Beach is adjacent to Avenida del Presidente, a frontage road for I-5. State Park administrative offices are located along Avenida del Presidente.

Land Uses Within Other Jurisdictions

- a) **Rancho Mission Viejo**--There are ongoing ranching operations at Rancho Mission Viejo, and there are numerous ranch access roads throughout the property which are needed for ongoing operations. No large-scale development has been approved for the majority of the area within the SOCTIIP study area; however, the County of Orange has acknowledges development potential for this area.
- b) **Prima Deshecha Sanitary Landfill**--This facility is owned and operated by the County of Orange, and is located generally at the terminus of La Pata Avenue. The facility is projected to continue operation through 2040, at which time it is planned to become a regional park. A transportation improvement through portions of the landfill which have already received refuse would be problematic due to settlement concerns. The acceptance of refuse from outside of Orange County is being used to offset the losses from the Orange County bankruptcy. Disruption of existing operations or reduction in capacity could jeopardize the established debt repayment program.
- c) **Rancho Mission Viejo Land Conservancy**--This is a wilderness preserve located west of Cristianitos Road. An offer of dedication has been made to the County of Orange; however, there are restrictions to the acceptance by the County as outlined in the offer. The offer of dedication does provide for the locally preferred alternative located immediately east of the Conservancy boundary.
- d) **General Thomas F. Riley Wilderness Park**--This wilderness park is located southeast of Oso Parkway/FTC-North intersection. There are public trails and vista points in the western portion of the park.
- e) **San Juan Capistrano**-- There are existing and planned land uses in the eastern portion of the City of San Juan Capistrano which is within the SOCTIIP study area.

Drafted on October 19, 1999 by OCTA for the SOCTIIP Collaborative. To be reviewed and discussed by the SOCTIIP Collaborative at it's October 21st meeting.

SOCTIIP Collaborative
October 21, 1999

"Overview of Traffic and Transportation-Related Studies, Forecasts, and Solutions for the South Orange County Area"

OCTA's FastForward

On July 27, 1998, the Orange County Transportation Authority (OCTA) Board of Directors adopted a long-range transportation plan titled *FastForward: Transportation Solutions for the Next Generation*. The plan addresses socioeconomic growth projections based on the 1996 Orange County Projections (OCP-96), developed by the California State University, Center for Demographic Research and adopted by the Orange County Council of Governments and the County of Orange Board of Supervisors.

OCP-96 indicates the following:

- Orange County population will increase by 22%
- Orange County employment will increase by 70%
- Central parts of Orange County will become more urbanized
- Trips from neighboring counties will increase

Significant growth will generate:

- 43% more traffic
- Twice as many hours of delay over current conditions
- Average travel speed will reduce from 25 to 20 mph
- Commute travel times will increase from 26 minutes to over 40 minutes each way

The Goals of *FastForward*

The *FastForward* goals are to (1) accommodate expected growth, (2) maintain today's mobility, (3) expand non-automobile travel, (4) reflect public priorities, and (5) to meet local and regional travel needs. These goals were developed with input from an extensive public outreach program. What the public wants are transportation choices, optimization of the present system, consideration of inter-county travel needs, connection between land use and transportation planning, and access to tourist and recreational areas. Transportation choices include:

- Double Metrolink service
- Expand bus service by 49%

- Meet American with Disability Act service demand
- Construct an urban rail system
- Complete existing toll roads
- Support regional rideshare

The plan includes three levels of improvements constrained to available funding sources.

Level 1 Improvements

The baseline includes projects approved by the OCTA Board of Directors, which are designated in the four-year Regional Transportation Improvement Program and/or projects in the adopted OCTA Long Range Financial Plan.

Level 2 Improvements

The second level of improvements are identified in the Southern California Association of Government's (SCAG's) Regional Transportation Plan (RTP), which are fundable within expected traditional transportation revenue sources.

Level 3 Improvements

The third level is the FastForward long-range plan which identifies projects and programs through extensive technical and public outreach efforts – these projects have the potential of moving into the RTP if funding becomes available or if priorities shift.

Modeling and Forecasting Techniques in *FastForward* – OCTAM 2.8

The transportation modeling and forecasting techniques used to develop the *FastForward* Plan was based on the Orange County Transportation Analysis Model, version 2.8 (OCTAM 2.8). This model employs the traditional four-step sequential modeling methodology:

1. Trip generation
2. Trip distribution
3. Mode choice
4. Trip assignment

The OCTAM 2.8 modeling area is identical to the area used in the SCAG regional model. The traffic analysis zones (TAZs) and transportation network outside of Orange County are similar to the SCAG system. Within Orange County, there are 1,658 OCTAM 2.8 TAZs compared to 273 SCAG TAZs, and significantly more detailed highway and transit networks than the SCAG model. OCTAM 2.8 is consistent with the SCAG model, while incorporating a higher level of detail to address regional and local transportation issues within Orange County.

Current modeling practices between South Orange County and North San Diego County does not directly address land use/transportation interaction. A common cordon station with a predetermined vehicle trip generation is assumed in the Orange County and San Diego regional models. Vehicle trip generation is based on historical Caltrans traffic counts, as well as projected growth in South Orange County and North San Diego County. The year 2020 trip generation on I-5 at the Orange/San Diego county line used by both Orange County and San Diego is projected to be 207,000.

The Steps in the OCTAM 2.8 Model

The following discussion summarizes each modeling step in the OCTAM 2.8 modeling process:

- **Trip generation** – This model is based on a cross-classification technique with 5 trip purposes (Home-based Work, Home-based Shop, Home-based Other, Work-based Other, and Other-based Other). Trip productions and attractions outside Orange County are based on the SCAG model.
- **Trip distribution** – The gravity model concept is employed in trip distribution using peak and off-peak travel time impedances. Trip distribution is conducted for each of the five trip purposes using identical travel time factors as the SCAG model.
- **Mode choice** – Mode choice is based on a nested logit model with three trip purposes (home-based work, home-based non-work, and non-home based). There are three primary modes: drive-alone, share-ride, and transit. The share ride mode is further divided into 2-person carpool and 3 or more person carpool. Each of the vehicle mode has a toll and non-toll component. Transit trips are divided into walk and drive modes of access. Walk access is to local bus, express bus, urban rail, and commuter rail – drive access is to Park-N-Ride and Kiss-N-Ride.
- **Trip assignment** – Highway assignments are conducted for four time-periods: AM peak, PM peak, Mid-day, and Night. The TRANPLAN multi-class assignment technique is used to simultaneously assign all vehicle modes to their respective facilities, i.e., only HOV trips are allowed on HOV facilities and only toll trips are allowed on toll facilities. Home-based work transit trips are assigned to the AM peak transit network, and remaining transit trips are assigned to the Mid-day transit network.

Overview of Long-Range Planning

Regional Long-Range Plans

- Every three years, the Orange County Transportation Authority (OCTA) and the Southern California Association of Governments (SCAG) adopt long-range plans
 - OCTA *FastForward* (1998-2020)
 - SCAG Regional Transportation Plan (1998-2020)
- Major plan elements include:
 - Freeways and Toll Roads
 - Streets and Roads
 - Bus and Rail Transit
 - Non-Motorized Transportation
 - Intelligent Transportation Systems
 - Goods Movement
- By 2020, daily trips are estimated to increase 47 percent, daily vehicle miles 40 percent
- Without improvements, hours of delay increase 114 percent and work trip travel time increases 49 percent
- Orange County's long-range transportation system needs are estimated at \$15.6 billion with about \$11.7 billion available and a \$3.9 billion shortfall.

FastForward Baseline Program (1998-2020)

- Roadway projects underway
 - Widening I-5 to SR-91, high occupancy vehicle (HOV) lanes to Los Angeles County line
 - HOVs along SR-91 from SR-57 to Los Angeles County line
 - Widening SR-55 from 17th Street to SR-91
 - I-405/SR-55 transitway, I-405/SR-73 freeway connector, SR-55/SR-73 freeway connector
 - Widening Laguna Canyon Road north of El Toro Road
 - Foothill, Eastern and San Joaquin Hills Transportation Corridors (6 general purpose lanes)
- Transit/TSM Improvements
 - 49 percent increase in weekday fixed route bus service by 2015
 - Street improvements to support expanded bus service
 - 1,000 additional commuter rail seats
 - OCTA ACCESS to meet Americans with Disabilities Act mandates
 - Beach Boulevard, Moulton Parkway, Imperial Highway and Katella Avenue Smart Streets

FastForward Improvements Beyond Baseline (1998-2020)

Surface Transportation

- I-5 Add two mixed flow lanes north of SR-91
- SR-22 Add two carpool lanes
- SR-57 Add two mixed flow or high occupancy toll lanes
- I-605 Add two carpool lanes
- Toll Roads Build out toll roads to their maximum configuration (mostly 6, 2 or 8,0 with pricing incentives for carpoolers)
- Choke Points Fix bottleneck areas that cause delays
- Streets Build out/maintain the Master Plan of Arterial Highways
- TSM Build Smart Streets, Caltrans Traffic Operations Program

Transit

- Urban Rail 28-mile Fullerton to Irvine system
- Irvine Fixed guideway system
- Metrolink Double peak period service, add stations
- Bus Increase service hours 1.5% annually between 2015 and 2020

Other

- Non-Motorized Commuter Bikeways Strategic Plan
- ITS Countywide Advanced Technology Systems/Traveler Information
- Grade Separation Orangethorpe, Orange/Olive Corridor
- Rideshare Support rideshare marketing programs

Prior Plans Impacting I-5 South Area

- 1956 –Orange County Master Plan of Arterial Highways
- 1973 - Orange County Transit District (OCTD) Orange County Transportation Corridor Alternatives Analysis identifies I-5 as highest priority corridor
- 1979 - Orange County Transportation Commission (OCTC) Santa Ana Transportation Corridor Alternatives Analysis (SATCAA) recommends:
 - Widening I-5
 - Implementing commuter rail service
 - Transportation Systems Management (TSM) improvements including arterial street improvements, ramp metering, HOV bypass lanes and freeway auxiliary lanes
 - Rapid rail transit in central and north Orange County
- 1981 - OCTC SATCAA, Stage II further analyzes freeway widening, arterials, bus and rail transit and a multi-modal elements
- 1984 - OCTC Multi-Modal Transportation Study and 1985 Environmental Findings Report emphasizes freeway widening, HOV lanes, commuter rail/bus transit, arterial improvements
- 1990 - Traffic Improvement and Growth Management Expenditure Plan identifies Measure M projects; Proposition 111 initiates congestion management
- 1994 - SCAG Regional Mobility Element, OCTA Vision 2020

LAND USE & TRANSPORTATION PLANNING PROCESS

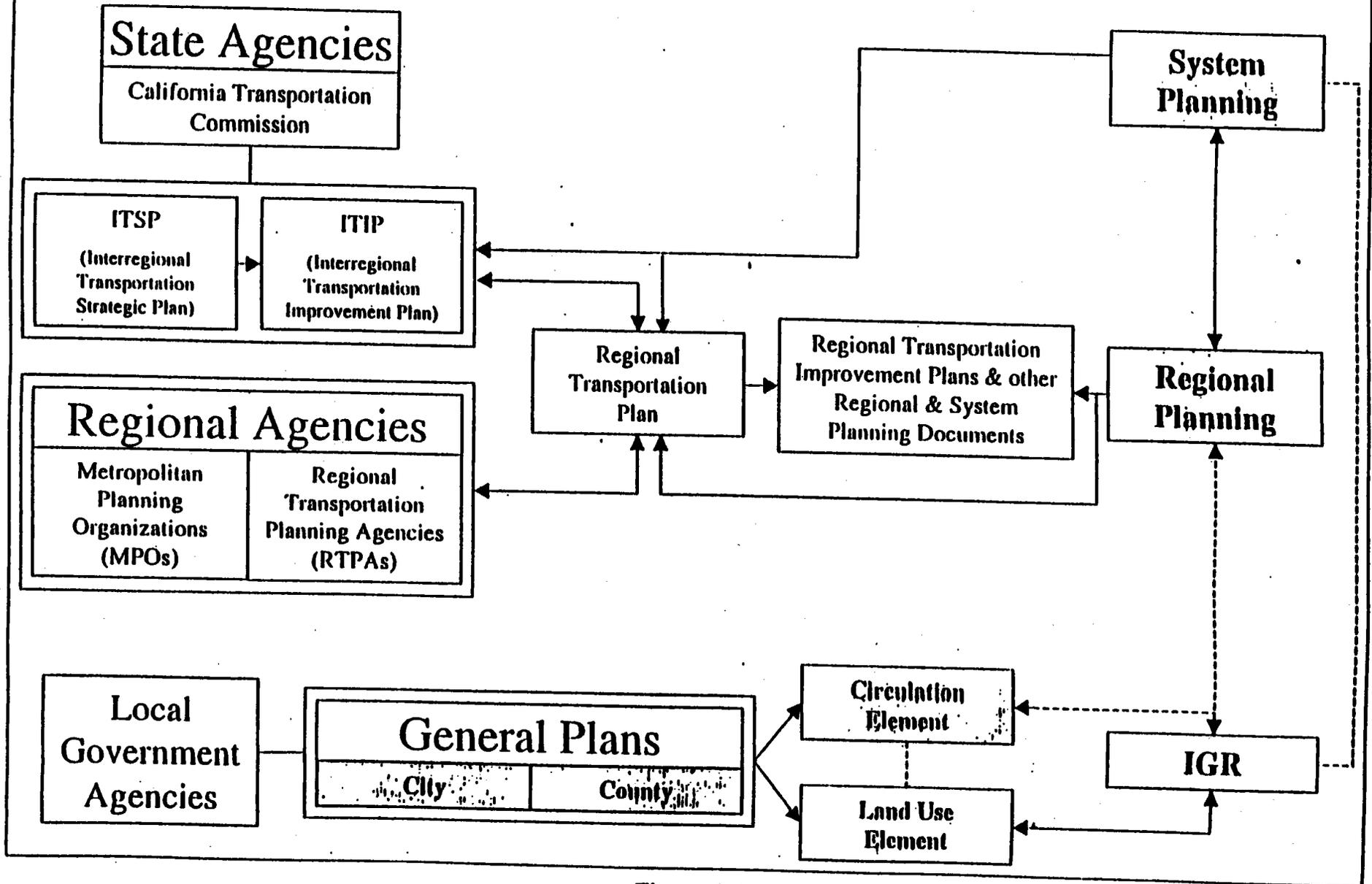


Figure 1.A

Summary prepared by CONCUR for the SOCTIIP Collaborative. This summary is for discussion purposes only and is not intended to include or represent all of the contents of the Foothill Transportation Corridor Alternative Alignment Analysis. Please refer to the actual Alternative Alignment Analysis to review the complete text.

Summary of the Foothill Transportation Corridor Alternative Alignment Analysis

Created For: Orange County Environmental Management Agency

Author: Michael Brandman Associates

Document Date: September 1986

Key Table of Contents Headings: 2) Alternative Alignment Matrix Evaluation
3) Alignment Analysis
4) Organizations and Persons Contacted
5) Bibliography

Purpose of Document

To provide a broad comparative environmental and engineering evaluation of the alignment alternatives to be carried forward for analysis in the EIR/EIS (p. 1-2). This document is part of Phase 1 (scoping) of the Route Location Study for the Cristianitos Segment. The primary goal of Phase 1 is to develop the most viable corridor alignment through evaluation of the environmental baseline study and the opportunities and constraints analysis. A "transportation corridor" is defined in the Transportation Element of the General Plan "as a multi-modal, limited access, regional transportation facility having 6 – 10 traffic lanes, and a median of sufficient width to be utilized for future public transportation considerations (p. 1-1)."

Alternative Analysis Criteria

Basic route descriptions for the six Alternative Alignments are provided in Section 1.6 (p. 1-3). Each basic route is divided into segments that have the potential to form additional alternatives by combining segments.

Each Alignment Analysis was based on the following criteria:

- Landform/Topography – Intensity and quantity of required landform modification,
- Geology, Soils, and Groundwater – Slope stability, erosion potential, liquefaction, and expansivity,
- Hydrology – Lineal miles of corridor within the 100-year floodplain hazard area, effect of corridor on groundwater recharge capacity, potential land use conflicts via corridor encroachments on 100-year floodplain hazard area,
- Cultural and Scientific Resources – Archeology (primary impact zone - 500 feet of proposed alignment & secondary impact zone - 1000 feet of proposed alignment), Paleontological (passing through or adjacent to regions of known occurrences of fossils), Historical (primary impact zone - 500 feet of proposed alignment),
- Land Use – Existing and committed land uses, land use plans and policies,
- Biotic Resources – Segment by segment examination of the sensitivity of: plant communities, wildlife habitat, and rare, threatened, or endangered species,
- Air Quality – Augmented average daily traffic (ADT) volumes, level of service (LOS), volume-to-capacity (V/C) ratios,
- Transportation/Circulation – Post 2010 travel demand and level of service classifications on the surrounding local and regional circulation system, the LOS (V/C available in Table

7 p. 3-68) within the existing/proposed circulation system as a result of individual alignment alternatives,

- Aesthetics – Degree of manmade changes required, variety and contrast of vegetative types and scarcity of their habitat, degree to which the alternative appears to blend with natural topography and landforms without extensive demarcation, degree of human disturbance previously taken place, visibility of the landscape from major viewing areas,
- Section 4 (f) of the Department of Transportation Act – “Special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges and historic sites the secretary shall not approve any program or project which requires the use of any publicly owned land from a public park, recreation area or wildlife and waterfowl refuge of national, state, or local significance as determined by the federal, state, or local officials having jurisdiction”
- Preliminary Engineering Design Assumptions – Design speed (70 mph), minimum horizontal curve radius (3,000 feet), desirable maximum grade (3%), maximum grade (6%), maximum super-elevation (4%)

Purpose of the Matrix:

The relative levels of impact shown on the matrix are subjective evaluations of each segment compared to other alternative alignments within the Study Area, based on preliminary information gathered by the Consultant Team. These relative levels of impact have been designed to be uniform to indicate a lower level of impact to be preferable to a higher level of impact for consistency sake.

Many positive impacts of the proposed corridor project, such as reduced travel time, congestion relief, improved safety and accident levels, and overall economic benefits cannot be effectively measured within this matrix format. These benefits are further described in the Alternative Alignment Analysis document prepared as part of this study.

Foothill Transportation Corridor/Cristianitos Segment

Summary Matrix

Segments	Archeo, Paleo & Cultural Resources	Biological Resources	Constructi on Cost	Design Standard Deviation	Earthwork	Soils and Geology	Land Use Compatibil ity	Length	Proximity to Existing Developm ent	Travel Demand/C ongestion Relief	Aesthetics/ Viewsheds
A-1-A	Low	Moderate	Moderate	None	Moderate	Low - Mod	•	21,900	Low	•	Moderate
A-1-B	High	Mod - High	Moderate	None	Moderate	Low	•	8,100	Low	•	Moderate
A-2-A	Moderate	Mod - High	Moderate	None	Moderate	Moderate	•	17,900	Moderate	•	Moderate
A-2-B	Moderate	Low	Moderate	None	Moderate	Low - Mod	•	16,300	High	•	Moderate
A-1-B/A-2-B Crossover	Moderate	Mod - High	Moderate	None	Moderate	Low - Mod	•	2,400	Low	•	Moderate
A-1-B/E-1 Crossover	Moderate	Mod - High	Low	None	Moderate	Low - Mod	•	1,900	Low	•	Moderate
A-2-A/A-2-B Crossover	Moderate	Mod - High	Moderate	None	Moderate	Low - Mod	•	1,900	Low	•	Moderate
A-2-A/E-1 Crossover	Moderate	Mod - High	Moderate	None	Moderate	Low - Mod	•	1,400	Low	•	Low
B-1	None	Moderate	Moderate	None	Moderate	Low - Mod	•	17,000	Low	•	Moderate
B-2	Low	Moderate	Moderate	None	Moderate	Low	•	17,500	Low	•	Moderate
B-3	Low	Moderate	Moderate	None	Moderate	Low	•	20,400	Low	•	Moderate
B-4	Moderate	Mod - High	Moderate	None	Moderate	Low	•	15,500	Low	•	Mod - High
B-5-A	Low	High	Moderate	None	Moderate	Low	•	17,900	Low	•	High
B-5-B	Moderate	High	High	None	High	Low	•	8,600	Low	•	Mod - High
B-5-B/C-1 Crossover	Moderate	Mod - High	Low	None	Moderate	Low	•	3,700	Low	•	Moderate
B-5-B/D Crossover	Low	Mod - High	Moderate	None	Moderate	Low	•	5,300	Low	•	Moderate
B-6/C-1 Crossover	Low	Mod - High	Moderate	None	Moderate	Low	•	5,200	Low	•	Moderate
B-6/D Crossover	None	Mod - High	Low	None	Low	Low	•	6,500	Low	•	Moderate
B-6	Moderate	High	High	None	High	Low - Mod	•	26,000	Low	•	Moderate
B-7	High	Low	Moderate	None	Moderate	Mod - High	•	30,500	High	•	High
C-1	High	High	Low	None	Low	Low	•	21,700	Moderate	•	Moderate
C-1/C-3 Crossover	High	High	High	None	High	Low	•	6,800	Moderate	•	High
C-1/C-4 Crossover	High	High	Low	None	Moderate	Low - Mod	•	7,500	Moderate	•	High
C-2/C-4	High	High	Low	None	Moderate	Low - Mod	•	7,600	Low	•	High

Crossover											
C-2/C-3 Crossover	High	High	High	None	High	Low	•	6,400	Moderate	•	High
C-2	High	Mod - High	Moderate	None	Moderate	Mod - High	•	22,100	Low	•	High
C-3	High	Moderate	Moderate	High	Moderate	Low - Mod	•	19,100	Low	•	Mod - High
C-4	High	High	Low	None	Low	Low - Mod	•	9,900	Low	•	Moderate
D	High	Mod - High	Moderate	None	Moderate	Low - Mod	•	46,000	Low	•	High
E-1	Low	Low	High	None	High	High	•	9,800	Low	•	Moderate
E-2-A	High	Low	High	None	High	High	•	35,700	Moderate	•	Low
E-2-B	Moderate	Low	Moderate	None	Moderate	High	•	34,800	Moderate	•	Low
E-3-A	Moderate	Low	Moderate	None	Moderate	High	•	27,200	Low	•	Low
E-3-B	High	Low	High	None	High	Mod - High	•	27,400	Moderate	•	Low
I-5-A	High	N/A	High	None	Low	N/A	•	65,300	High	•	Low
I-5-B	Moderate	Low	High	None	Low	N/A	•	35,300	High	•	Low
I-5-C	None	Low	High	None	Low	N/A	•	15,400	High	•	Moderate

**Appendix F: Tier 1
Technical Analysis
Materials**

Summary prepared by CONCUR for the SOCTIIP Collaborative. This summary is for discussion purposes only and is not intended to include or represent all of the contents of the Foothill Transportation Corridor South Major Investment Study (MIS). Please refer to the actual MIS to review the complete text.

SUMMARY OF THE FOOTHILL TRANSPORTATION CORRIDOR SOUTH MAJOR INVESTMENT STUDY

Created For: TCA

Author: Michael Brandman Associates

Document Date: September 1995

Key Table of	2)	Development of Alternatives
Contents Headings:	3)	Public and Agency Involvement
	4)	Consistency of the FTC with Transportation Planning
	5)	Analysis of Environmental Impacts
	6)	Financial Considerations
	7)	Conclusions

Section 1: Introduction

- Under the policies of the 1991 ISTEA, the MIS is an integral part of a metropolitan area's long-range planning process. As appropriate, the MIS should examine combinations of various technologies, capacity enhancements, transportation control measures, optional alignments, and transportation system configurations to resolve an identified problem in a given corridor, region, or subarea. The MIS should then compare the alternatives in terms of environmental impacts, displacements, transportation impacts, capital and operating costs, societal impacts, cost effectiveness or cost benefit, and the financial feasibility of the various options. This process should yield information sufficient for local decision-makers to determine which transportation option best meets local goals and objectives, as well as help resolve the transportation deficiency.
- SCAG, as the local MPO, spearheaded sessions with the appropriate Caltrans districts, county transportation commissions, FHWA, and the Federal Transit Authority to develop guidelines for complying with the MIS requirements (SCAG MIS Working Group).

Section 2: Development of Alternatives

- Phase I of the alternative development process included route location studies for the FTC North and FTC South. Phase II of the process initially involved the preparation of TCA EIR 3 which analyzed the C and BX alternatives and the No Project Alternative. Other alternative alignments were addressed in this EIR, as well as project alternatives which included a Transit Alternative and a Demand Management Alternative. TCA EIR 3 resulted in the selection of the Modified C Alignment as the locally preferred alternative in October 1991. The attached Table 2-1 provides an overview of the alternatives considered, the opportunities for public involvement, and outcomes from the numerous studies that have been completed for the FTC-South.
- Preliminary Circulation Studies include:
 - a) Early Needs Evaluation (1981)

- b) County of Orange EIR 123 (1985)
- c) Phase I of the Alternative Development Process
 - i) Northern Segment Route Location Study (EIR 423) (1990)
 - ii) Southern Segment Alternatives Analysis (1986)
 - (1) FTC Baseline Study
 - (2) FTC Alternatives Alignment Analysis (Exhibit 2-2 Alternative Corridor Alignments and Segments, Table 2-2 summary matrix, Exhibit 2-4 Alignment Alternatives and Proposed Interchanges, Exhibit 2-5 C Alignment Alternatives, attached)
- d) Phase II of the Alternative Development Process
 - i) TCA EIR 3 (1991)
 - (1) BX Alignment
 - (2) C Alignment
 - (3) C Alignments Subalternatives
 - (a) CX Alignment Alternative
 - (b) CZ Alignment Alternative
 - (4) D Alignment
 - (5) E Alignment
 - (6) Demand Management Alternative
 - Provides three general-purpose travel lanes in each direction and two reversible HOV lanes in the median. It would be infeasible to implement the program during the initial construction stage of the FTC. Implementation of a demand management strategy may be feasible during the second construction stage.
 - (7) Transit Alternative
 - Assumes a light rail system in lieu of general-purpose vehicular travel lanes. Such a system would require general public acceptance and usage in order to be successful and economically feasible. The two most critical issues confronting fixed light rail transit feasibility in south Orange County are the lack of a central business district (CBD) and low population densities. Related to public perception of mass transit, an additional impediment to light rail transit development in the corridor area is the socioeconomic character of south Orange County. It is unlikely that an exclusive transit facility would be able to capture a sufficient ridership to justify the capital and operating costs. Future implementation of a fixed light rail transit system is not precluded by construction of the proposed corridor.
 - (8) Alternatives Raised as Part of Response to Comments
 - (a) Connection with State Route 78
 - Deemed not feasible predominately because of the extensive impacts to Camp Pendleton.
 - (b) Connection with Interstate 15
 - Would not serve the same travel demand envisioned to be served by the FTC (alleviates traffic on State Route 91 and the Ortega Highway, not I-5).
 - ii) TCA Supplemental EIR 3
 - iii) EIS/SEIR Alternatives
- e) OCTA Regional Rail Evaluation
 - i) Countywide Rail Study
 - Examined a broad range of bus and rail transit development alternatives in all of the major travel corridors in Orange County: express bus, commuter rail, and urban rail. A total of seven alternatives were developed consisting of two bus

alternatives and five rail alternatives. A series of recommendations is known as the Long-Range Transit System Plan and Development Strategy.

Section 3: Public and Agency Involvement

- The following provides an overview of the public participation process that has been implemented and the actions that are proposed for the FTC South project:
 - a) Preliminary Circulation Studies
 - i) EIS 123
 - b) Phase I Studies
 - i) Route Location Study and EIR 423
 - ii) Alternative Alignment Analysis
 - c) Phase II Studies
 - i) TCA EIR 3
 - d) Scoping Process for the EIS/SEIR
 - e) Section 7 Consultation
 - f) Foothill South Advisory Committee
 - g) Other Agency Coordination Efforts

Section 4: Consistency of the FTC with Transportation Planning

- The purpose of this section is to provide an overview of the planning documents that are an integral part of a metropolitan area's long-range planning process.
 - a) State of California
 - i) California Transportation Plan (CTP) (1993)
 - Provides direction for planning, developing, operating, and maintaining California's transportation system. The state's goal is to develop a transportation system that complements and encourages a positive economy and a quality environment. The process for developing the CTP was a bottom-up planning process, based on the RTPs prepared by the state's 43 regional transportation planning agencies. The FTC South project is consistent with the plan, especially with regards to the objective requiring the balance of transportation, energy, economic, and environmental goals.
 - ii) District System Management Plan (DSMP) (District 12 - November 1989, District 11 - February 1994)
 - System planning is Caltrans' long-range planning for major systems of facilities covering the entire region. These systems include highway, rail, freight, airport transit, and non-motorized travel, and the coordination of these systems or modes. An alignment consistent with the CP Alignment is shown on the Caltrans District 12 DSMP highway map. The District 11 DSMP does not depict the FTC as a future facility.
 - b) Regional Transportation Planning
 - i) SCAG
 - (1) Regional Transportation Plan (RTP) (1994)
 - The RTP sets forth the six-county region's long-range transportation master plan. By law, regionally significant projects must be included in the RTP in order to be eligible for federal or state funding and/or approvals. The FTC (Route 241) is included in the 1994 RTP.
 - (2) Regional Transportation Improvement Program (RTIP)

- The RTIP is the region's 7-year capital improvement program for state and local highways. The RTIP represents the near-term implementation phase of the long-range RTP. FTC South is included in the RTIP as Project 2042.
- (3) **Regional Growth Management Projections**
- In order to fulfill its state and federal transportation and air quality mandates, SCAG prepares population, housing, and employment projections for the six-county region. Projections are only adopted as official regional policy at the county and subregional level. Orange County's Forecast Analysis Center prepared a consensus projection for the entire county at the city and census tract level with the participation of the cities, special districts, major landowners, and TCA. The resulting projection, known as OCP-92, was submitted to SCAG as the county's component of the region-wide projections.
- (4) **SCAG/TCA/Caltrans MOU**
- This MOU constitutes an enforceable commitment to implement the FTC as modeled in the RTP and RTIP. The agreements and procedures spelled out in the MOU cover all aspects of the implementation of a toll pricing policy relevant to the RTP, RTIP, and the transportation control measure (TCM) portion of the AQMP.
- (5) **Regional and Statewide Transportation Conformity Consultation Process**
- TCA and the OCTA actively participate in two conformity consultation efforts: the region's Transportation Conformity Working Group coordinated by SCAG, and the Statewide Conformity Working Group jointly coordinated by the California Air Resources Board and the Caltrans.
- ii) **South Coast Air Quality Management District (SCAQMD)**
- The SCAQMD is responsible for establishing policy and regulations to reduce emissions from mobile and indirect sources in the South Coast Air Basin (SCAB). The FTC is an example of the type of [market incentive] pricing strategies that the Reduce Emissions and Congestion on Highways (REACH) Task Force hopes to develop into a politically feasible and economically and socially desirable method of reducing automobile emission due to trip generation and congestion.
- iii) **SANDAG**
- (1) **Regional Transportation Plan (RTP) (1994)**
- In July 1995, TCA initiated informal discussions with SANDAG to prepare for inclusion of FTC South in the 1996 Transportation Plan Update.
- (2) **Regional Transportation Improvement Program (RTIP) (1994)**
- The southernmost portion of FTC South is not yet included in the RTIP.
- (3) **Statewide Transportation Conformity Consultation Process**
- iv) **San Diego Air Pollution Control District**
- (1) **Regional Air Quality Strategies (RAQS) (1992)**
- The TCM Plan includes a transportation capacity expansion, transportation systems management, indirect source control, and transportation demand management components.
- c) **Local Planning**
- i) **County of Orange**
- (1) **Circulation Element**
- (2) **Growth Management Plan Element**
- The policies of the Growth Management Element are designed to maintain internal consistency with the other elements of the General Plan. The FTC is recognized in the Growth Management Element as a new travel corridor that

would be needed to carry future traffic from south to north county and provide relief to I-5.

(3) Natural Communities Conservation Planning (NCCP) Program

- The County of Orange, in conjunction with the state and federal resource agencies, local jurisdictions, utility companies, TCA, and major private landowners, is in the process of preparing multi-habitat-based subregional NCCP/HCP programs for the Central/Coastal and Southern Subregions of Orange County to ensure the long-term survival of the California Gnatcatcher and other sensitive coastal sage scrub-dependent plant and animal species in accordance with state-sanctioned NCCP program guidelines. The purpose of the NCCP program is to provide for regional or area-wide protection and perpetuation of natural wildlife diversity while allowing compatible and appropriate development and growth. The TCA as a participant in the process has worked closely with the County of Orange, USFWS, and CDFG to ensure that FTC South is provided for in reserve design and all conservation planning.

ii) Orange County Transportation Authority

(1) Congestion Management Plan (CMP)

- The CMP is intended to work toward the identification of an urban mobility system involving a variety of transportation modes and providers. The CMP includes a 7-year capital improvement element (CIP) which is designed to maintain or improve traffic flow levels of service, transit performance standards, mitigate land use impacts, and conform to vehicle emissions mitigation standards. The FTC is part of the Congestion Management Program Highway System (CMPHS) for Orange County. However, since the FTC is proposed to be locally funded, it is not included in the CIP.

iii) City of San Clemente Circulation Element of the General Plan

- The General Plan states: "The most vital improvement to the existing circulation system will be the completion of the FTC, a six-lane controlled-access toll road" The city currently supports the construction of the "Modified C" Alignment of the FTC and construction of the Avenida Talega and Avenida Pico interchanges. It further identifies the FTC as an important component for alleviating congestion on the access ramps to I-5.

iv) City of Mission Viejo Circulation Element of the General Plan

- The General Plan supports the development of the regional roadway facilities, specifically the FTC (Policy 2.1). The implementation of the FTC is a critical component of the planned circulation network for the City of Mission Viejo.

Section 5: Analysis of Environmental Impacts

[Because the SOCTIIP Collaborative will be focusing its efforts on Tier 1 (Traffic Conditions) of the SOCTIIP project Selection Criteria, the environmental components of the MIS will be summarized at a later date.]

a) Southern Subregion Alternatives not Carried Forward for Phase II of the Alternative Site Selection Process

- i) C Alignment Subalternatives**
- ii) D and E Alignments**

b) Alternatives to be Evaluated in the EIS/SEIR

- i) No-Build Alternative**
- ii) CP Alignment**

- | | |
|---|--|
| <ul style="list-style-type: none"> (1) Geology and Soils (2) Natural Resources (3) Hydrology (4) Biological Resources (5) Air Quality (6) Cultural and Scientific Resources (7) Noise (8) Land Use (9) Landform and Aesthetics | <ul style="list-style-type: none"> (10) Parks, Recreation, and Open Space (11) Public Services and Utilities (12) Hazardous Materials/Safety (13) Other Relevant Planning Programs (14) Transportation and Circulation (15) Construction Impacts |
| <ul style="list-style-type: none"> iii) BX Alignment | |
| <ul style="list-style-type: none"> (1) Geology and Soils (2) Natural Resources (3) Hydrology (4) Biological Resources (5) Air Quality (6) Cultural and Scientific Resources (7) Noise (8) Land Use (9) Landform and Aesthetics | <ul style="list-style-type: none"> (10) Parks, Recreation, and Open Space (11) Public Services and Utilities (12) Hazardous Materials/Safety (13) Other Relevant Planning Programs (14) Transportation and Circulation (15) Construction Impacts |

Section 6: Financial Considerations

- The overriding objective of the financial analysis is to reveal to all participants and decision-makers the financial consequences and implications of major transportation investment alternatives.
 - a) Highway Build Alternatives
 - The estimated cost for the construction of the FTC South as a toll facility varies by alternative due to the length of the new roadway to be built, the amount of grading required, and mitigation costs. A comparison of an order of magnitude costs for the BX and CP alignments is provided in Table 6.1 (attached). These costs would be paid for through a combination of developer fees and tolls charged for using the facility. The preliminary toll sensitivity analysis prepared by the Corridor Design Management Group (CDMG) as part of the 1991 TCA EIR 3 evaluated the effect of different toll pricing on ridership. The analysis indicates that there is adequate elasticity that sufficient tolls could be charged to pay for construction of the facility. When the FTC South is built-out in its ultimate configuration (six general-purpose lanes and two HOV lanes), the maintenance costs would be approximately \$1,642,650 per year in 1995 dollars.
 - b) All Transit Alternative
 - The capital cost of a typical at-grade, double track rail transit system are estimated at \$27.4 million dollars per line mile (assumed in the OCTA Long-Range Transit Systems Plan and Development Strategy, October 1991). The capital costs include the track, stations, vehicles, train control, maintenance, facilities, and park-and-ride lots. Assuming a 15-mile alignment for the FTC South, the capital costs would be approximately \$411 million in 1991 dollars (\$500 million in 1996 dollars). Additional costs for earthwork, drainage, structures, landscaping, environmental mitigation and utility relocation are estimated at \$10 million per line mile, or \$150 million for FTC

South. There are no financing mechanisms in place for an all transit alternative. Operation and maintenance costs have not been estimated.

Overview of Methodology for SOCTIP Tier 1 Analysis

Travel Forecasting

- All model runs reflect OCTA 2020 vehicle trip tables that are based on OCP – 96 demographic data and were disaggregated by Austin-Foust Associates for the South Orange County Subarea model. Trip tables did not vary between alternatives.
- AM and PM peak hour runs were made for all alternatives.
- DKS reviewed and refined the model's Base 1995 and Base 2020 (No Action) roadway networks. Model runs using these networks were run and checked for reasonableness. Additional refinements were made.
- Estimated year 2020 peak hour passenger car rates were provided by TCA for all toll roads in Orange County. Rates were adjusted to 1995 dollars to be consistent with "value of time" estimate (\$8 per hour in 1995 dollars). See attached table for estimated rates.
- The effect of the toll was based on a lognormal distribution of the value of time because 1) it has no negative tail 2) income (though not a strict determinant of value of time) tends to approximate a lognormal distribution and 3) others have used it (e.g., Ben Akiva, Bolduc, Bradley "Estimation of Travel Choice Models with Randomly Distributed Values of Time, 1992).
- The lognormal distribution is skewed, having mode < median < mean. We setup the assignment according to a mean of \$8/hour. The median of this distribution is \$5.40, and \$8/hr is the 65th percentile of the distribution. This means that a \$1 is charged to save exactly 7.5 minutes (corresponding to exactly \$8/hr) compared to the free lanes, we would not get a 50-50 split; instead, about 35% would choose it and 65% would not.

Analysis

- Capacities reflect MPAH facility types with some adjustments based on field visit by DKS engineer. (see Table 1).
- Level of service (LOS) was based on volume/capacity ratios and criteria from Highway Capacity Manual (see Table 2) Duration of LOS F conditions was based on Caltrans criteria outlined in SOCTIP Need and Purpose Statement.

Facility Type	Hourly Capacity per lane	Example
Freeway	2,000	I-5, SR73, SR 241 and SOCTIP freeway alternatives
HOV Lane	2,000	
Major Arterial	1,000	Oso, Crown Valley, Pico, Antonio, La Pata
Primary Arterial	850	Ortega, Vista Hermosa, portion of San Juan Creek
Secondary Arterial	750	Las Ramblas, portion of San Juan Creek, Telega
Collector	700	
Smart Street - High access control	1,300	Antonio, La Pata and Lower 8's
- Medium access control	1,200	Eastern portions of Oso, Crown Valley, Ortega, Pico and Las Ramblas
- Low access control	1,100	Portions of Ortega, Pico and Las Ramblas near I-5

Level of Service	Volume/Capacity Ratio	
	Freeways	Arterials
A	0.00 to 0.30	0.00 to 0.60
B	0.31 to 0.49	0.61 to 0.70
C	0.50 to 0.71	0.71 to 0.80
D	0.72 to 0.88	0.81 to 0.90
E	0.88 to 1.00	0.91 to 1.00
F0	1.01 to 1.25	> 1.00
F1	1.26 to 1.35	
F2	1.36 to 1.45	
F3	> 1.45	

SOCTIIP Tier 1 Analysis – Summary of Results for Far East Corridor

Table 1 Volumes and Lane Requirements (to Maintain LOS D) on SOCTIIP Freeway/Arterial Facility Far East Corridor (Based on Year 2020 Forecasts without Model Feedback Loops)					
Alternative		Peak Hour/ Peak Direction Volume		Required Lanes	
		North of Ortega	South of Ortega	North of Ortega	South of Ortega
Far East Corridor - Complete	Freeway with toll	4,100	2,500	6	4
	Freeway without toll	5,800	4,100	8	6
	Arterial with toll	3,200	1,800	6	4
	Arterial without toll	4,600	3,000	8	6
Far East Corridor - Pico Var	Freeway with toll	3,400	1,400	4	4
	Freeway without toll	4,600	2,300	6	4
	Arterial with toll	3,000	1,100	6	4
	Arterial without toll	4,100	2,100	8	4
Far East Corridor - Talega Var	Freeway with toll	3,600	1,700	6	4
	Freeway without toll	4,900	3,000	6	4
	Arterial with toll	3,000	1,300	6	4
	Arterial without toll	3,800	2,000	8	4
Far East Corridor - Ortega Var	Freeway with toll	2,500	-	4	-
	Freeway without toll	3,700	-	6	-
	Arterial with toll	2,200	-	4	-
	Arterial without toll	3,400	-	6	-

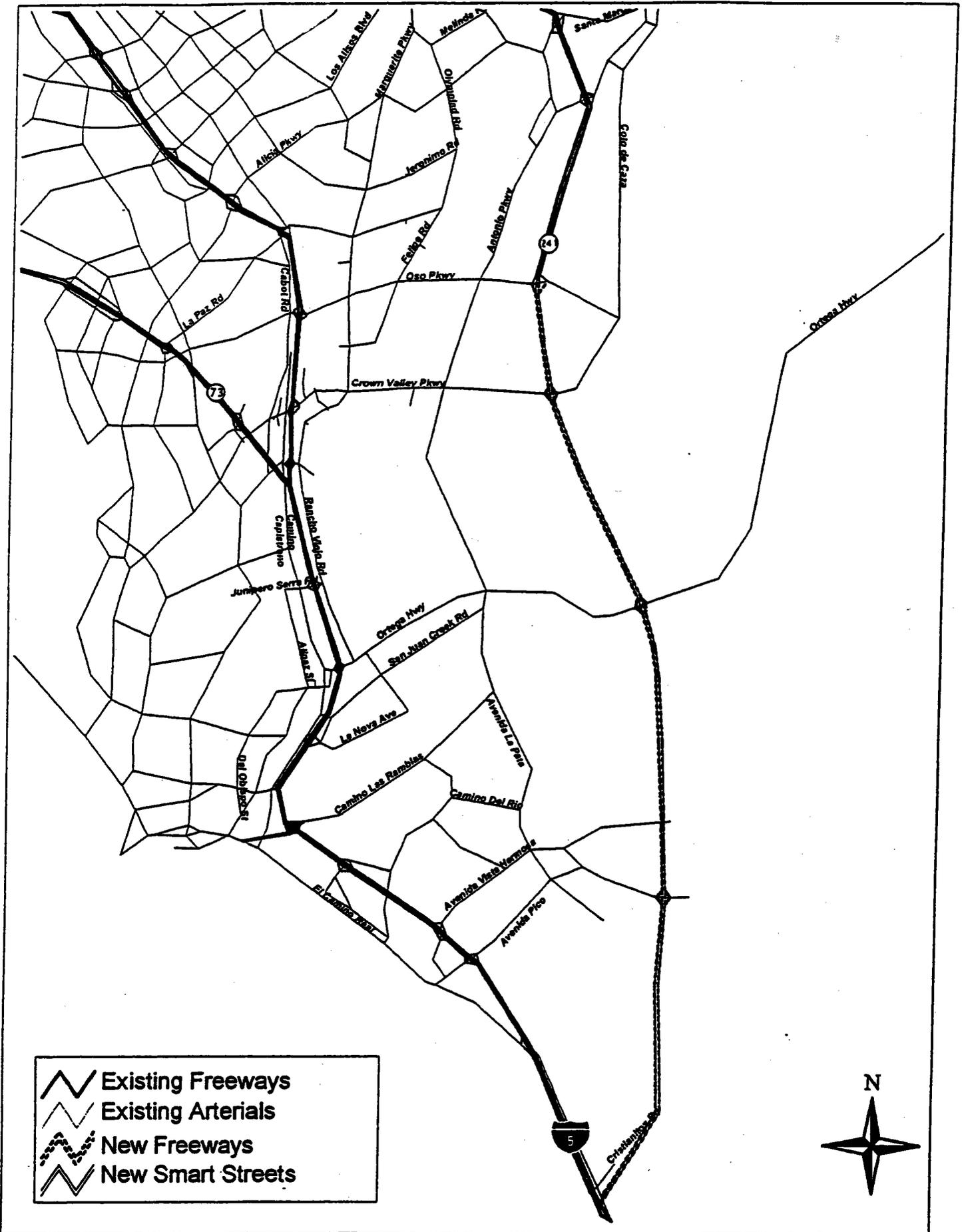
**Table
Assumed Passenger Car Toll Rates for SOCTIIP Tier 1 Analysis**

Toll Location	Ramps with Tolls		Variations	2000 *		2020 *		2020 in 1995 \$ **	
	SB	NB		Off-peak	Peak	Off-peak	Peak	Off-peak	Peak
TCA Facilities Outside SOCTIIP Corridor									
Mainline									
Windy Ridge				\$2.25	\$2.25	\$4.00	\$5.00	\$2.11	\$2.63
Irvine Ranch				\$1.00	\$1.00	\$1.75	\$2.50	\$0.92	\$1.32
Orange Grove				\$1.00	\$1.00	\$1.75	\$2.50	\$0.92	\$1.32
Tomato Springs				\$1.50	\$1.50	\$2.50	\$3.25	\$1.32	\$1.71
Catelina View				\$2.00	\$2.00	\$4.50	\$4.50	\$2.37	\$2.37
Ramps									
Portola Prkwy W Leg	off	on		\$0.75	\$0.75	\$1.25	\$1.25	\$0.66	\$0.66
Oso Parkway	off	on	w/o SOCTIIP	\$0.75	\$0.75	\$1.25	\$1.25	\$0.66	\$0.66
	on	off	with SOCTIIP	NA	NA			\$0.25	\$0.25
Portola Parkway N	on	off		\$0.75	\$0.75	\$1.25	\$1.75	\$0.66	\$0.92
Irvine Blvd West Leg	on	off		\$0.25	\$0.25	\$0.50	\$0.50	\$0.26	\$0.26
Portola Parkway S	on	off		\$0.25	\$0.25	\$0.50	\$0.50	\$0.26	\$0.26
Los Alisos Blvd	on	off		\$0.25	\$0.25	\$0.50	\$0.50	\$0.26	\$0.26
Antonio Parkway	off	on		\$0.25	\$0.25	\$0.50	\$0.50	\$0.26	\$0.26
Alton Parkway	on	off		\$0.50	\$0.50	\$0.75	\$0.75	\$0.39	\$0.39
Irvine Blvd East Leg	on	off		\$0.50	\$0.50	\$0.75	\$0.75	\$0.39	\$0.39
El Toro Road	on	off		\$1.00	\$1.00	\$2.25	\$2.25	\$1.18	\$1.18
Aliso Creek Road	on	off		\$0.75	\$0.75	\$1.75	\$1.75	\$0.92	\$0.92
Newport Coast Drive	off	on		\$0.50	\$0.50	\$1.25	\$1.25	\$0.66	\$0.66
La Paz Road	on	off		\$0.50	\$0.50	\$1.25	\$1.25	\$0.66	\$0.66
Bonita Canyon Drive	off	on		\$0.25	\$0.25	\$0.50	\$0.50	\$0.26	\$0.26
SOCTIIP Corridor									
Mainline									
Canada Chiquita				NA	NA				\$1.00
Cristianitos			La Pata, Talega, Ortega, Pico Vars	NA	NA				NA
			Far East and Central Complete	NA	NA				\$1.00
Ramps									
Ortega Highway	off	on	Ortega Var	NA	NA				\$0.50
	off	on	All Others	NA	NA				\$0.25
Vista Hermosa	on	off	Central Complete	NA	NA				\$0.25
			All Others	NA	NA				NA
Pico	on	off	Far East Complete	NA	NA				\$0.25
	off	on	Pico Var	NA	NA				\$0.75
			All Others	NA	NA				NA
La Pata	off	on	La Pata Var						\$0.75
			All Others						NA
Talega	off	on	Talega						\$0.75
			All Others						NA

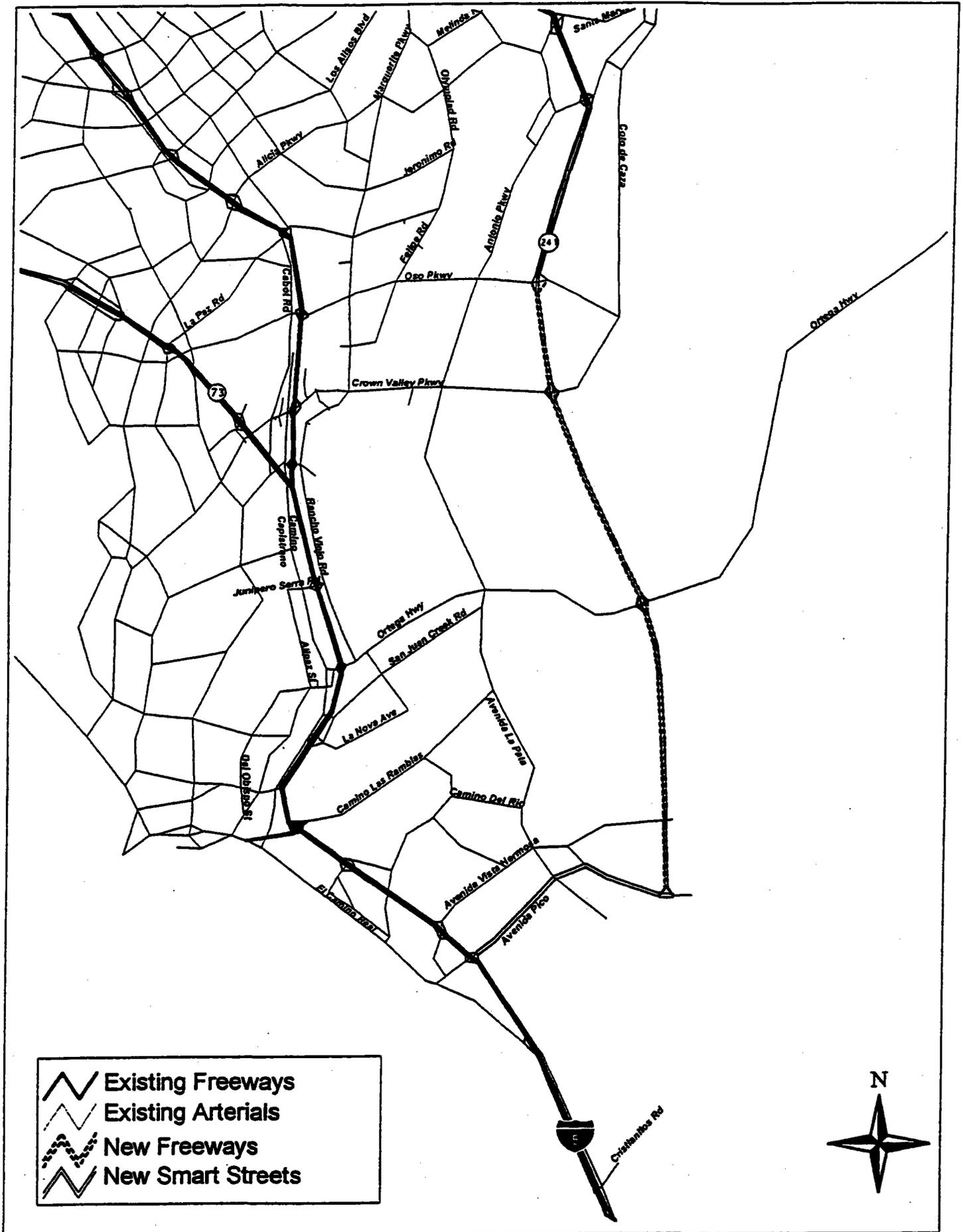
* Toll Revenue Update Study (Wilbur Smith Associates, June 1999)

** Assumes 2% inflation through 2005 and 3% inflation 2005 to 2020

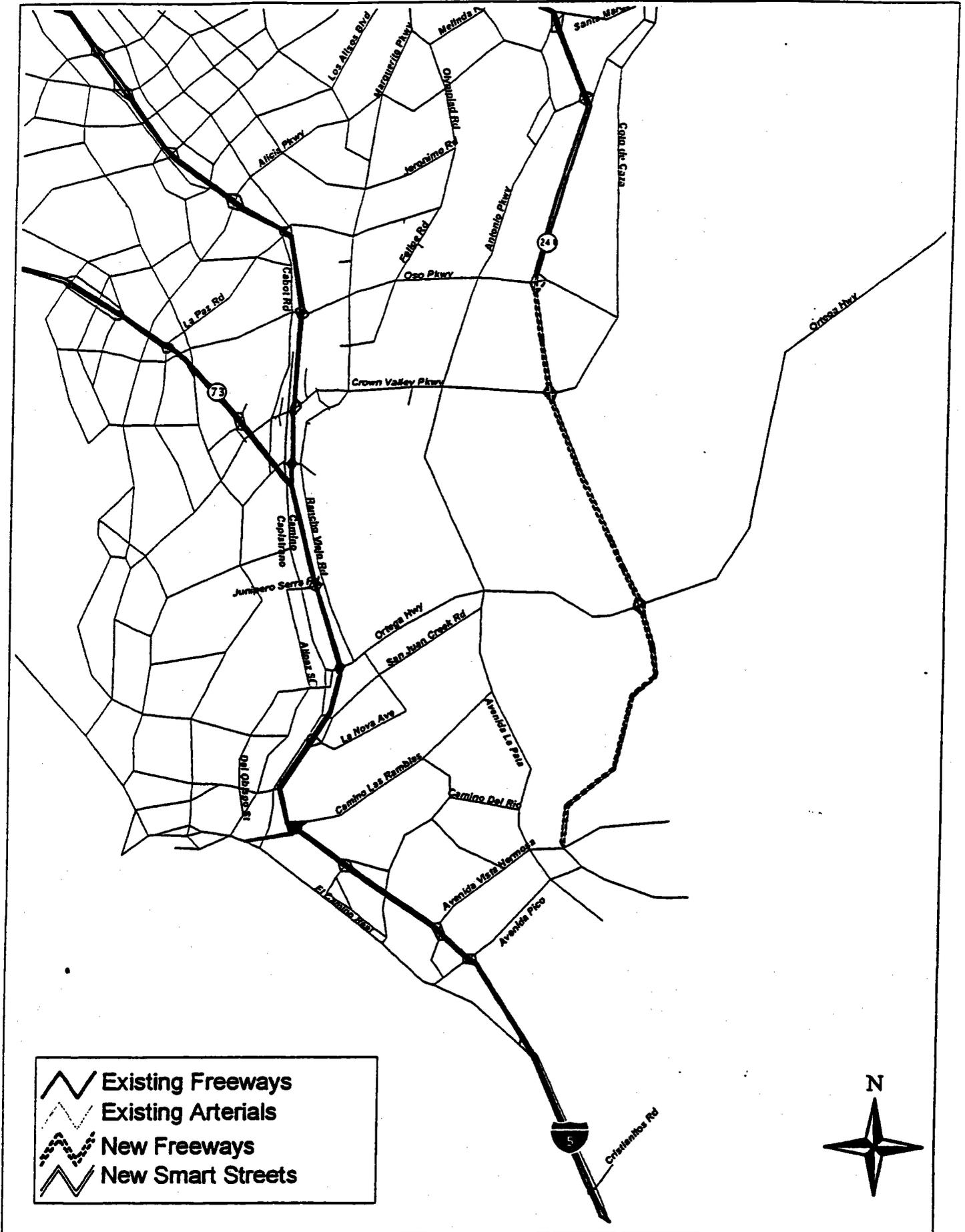
FAR EAST CORRIDOR - COMPLETE



FAR EAST CORRIDOR - PICO



FAR EAST CORRIDOR - TALEGA



SOCTIIP Tier 1 Analysis – Summary of Results for Central Corridor

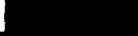
Table 1 Volumes and Lane Requirements (to Maintain LOS D) on SOCTIIP Freeway/Arterial Facility Central Corridor (Based on Year 2020 Forecasts without Model Feedback Loops)					
Alternative		Peak Hour/ Peak Direction Volume		Required Lanes	
		North of Ortega	South of Ortega	North of Ortega	South of Ortega
Central Corridor - Complete	Freeway with toll	3,800	1,900	6	4
	Freeway without toll	5,400	4,100	8	6
	Arterial with toll	3,100	1,400	6	4
	Arterial without toll	4,600	2,900	8	6
Central Corridor - La Pata 1	Freeway with toll	3,600	1,800	6	4
	Freeway without toll	5,800	4,200	8	6
	Arterial with toll	3,100	1,500	6	4
	Arterial without toll	4,500	2,700	8	6
Central Corridor - La Pata 3	Freeway with toll	3,900	1,100	6	4
	Freeway without toll	4,900	2,800	6	4
	Arterial with toll	3,400	900	6	2
	Arterial without toll	4,500	2,400	8	6
Central Corridor - San Joaquin Extension – End At Ortega	Freeway with toll	2,000	-	4	-
	Freeway without toll	3,400	-	4	-
	Arterial with toll	1,900	-	4	-
	Arterial without toll	2,900	-	6	-
Central Corridor - San Joaquin Extension with Complete	Freeway with toll	3,300	1,900	4	4
	Freeway without toll	5,400	4,200	8	6
	Arterial with toll	2,700	1,400	6	4
	Arterial without toll	3,700	2,700	8	6
Central Corridor – Pico Connection to Lower 8's	Freeway with toll	3,900	2,100	6	4
	Freeway without toll	5,700	4,100	8	6
	Arterial with toll	3,400	2,000	6	4
	Arterial without toll	4,900	3,200	6	6

Ranking of Alternatives Within Corridors

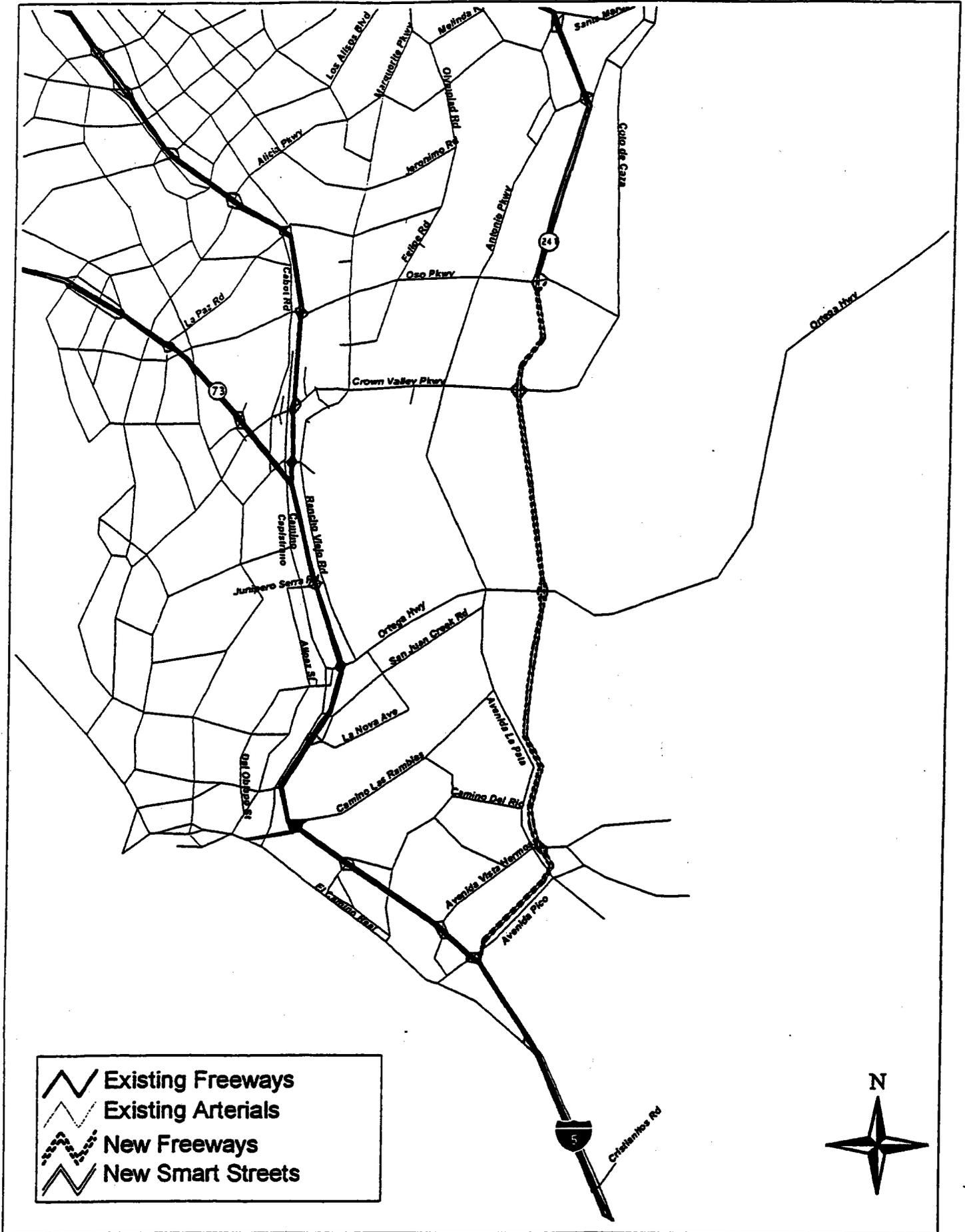
Far East Corridor

Alternative		Study Area Arterials		I-5								
		Percent Reduction VMT	Percent Reduction Congested VMT	I-5 Miles Congested						Percent Reduction VMT	Percent Reduction Congested VMT	Rank Reduction Congested VMT
				A.M. Peak Hour Northbound			P.M. Peak Hour Southbound					
				F0	F1	F2	F0	F1	F2			
No Action		-	-	10.0	3.8	2.8	11.7	3.2	2.0	-	-	-
1 Complete	Frwy with toll	10%	38%	8.8	3.9	0.0	10.9	2.4	0.0	7%	36%	
	Frwy w/o toll	15%	40%	7.3	1.7	0.0	10.3	0.6	0.0	13%	54%	
	Art with toll	7%	30%	9.4	3.9	0.0	13.3	2.4	0.0	5%	31%	
	Art w/o toll	12%	37%	9.1	3.2	0.0	11.7	1.3	0.0	9%	42%	
2. Pico Variation	Frwy with toll	5%	32%	10.0	4.3	1.1	12.5	2.4	1.3	3%	15%	
	Frwy w/o toll	9%	34%	10.0	5.4	0.0	13.2	1.3	1.3	4%	21%	
	Art with toll	4%	24%	10.3	4.8	0.6	10.7	3.5	2.0	2%	10%	
	Art w/o toll	7%	32%	10.3	5.4	0.0	12.0	2.7	1.3	3%	17%	
3. Talega Variation	Frwy with toll	6%	26%	8.8	4.9	1.7	13.6	1.3	1.3	3%	14%	
	Frwy w/o toll	11%	34%	11.0	3.3	0.6	13.2	1.3	1.3	5%	24%	
	Art with toll	5%	22%	10.3	4.8	0.6	10.7	3.5	2.0	2%	10%	
	Art w/o toll	8%	29%	10.3	3.7	1.7	12.2	2.7	1.3	3%	13%	
4. Ortega Variation	Frwy with toll	2%	14%	10.0	5.9	0.7	11.7	3.2	2.0	1%	6%	
	Frwy w/o toll	4%	25%	9.4	5.9	0.7	13.6	0.6	2.0	2%	13%	
	Art with toll	2%	14%	9.9	5.7	1.3	11.3	3.2	2.4	0%	2%	
	Art w/o toll	4%	23%	9.2	5.7	1.3	11.8	2.4	2.0	1%	7%	

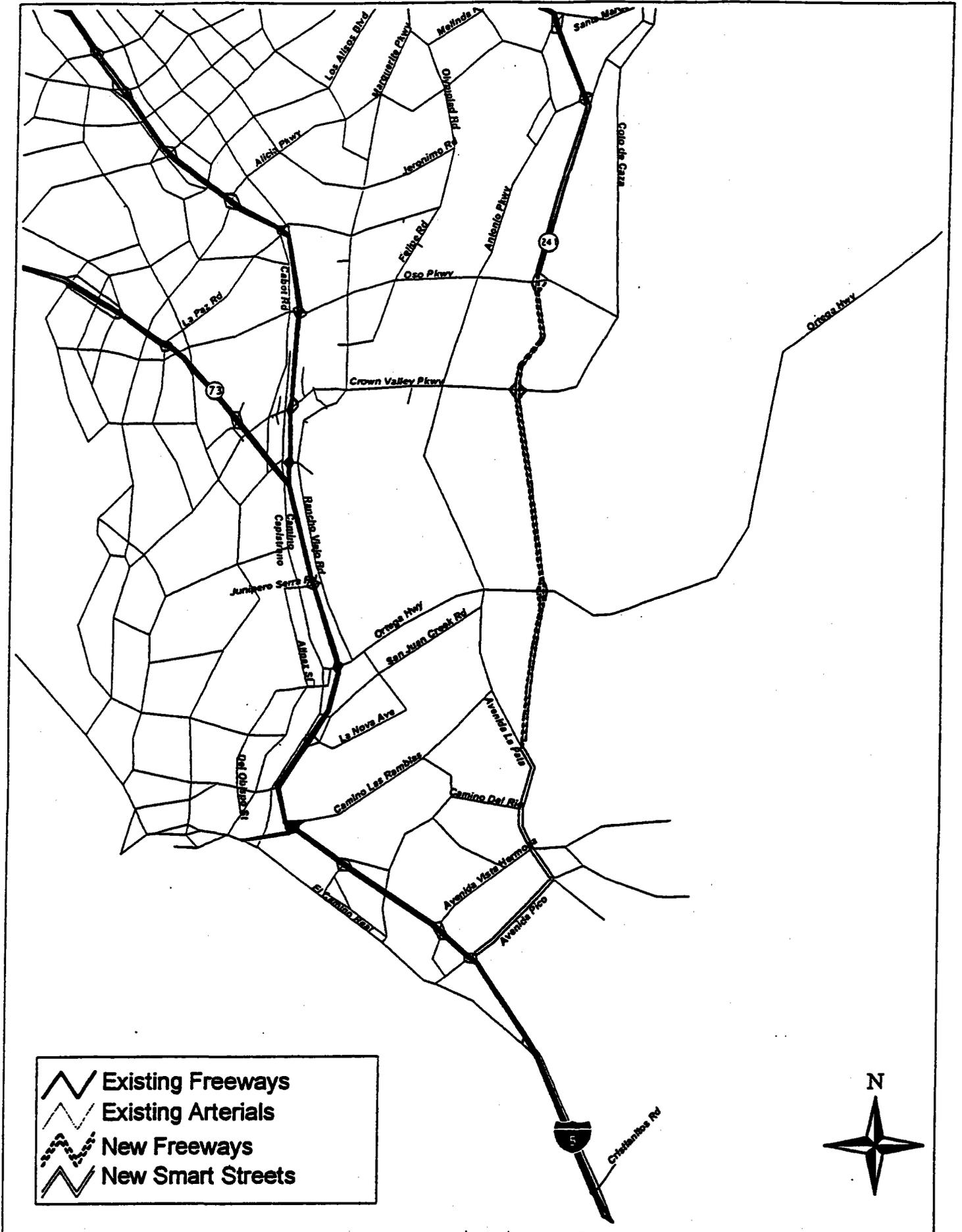
Ranking for this corridor based upon reduction in I-5 congested VMT.

-  Top Third
-  Middle Third
-  Bottom Third

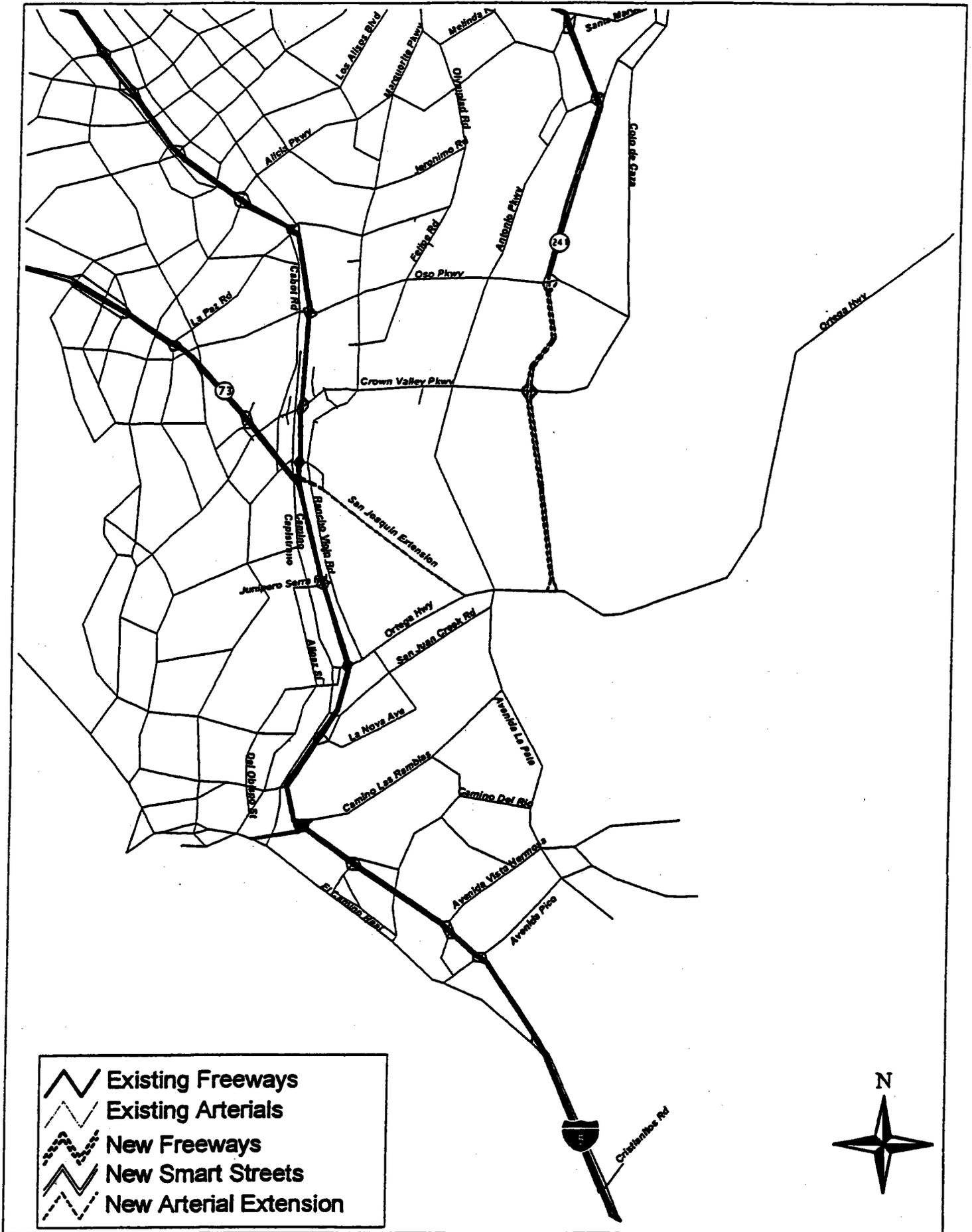
CENTRAL CORRIDOR - COMPLETE



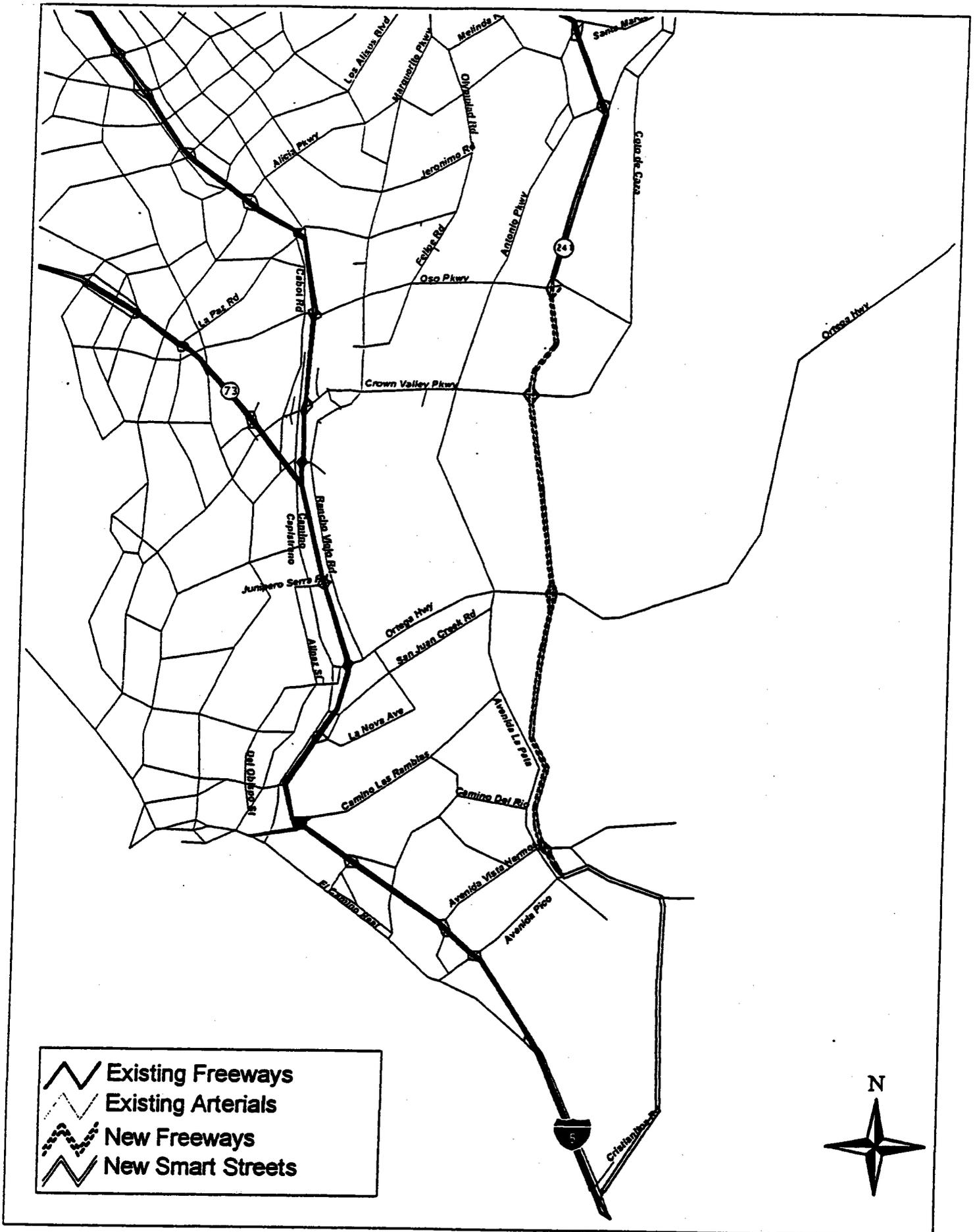
CENTRAL CORRIDOR - LA PATA 1



CENTRAL CORRIDOR - SAN JOAQUIN EXTENSION WITH CENTRAL CORRIDOR ENDING AT ORTEGA



CENTRAL CORRIDOR - PICO EAST CONNECTION



Ranking of Alternatives Within Corridors

Central Corridor

Alternative		Study Area Arterials		I-5								
		Percent Reduction VMT	Percent Reduction Congested VMT	I-5 Miles Congested						Percent Reduction VMT	Percent Reduction Congested VMT	Rank Reduction Congested VMT
				A.M. Peak Hour Northbound			P.M. Peak Hour Southbound					
				F0	F1	F2	F0	F1	F2			
No Action		-	-	10.0	3.8	2.8	11.7	3.2	2.0	-	-	-
1 Complete	Frwy with toll	7%	27%	8.8	6.8	0.0	12.1	2.4	1.3	3%	16%	
	Frwy w/o toll	14%	30%	9.6	3.2	0.0	11.7	1.7	1.3	7%	31%	
	Art with toll	6%	21%	9.1	6.6	0.0	13.6	1.3	1.3	2%	17%	
	Art w/o toll	11%	35%	10.2	3.2	1.7	13.1	1.3	1.3	5%	19%	
2. La Pata (1 Smart Street)	Frwy with toll	4%	23%	8.8	6.6	0.0	13.4	1.3	1.3	3%	18%	
	Frwy w/o toll	8%	29%	9.5	5.4	0.0	12.3	2.4	1.3	5%	20%	
	Art with toll	4%	24%	9.1	6.0	0.6	12.2	2.7	1.3	2%	13%	
	Art w/o toll	7%	23%	10.3	3.7	1.7	13.0	1.7	1.3	4%	16%	
3. La Pata (3 Smart Streets)	Frwy with toll	5%	29%	9.8	3.9	1.7	13.4	1.3	1.3	3%	16%	
	Frwy w/o toll	8%	28%	11.5	3.9	0.0	13.4	1.3	1.3	5%	25%	
	Art with toll	4%	30%	8.8	5.1	1.7	13.3	1.7	1.3	2%	12%	
	Art w/o toll	7%	25%	10.3	5.4	0.0	13.0	1.7	1.3	4%	19%	
4.1 San Joaquin Ext (End at Ortega)	Frwy with toll	2%	21%	11.3	2.7	2.4	13.1	1.7	2.0	2%	10%	
	Frwy w/o toll	3%	26%	11.5	3.4	1.7	13.1	1.7	2.0	3%	11%	
	Art with toll	2%	21%	9.6	6.3	0.7	12.8	2.0	2.0	2%	8%	
	Art w/o toll	3%	24%	11.4	3.1	2.4	12.8	2.0	2.0	2%	8%	
4.1 San Joaquin Extension (Complete)	Frwy with toll	6%	35%	10.6	4.5	0.6	12.4	2.4	1.3	4%	18%	
	Frwy w/o toll	12%	38%	9.2	3.2	0.0	11.2	1.7	1.3	8%	33%	
	Art with toll	5%	34%	11.2	4.5	0.6	12.9	2.4	1.3	3%	16%	
	Art w/o toll	10%	39%	11.4	4.4	0.0	12.0	1.7	1.3	5%	25%	
5. Pico Connect to Lower 8's	Frwy with toll	2%	25%	8.0	5.1	0.0	13.0	2.4	0.0	6%	30%	
	Frwy w/o toll	7%	34%	7.3	2.6	0.6	11.2	1.3	0.0	9%	43%	
	Art with toll	2%	23%	9.4	3.9	0.0	13.3	2.4	0.0	5%	31%	
	Art w/o toll	6%	33%	8.9	3.9	0.0	14.1	1.3	0.0	7%	35%	

Ranking for this corridor based upon reduction in I-5 congested VMT.

-  Top Third
-  Middle Third
-  Bottom Third

SMART Streets Alternatives

Background

Several of the alternatives being considered as part of the SOCTIP Tier 1 analysis employ the concept of "Smart Streets". This concept is derived by OCTA from a study conducted in 1982 and documented in a report titled *High Flow Arterial Concept Feasibility Study* (JEF Engineering, and H&R Associates). The High Flow Arterial/Smart Street concept refers to improving the traffic flow and increasing the capacity along arterials by any means available, low cost or capital intensive. Improvements may include any or all of the following elements:

- Traffic signal synchronization
- On-street parking removal
- Intersection grade separations (flyovers)
- Loop for left-turn movements (around the block, or loop)
- Grade separated turn movements
- Access limitation (right-turn only, or no access)
- Frontage roads
- Pedestrian grade separation
- Other elements deemed useful

The smart street concept can be implemented incrementally, element by element, intersection by intersection, link by link, or on a more system-wide basis.

OCTA's LRTP refers to the 1982 study and identifies 21 Smart Street routes, consisting of 84 major intersections and 220 centerline miles. Five of these routes traverse or border portions of the study area:

- Crown Valley Parkway - Pacific Coast Highway to Foothill Transportation Corridor (SR 241);
- Moulton Parkway/Street of the Golden Lantern - Main Street in Santa Ana to Pacific Coast Highway;
- Pacific Coast Highway - Warner Avenue to freeway terminus in Dana Point;
- El Toro Road - Laguna Canyon Road (SR 133) to Foothill Transportation Corridor (SR 241); and
- Irvine Boulevard - Costa Mesa Freeway (SR 55) to El Toro Road.

As noted in the LRTP, four routes, including Moulton Parkway, were recommended for the initial implementation program and were made eligible for Measure K Smart Street funding. Of these four, Beach Boulevard was selected as the pilot Smart Street project. This project covers 16 miles and was scheduled for completion in the Spring of 1999. However, the LRTP

estimates that the remaining Measure K funds will not be sufficient to complete the other three streets that are part of the initial program, let alone the other seventeen routes identified in the LRTP. The LRTP does not identify specific improvements for each route, nor does it provide guidance for new smart street proposals such as those for the study area.

Although the 1982 study included an assessment of alternative corridors, details of this analysis were not available. Additionally, the LRTP does not contain any information regarding analysis methodology. However, OCTA staff have indicated that a 20% increase in capacity and free flow speed was assumed for smart streets within the OCTA model. These changes are intended to reflect the potential performance improvements that may be achieved when an existing arterial is converted to a smart street.

SOCTIIP Analysis

In applying the smart street concept to selected routes as part of the SOCTIIP Tier 1 analysis, a review of each candidate route was conducted to determine:

- the type of improvements that may be appropriate and feasible;
- the resulting attributes (e.g., free flow speed, capacity) to be utilized within the travel demand forecasting model.

This review took into account several factors including:

- current design and operating characteristics (e.g., level of access control, presence of turn bays, spacing of signals);
- adjacent land uses and development densities;
- topographical and other physical constraints;
- baseline (No Action alternative) model attributes;
- OCTA's assumptions, as noted above, regarding potential benefits of smart streets; and
- standard modeling practice regarding reasonable attribute values.

It is important to recognize that most of the smart street applications contained in the LRTP involve the enhancement of existing facilities within built-out areas. The candidate smart street corridors for the SOCTIIP Tier 1 analysis differ somewhat from these in that they often serve lower density or still developing areas, and significant portions of the candidate facilities currently do not exist. In short, this means that there is greater flexibility for major physical improvements. Conversely, many of the existing arterial segments in the study area already incorporate various smart street design features (e.g., limited access, well-spaced signalized intersections, left and often right-turn bays, and higher speed limits). As such, the baseline model should take into account the higher design standards of these facilities.

The outcome of this review was the definition of three levels or categories of potential smart streets, varying according to the types of improvements that may be implemented and, in turn, the resulting capacity values. In their analysis, OCTA has increased “free flow” speeds of arterials that were upgraded to smart streets. This increase is justified on many of the smart streets in the LRTP because improvements can be made to the low existing speeds on these streets. For the candidate smart street corridors for the SOCTIIP Tier 1 analysis, “free flow” speeds were typically not modified largely because improvements to the high baseline speeds would be difficult. The following table describes each category, and identifies where each was applied.

**Table 1
Smart Street Categories**

Level	Description	General Application	Specific Locations	Attributes
I	<ul style="list-style-type: none"> -High level of access control -Typical signal spacing – ½ mile -Left- and right-turn bays (multiple bays where appropriate) -Possible additional through lanes or grade separation at major intersections 	<ul style="list-style-type: none"> -New roadway segments -Segments currently in largely undeveloped areas 	Antonlo Parkway-La Pita and Lower 8's	<ul style="list-style-type: none"> Capacity = 1300 per lane Free Flow Speed = 55 mph
II	<ul style="list-style-type: none"> -Medium level of access control -Typical signal spacing – ¼ to ½ mile -Left- and right-turn bays (multiple bays where appropriate) 	Existing roadway where existing development is limited, allowing for access control and additional right-of-way for physical improvements	Eastern portions of Oso, Crown Valley, Ortega, Pico, and Las Ramblas	<ul style="list-style-type: none"> Capacity = 1200 Free Flow Speed = 45 mph
III	<ul style="list-style-type: none"> -Low level of access control -Typical signal spacing – less than ¼ mile -Left- and right-turn bays 	Areas where development and/or topographic constraints limit ability to expand facility. Access to development already provided. Typically covers areas near I-5 freeway interchanges	Portions of Ortega, Pico and Las Ramblas near I-5	<ul style="list-style-type: none"> Capacity = 1000 to 1100 Free Flow Speed = 35 to 40 mph

SOCTIIP Tier 1 Analysis – Summary of Results for Smart Street Corridor

Table 1 Volumes and Lane Requirements (to Maintain LOS D) on Antonio- La Pata Smart Street Corridor (Based on Year 2020 Forecasts without Model Feedback Loops)				
Alternative	Peak Hour/ Peak Direction Volume		Required Lanes	
	North of Ortega	South of Ortega	North of Ortega	South of Ortega
Oso-Antonio-La Pata-Pico	5,000	3,400	8-10	6
Crown Valley Variation	5,100	3,400	8-10	6
Two Smart Links (Ortega/Las Ramblas)	4,900	3,400	8-10	6
Avery Parkway	1,300*		4*	
Avery Parkway with Oso-Antonio-La Pata-Pico	5,100	3,400	8-10	6

* Volumes and lane requirement for Avery Parkway, not Antonio-La Pata

Ranking of Alternatives Within Corridors

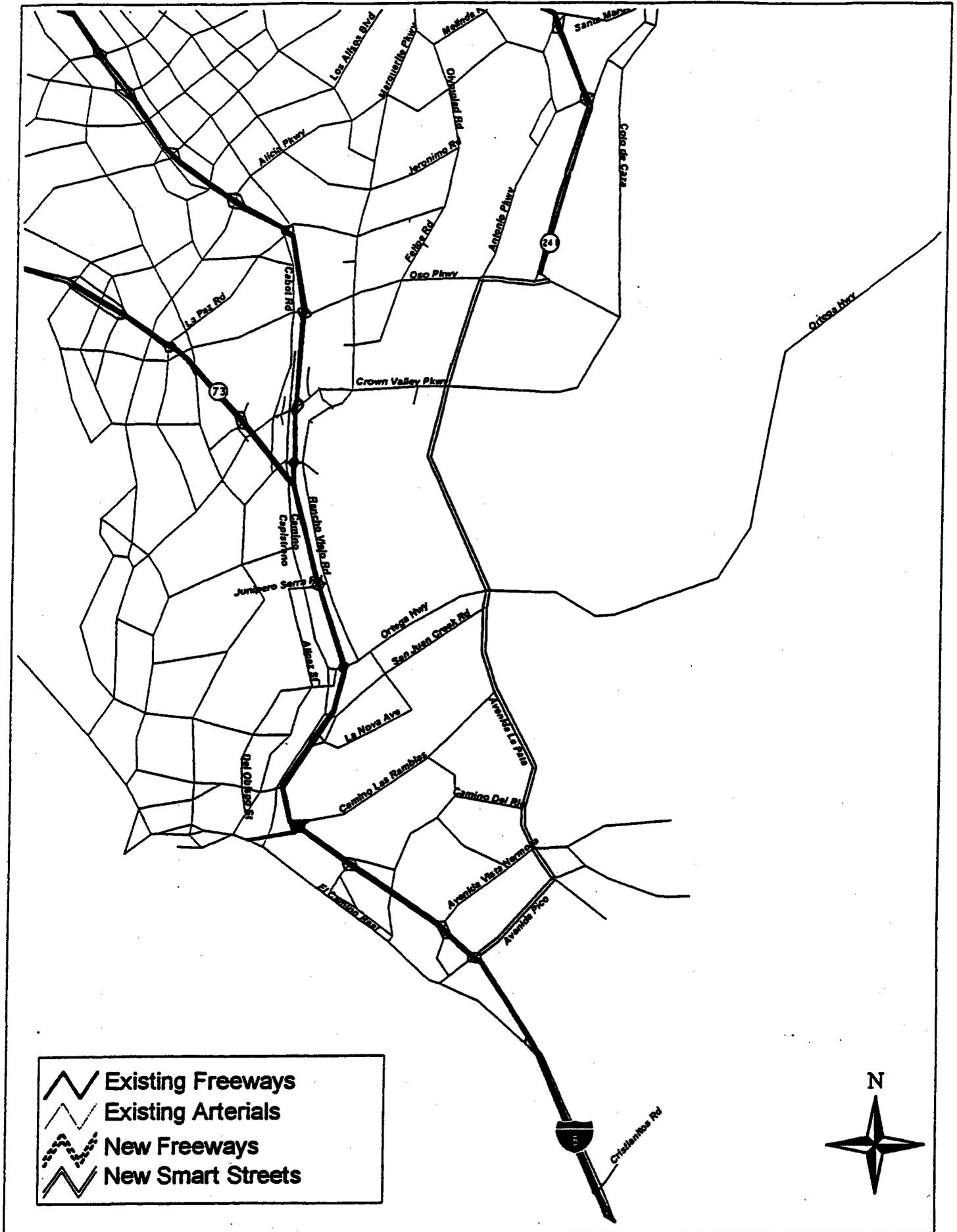
Smart Streets

Alternative	Study Area Arterials		I-5								
	Percent Reduction VMT	Percent Reduction Congested VMT	I-5 Miles Congested						Percent Reduction VMT	Percent Reduction Congested VMT	Rank Reduction Congested VMT
			A.M. Peak Hour Northbound			P.M. Peak Hour Southbound					
			F0	F1	F2	F0	F1	F2			
<i>No Action</i>	-	-	10.0	3.8	2.8	11.7	3.2	2.0	-	-	-
1. Oso-Antonio-La Pata-Pico	-4%	-11%	9.4	4.5	2.1	11.1	3.2	2.0	2%	4%	
2. Crown Valley Variation	-3%	1%	9.4	5.3	1.3	11.7	3.2	2.0	2%	5%	
3. Two Smart Links from I-5 with Oso-Antonio-La Pata-Pico	-4%	-8%	9.4	6.0	0.6	11.7	3.2	2.0	2%	7%	
4.1 Avery Parkway	-1%	2%	9.8	2.9	3.9	11.7	3.2	2.0	0%	-3%	
4.2 Avery Parkway with Oso-Antonio-La Pata-Pico	-4%	-2%	9.1	4.2	2.4	11.7	3.2	2.0	2%	3%	
5. Minimum Improvements	-3%	2%	8.8	6.0	0.6	11.7	3.9	1.3	2%	9%	
6. Moderate Improvements	-4%	17%	9.5	4.9	1.7	12.9	2.4	1.3	4%	11%	
7. Maximum Benefit	-5%	30%	10.5	4.5	0.6	12.9	2.4	1.3	5%	18%	

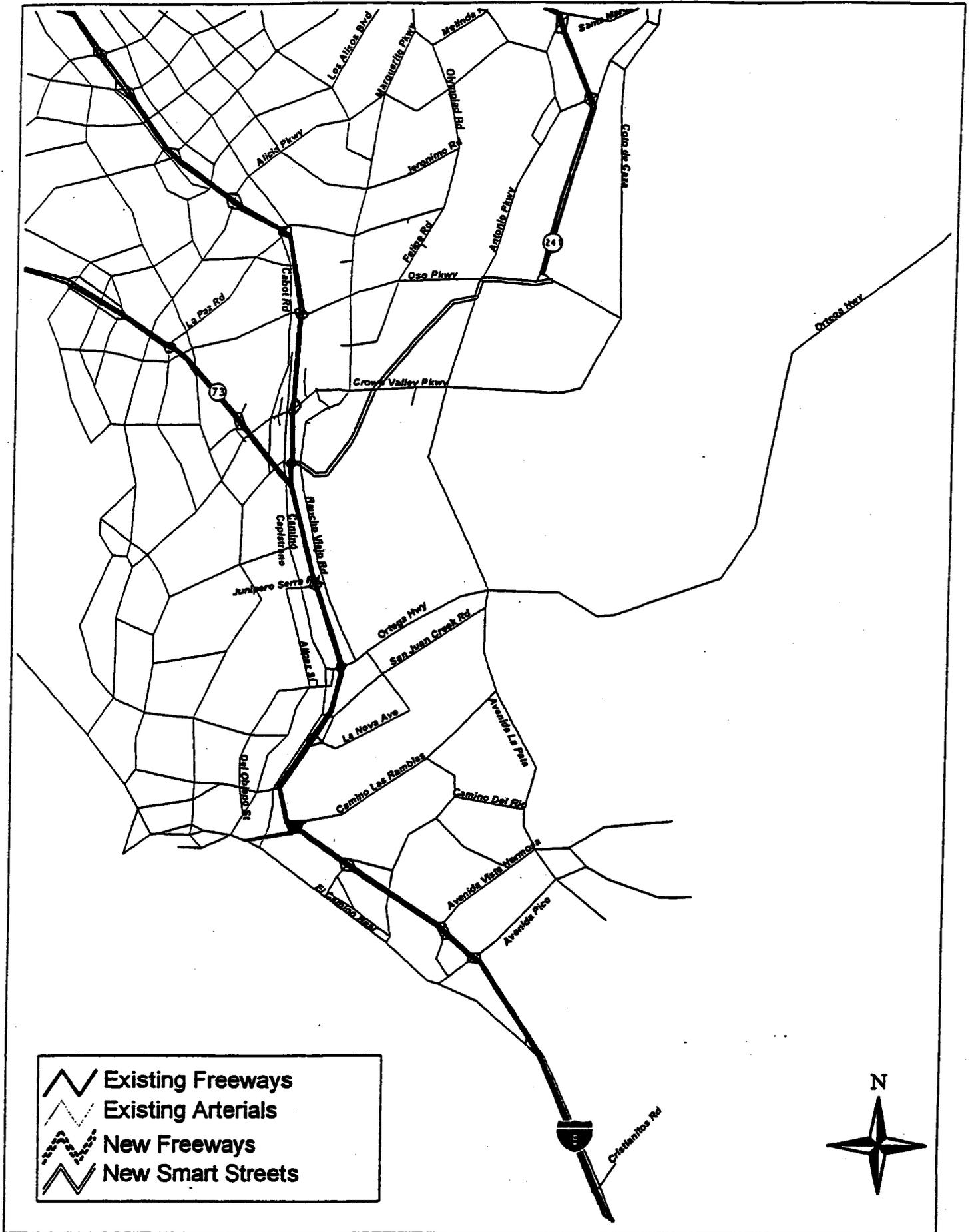
Ranking for this corridor based upon reduction in I-5 congested VMT.

- █ Top Third
- █ Middle Third
- █ Bottom Third

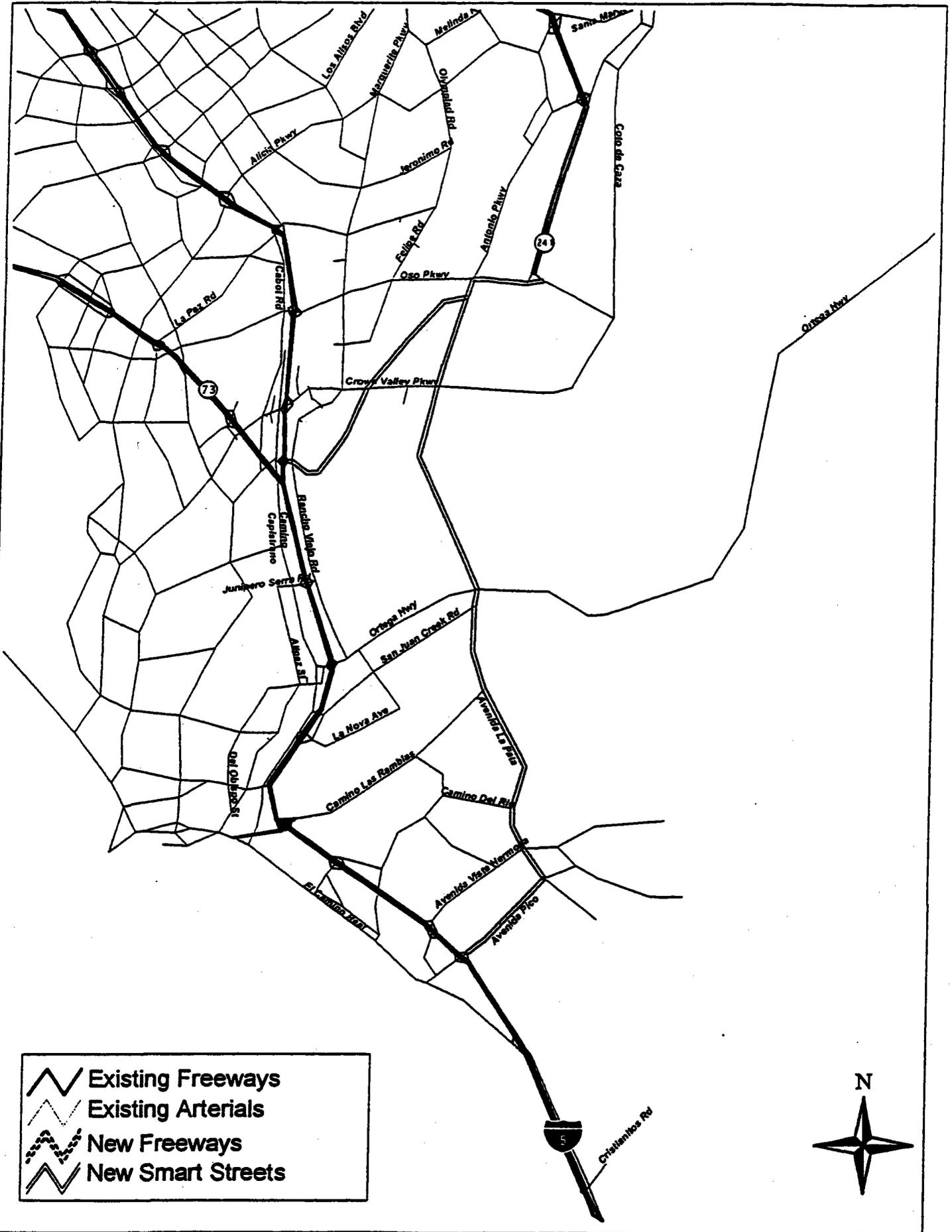
SMART STREET - OSO - ANTONIO - LA PATA - PICO



SMART STREET - AVERY PARKWAY



SMART STREET - AVERY PARKWAY WITH OSO - ANTONIO - LA PATA - PICO



-  Existing Freeways
-  Existing Arterials
-  New Freeways
-  New Smart Streets



SOCTIIP Tier 1 Analysis – Summary of Results for I-5 Corridor

- Existing I-5 between San Diego County Line and Alicia Parkway has 4 mixed-flow lanes and 1 HOV lane in each direction. Some auxiliary lane exist in this segment of I-5, but most do not add to mainline capacity (except between Junipero Sirra Road and SR 73).
- Estimated peak hour/peak direction travel demand on I-5 in 2020 ranges from 10,500 near the San Diego County line to 15,000 south of SR 73 (including HOVs). This demand suggests the need for 6 to 8 lanes in each direction.
- Since HOV lanes on I-5 would operate at congested levels (i.e., peak hour demand exceeding 2000 vehicles) north of SR 1 in peak direction, alternatives should consider 2 HOV lanes in each direction, a reversible 2-lane HOV lane, or 3+ occupant HOV lanes.
- Table 1 shows the lane combinations of I-5 expansion that were tested with the model along with estimated peak hour volumes.

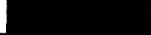
Alternative	Lanes in Each Direction		Peak Hour/Peak Direction Volume			
	Mixed Flow Lanes	HOV Lanes	South of Ortega		South of SR 73	
			Mixed Flow Lanes	HOV Lanes	Mixed Flow Lanes	HOV Lanes
No Action	4	1	9,100	2,000	12,400	2,600
I-5 Expansion	4	2	9,500	2,200	12,200	3,600
	5	1	11,100	2,000	14,300	2,400
	5	2	11,200	2,300	13,800	3,400
	6	1	12,600	1,900	15,600	2,300
I-5 Expansion with HOV Conversion	6	0	13,300	-	16,700	-
	7	0	14,700	-	18,000	-
HOT Lanes	4	2	9,300	4,000	11,900	4,200
HOT Smart 6	4	2	9,300	4,000	12,100	4,300

Ranking of Alternatives Within Corridors

I-5 Corridor

Alternative		Study Area Arterials		I-5								
		Percent Reduction VMT	Percent Reduction Congested VMT	I-5 Miles Congested						Percent Reduction VMT	Percent Reduction Congested VMT	Rank Reduction Congested VMT
				A.M. Peak Hour Northbound			P.M. Peak Hour Southbound					
				F0	F1	F2	F0	F1	F2			
No Action		-	-	10.0	3.8	2.8	11.7	3.2	2.0	-	-	-
I-5 Expansion	4 Mixed Flow / 2 HOV	1%	8%	10.8	3.1	2.8	11.7	4.5	0.7	2%	6%	
	5 Mixed Flow / 1 HOV	9%	21%	10.2	3.2	0.0	12.3	1.3	0.0	-10%	28%	
	5 Mixed Flow / 2 HOV	9%	21%	9.6	3.2	0.0	11.5	1.3	0.0	-9%	31%	
	6 Mixed Flow / 1 HOV	13%	35%	8.4	0.6	0.0	7.9	0.0	0.0	-18%	48%	
I-5 Exp. w/HOV Conversion	6 Mixed Flow / 0 HOV	9%	21%	9.5	1.5	0.0	12.9	0.0	0.0	-26%	29%	
	7 Mixed Flow / 0 HOV	14%	35%	9.0	0.0	0.0	6.6	0.0	0.0	-34%	46%	
HOT Lanes	4 Mixed Flow / 2 HOT	9%	21%	9.7	2.6	0.0	11.8	1.1	0.0	9%	45%	
	Smart 6	9%	19%	9.7	2.6	0.0	11.6	1.1	0.0	9%	45%	

Ranking for this corridor based upon reduction in I-5 congested VMT.

-  Top Third
-  Middle Third
-  Bottom Third

SOCTIIP Tier 1 Analysis - Summary of Results for No Action Alternative

- No Action assumes 1) completion of arterial roadways in MPAH and 2) the only improvements to I-5 in the study area will be an extension of HOV lanes south to Avenida Pico, plus addition of short auxiliary lanes between some ramps.
- Estimated 2020 congestion levels on I-5 are similar to those listed in Need and Purpose Statement (LOS F conditions for entire corridor in peak travel direction, with some segments at LOS F1 and LOS F2 conditions).
- By 2020, HOV lanes on I-5 would operate at congested levels (i.e. peak hour demand exceeding 2000 vehicles) north of SR 1 in peak direction. HOV lanes would operate at LOS C or better conditions in the non-peak travel direction.
- LOS F conditions were projected in the year 2020 on the following arterials:
 - Antonio Parkway between Ortega and Oso
 - Ortega Highway (SR74) through most of study area
 - Crown Valley Parkway west of Antonio
 - Oso Parkway east of I-5

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MEMORANDUM

TO: L. Scott Spears

FROM: John P. Long

DATE: March 9, 2000

RE: Transit Element for Alternatives in the SOCTIIP

P00033/Sac

DKS has reviewed the prior work related to transit planning for South Orange County and have spoken to several people at OCTA. Based on that review, we recommend the following as a transit element to be included in alternatives for the South Orange County Transportation Infrastructure Improvement Project:

1. **Significantly Increase Commuter Rail Service** – The Metrolink Commuter Rail Service has been significantly increased in recent years. This was a key element of the Long Range Transit System Plan prepared for the County in 1991 as well as the Regional Transportation Plan developed by SCAG. The current service already exceeds the amount of service recommended in either of these two long-range plan documents although some infrastructure improvements from the plans have not been completed.

There are five stations in or adjacent to the corridor being studied: Santa Ana, Irvine, San Juan Capistrano, San Clemente and Oceanside. Two additional stations are planned for the corridor: Tustin and Laguna Niguel/Mission Viejo. These stations as well as some additional double tracking to allow faster operation are included in the financially constrained county and regional long range plans. Service in the corridor is provided on two routes: the "Orange County Line" from Los Angeles (Union Station) to Oceanside and the "Inland Empire Line" from San Bernadino and Riverside to San Juan Capistrano.

The Orange County Line has three inbound trains in the morning and three outbound trains in the evening serving the whole corridor. Five more trains serve a portion of the corridor in each commute period. The Inland Empire Line has two trains to San Juan Capistrano in the morning commute period and one returning in the evening. Two additional trains serve a portion of the corridor in the morning and three additional serve a

MEMORANDUM

March 9, 2000

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portion of the corridor in the evening. Average weekday inbound Orange County Line ridership for stations in the corridor (Oceanside, San Clemente, San Juan Capistrano and Irvine) is roughly 1000 passengers over a two-hour period.

The portion of the Metrolink Long Range (30 Year) Expenditure Plan that is not included in the financially constrained county or regional long-range plan would increase service on the Orange County Line by roughly 100 percent (from 22 trips per day to 46 trips per day). The percentage increase in service for the South Orange County part of the line could be even more significant if more trips are extended past the Irvine Station to San Clemente or Oceanside. Service on the Inland Empire/Orange County Line will almost triple (from 12 trips per day to 30 trips per day), but it is not clear whether the line would serve the South Orange County corridor in the peak direction.

- 2. Increase Local Bus Service that Supports Commuter Rail and Express Bus Service --**
A transit alternative should include increased local bus service between the neighborhoods and employment centers in the corridor and the existing and proposed commuter rail stations. This could include peak-period shuttles serving employment centers. Although there are no specific plans for increasing the local bus service beyond what is already in the financially constrained long-range plans consideration is being given to an increase in bus hours of service of roughly 50 percent.

Consideration was also given to expanded express bus service for the corridor, but it appears that there is little evidence of demand for more peak-direction service. There is even some evidence that the recent increase in Metrolink service reduced the express bus ridership in the corridor. The two options appear to be more competitive than complementary and the commuter rail service appears to have a greater possibility for success partly because of the consistence in travel time that comes from operating in its own right of way. Express buses are dependent on a good level of service in the HOV lanes that they use and have to operate in mixed-flow lanes for a portion of the trip.

Consideration was also given to extension of light rail beyond the Irvine Transportation Center if the initial 28-mile segment is constructed. This did not appear to be a cost-effective option given the low density in the South Orange County part of the corridor and the high cost of extending the line - \$570 million in 1990 dollars. Although this was part of the original 87-mile long range rail plan, there appear to be higher priorities now for light rail extension.

With increased growth in the corridor and in trips from San Diego County into the corridor the market for commuter rail service is likely to grow at least in proportion to the level of service provided. With added parking and local bus service and with the addition of two new stations and double-tracked segments, the proposed doubling of service in the corridor should produce at least a doubling of peak-period ridership. OCTA and SCRRA are expecting total ridership on the Orange County Line to increase by 120 percent in the next twenty years over

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today's line ridership of 5380. The increase over 30 years, the length of the proposed expenditure plan, would be 224 percent. This range of increase would represent 1200 to 2240 peak-direction passengers in a two-hour commute period. Recent surveys of Metrolink passengers indicate that about 70 percent were previously driving alone. If this continues to apply, the increase in service might reduce peak-period, peak-direction freeway traffic north of the Irvine station by 400 to 800 vehicle trips per hour.

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MEMORANDUM

TO: L. Scott Spears

FROM: John P. Long

DATE: March 23, 2000

RE: Potential Smart Street/Arterial Improvement Alternatives P00033-03/Sac
For the Tier 2 Analysis

As requested, DKS has developed and tested some additional Smart Street/arterial improvement strategies for the SOCTIP Collaborative. Our charge was to define alternatives that met the following criteria:

- A Smart Street variation that minimizes expansion of existing facilities and minimizes construction of new facilities, yet meets the Purpose and Need Statement
- A Smart Street variation that maximizes effectiveness of existing facilities and utilizes construction of new arterial roadways to maximize benefits to I-5.

Our previous Tier 1 analysis of Smart Street concepts resulted in the following findings:

- The Smart Street alternatives that were evaluated for the February SOCTIP Collaborative meetings provided only modest benefits to I-5.
- Improving study area arterials so that they will attract regional travel away from I-5 will require methods that achieve relatively high speed during peak periods.
- Unlike most of the Smart Street applications in OCTA's LRTP, the existing or planned arterial roadways in the SOCTIP study area already incorporate key features of Smart Street design. The new arterial roadways in the study area have limited access, well-spaced signalized intersections, appropriate use of left and right-turn bays, and higher speed limits.

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- The capacities of the arterial roadways in the study area are controlled by a limited number of major intersections. Therefore, our Smart Street variations must focus on improvements to key intersections.

DKS has used an iterative process to test various improvement packages. We have learned enough from that analysis to define alternative schemes that should improve system performance. This iterative process has led us to define 3 potential Smart Street/arterial improvement alternatives for consideration by the Collaborative. These alternatives are shown in the attached figures and can be described as follows:

The Minimum Improvements Alternative includes the Crown Valley Variation plus improvements to the most critical intersections along the "Smart Street Backbone" and its arterial links to I-5 (Ortega, Los Ramblas, Vista Hermosa and Pico).

The Moderate Improvements Alternative adds additional improvements to the Minimum Improvements Alternative, including the San Joaquin Extension. This extension would require additional capacity on Antonio Parkway, particularly near Ortega Highway. Therefore, this alternative includes a widening of Antonio to 8 lanes between the San Joaquin Extension and San Juan Creek Road plus a grade separation at Ortega/Antonio. This alternative also includes improvements to additional intersections along the arterial links to I-5.

The Maximum Benefits Alternative adds additional improvements to the Moderate Improvements Alternative, including the widening of Antonio Parkway and Avenida La Pata to 8 lanes from Crown Valley to Avenida Vista Hermosa. This alternative also includes grade separations at four locations: Oso/SR 241, Crown Valley/Antonio, San Joaquin Extension/Antonio and Ortega/Antonio. Under this alternative, auxiliary lanes would be added to I-5 south of Pico Boulevard to accommodate high northbound off-ramp and southbound on-ramp volumes at the I-5/Pico interchange.

As you can see, all of the alternatives include the "Crown Valley Variation" (which involves an arterial extension of SR 241 to Crown Valley Parkway) and two of the alternatives include the San Joaquin Extension. These extensions would improve system performance and thereby benefit I-5. Aside from these strategic roadway extensions, these Smart Street alternatives focus on improvements to intersections in the study area. The level of improvements at each intersection under the three alternatives is compared in Table 1.

Under current plans, the major arterial roadways in the study area will have left-turn lanes at all intersections, and dual left-turn lanes and/or right-turn lanes at high volume cross-streets. This design should accommodate local traffic volumes at adequate levels of service and travel speeds. However, to attract and accommodate longer distance/regional travel from I-5, the key

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arterial roadways in the study area must maximize the capacity and "green time" of the "through travel lanes". To accomplish this, additional turn lanes, beyond those included in MPAH, must be added, and typically to all intersection approaches. Adding additional turn lanes to all "critical movements" at an intersection allows additional green time to be allocated to the key through (or turn) movements that link I-5 to SR 241.

Thus, dual-left turn lanes may be needed on cross-streets that only have moderate rather than high left-turn volumes. Intersections of two major streets may require some extraordinary improvements, such as 8 through lanes, triple left-turn lanes or grade-separated movements. DKS has not conducted a intersection level of service analysis based on peak hour turning movement volumes to define the desired turning lanes at each intersection. Such an analysis should be to conducted to refine any selected Smart Street alternatives as part of the EIS.

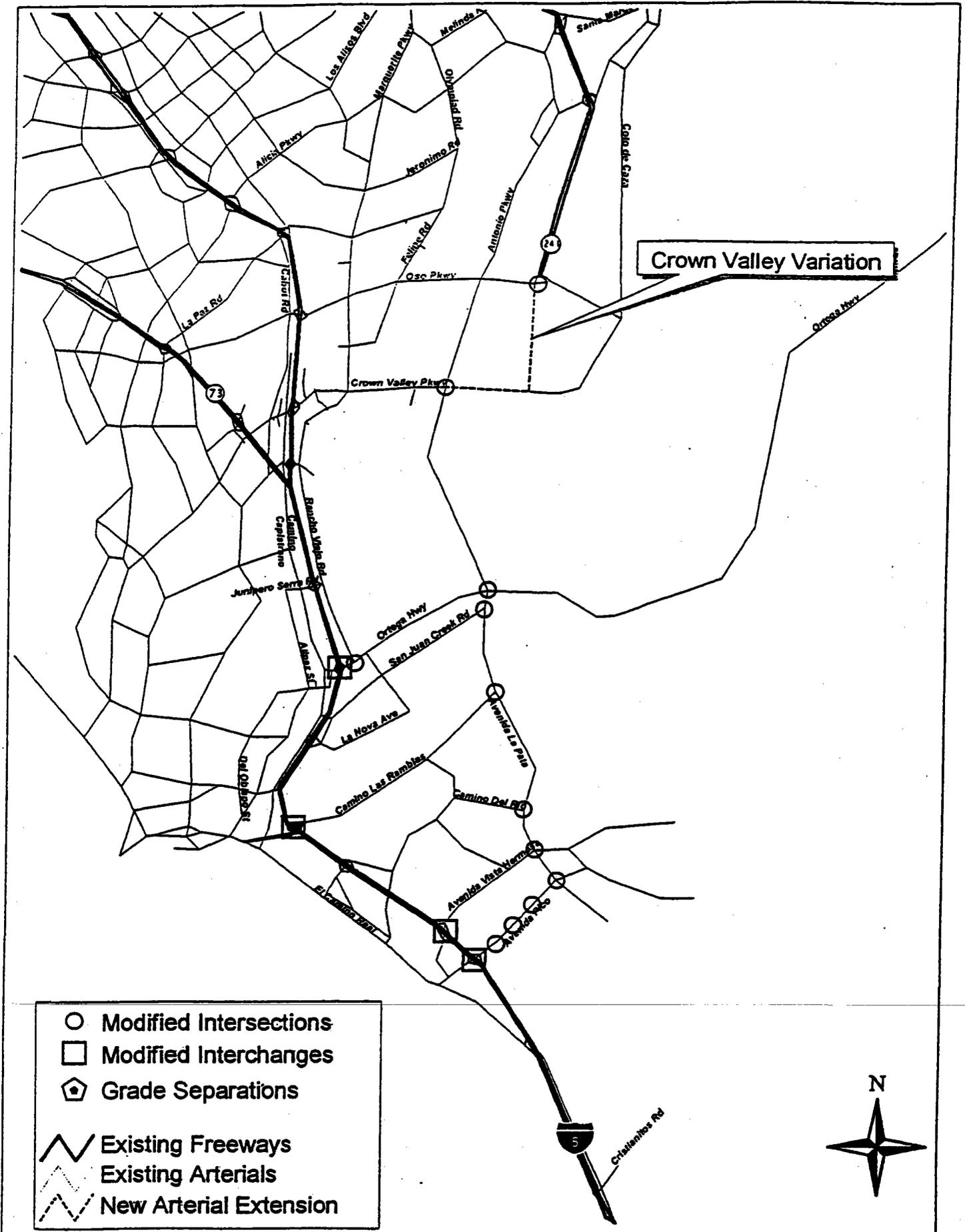
DKS has prepared the same analysis of the benefits to I-5 and arterial roadways that was conducted for the previous Tier 1 alternatives. Table 2 uses this analysis to rank these three new alternatives with the previous Smart Street alternatives.

Table 1
Potential Intersection Improvements for Arterial Improvement/Smart Street Alternatives

Roadway	Intersection	Potential Improvement		
		Minimum Improvements	Moderate Improvements	Maximum Benefit
Antonio Parkway	Oso Parkway			
	Crown Valley Parkway	Add turn lanes	Add turn lanes	Add turn lanes
	San Joaquin Extension	NA (No Extension)	8 north/south through lanes	WB to SB flyover and 8 north/south through lanes
	Ortega Highway (SR74)	8 north/south through lanes	Interchange	NB to WB flyover and 8 north/south through lanes
Avenida La Pata	San Jaun Creek Road	Add turn lanes	Add turn lanes	Interchange
	Camino Las Ramblas	Add turn lanes	Add turn lanes	Add turn lanes and 8 north/south through lanes
	Canino Del Rio	Add turn lanes	Add turn lanes	Add turn lanes and 8 north/south through lanes
	Avenida Vista Hermosa	Add turn lanes	Add turn lanes	Add turn lanes and 8 north/south through lanes
	Avenida Pico	Add turn lanes		Add turn lanes and 8 north/south through lanes
Oso Parkway	SR 241			EB to NB flyover or realign Pico
Ortega Highway (SR74)	Ranco Viejo Road		Add turn lanes	Full Interchange
	I-5 Ramps	Add turn lanes	Modify Interchange	Add turn lanes
Camino Las Ramblas	Camino De Los Mares		Add turn lanes	Modify Interchange
	I-5 Ramps	Add turn lanes	Modify Interchange	Add turn lanes
Avenida Vista Hermosa	Camino Vera Cruz		Add turn lanes	Modify Interchange
	Camino Vista Pacifica		Add turn lanes	Add turn lanes
	Calle Frontera		Add turn lanes	Add turn lanes
	I-5 Ramps	Add turn lanes	Modify Interchange	Add turn lanes
Avenida Pico	Camino Vista Pacifica	Add turn lanes	Add turn lanes	Modify Interchange
	Calle Del Cerro	Add turn lanes	Add turn lanes	Add turn lanes
	Calle Frontera		Add turn lanes	Add turn lanes
	I-5 Ramps	Add turn lanes	Modify Interchange	Add turn lanes

Notes: 1) "Add turn lanes" will typically include lanes beyond those included in MPAH and involve all intersection approaches.
2) Defining appropriate improvements would require detailed analysis of estimated 2020 peak hour turning movement volumes
3) All alternatives include Crown Valley Variation. San Joaquin Extension assumed with Moderate Improvements and Maximum Benefits

Arterial / Smart Street Alternatives Minimum Improvements



Arterial / Smart Street Alternatives Moderate Improvements

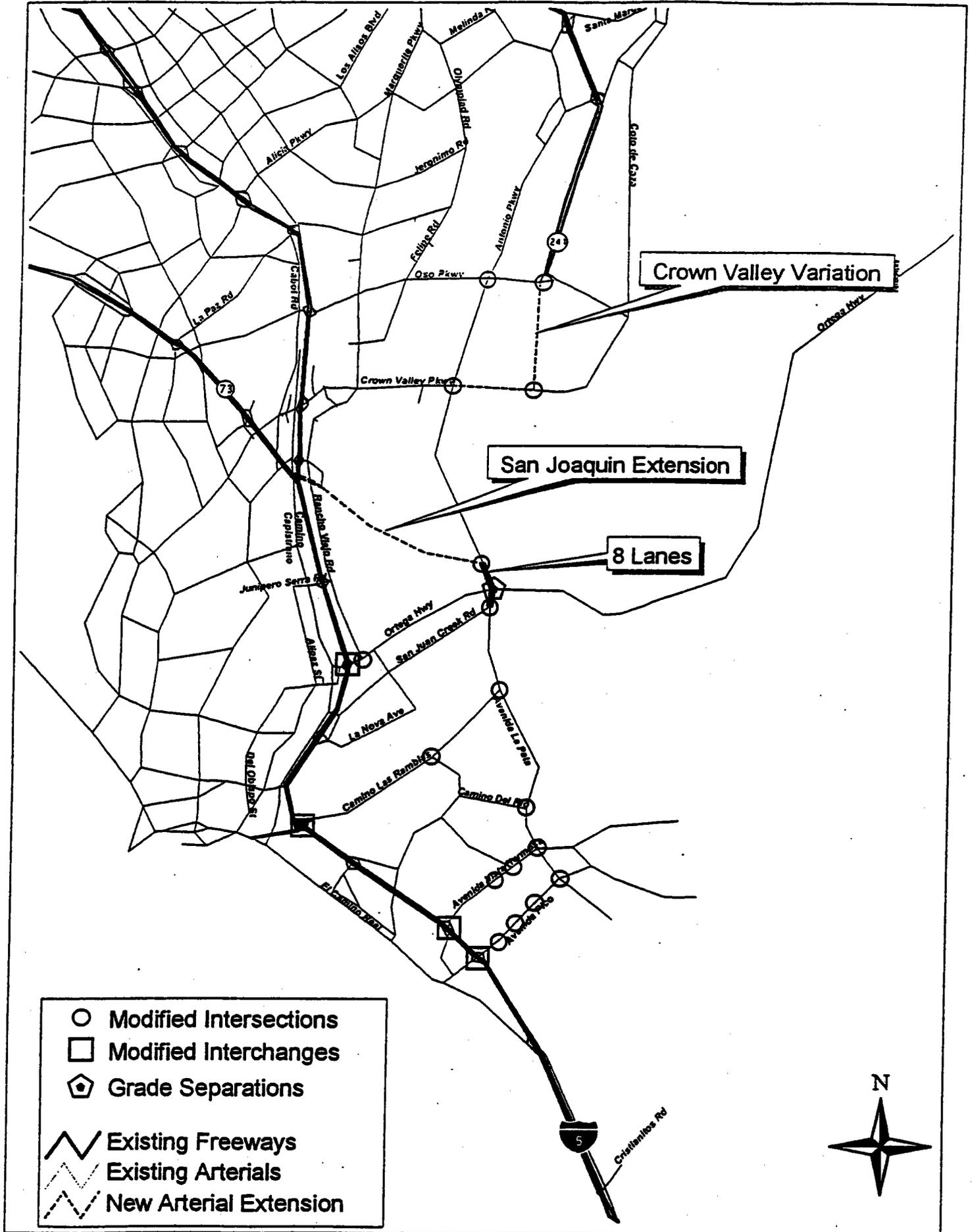


Table 2
Ranking of Alternatives Within Corridors
Smart Streets

Alternative	Study Area Arterials		I-5								
	Percent Reduction VMT	Percent Reduction Congested VMT	I-5 Miles Congested						Percent Reduction VMT	Percent Reduction Congested VMT	Rank Reduction Congested VMT
			A.M. Peak Hour Northbound			P.M. Peak Hour Southbound					
			F0	F1	F2	F0	F1	F2			
<i>No Action</i>	-	-	10.0	3.8	2.8	11.7	3.2	2.0	-	-	-
1. Oso-Antonio-La Pata-Pico	-4%	-11%	9.4	4.5	2.1	11.1	3.2	2.0	2%	4%	
2. Crown Valley Variation	-3%	1%	9.4	5.3	1.3	11.7	3.2	2.0	2%	5%	
3. Two Smart Links from I-5 with Oso-Antonio-La Pata-Pico	-4%	-8%	9.4	6.0	0.6	11.7	3.2	2.0	2%	7%	
4.1 Avery Parkway	-1%	2%	9.8	2.9	3.9	11.7	3.2	2.0	0%	-3%	
4.2 Avery Parkway with Oso-Antonio-La Pata-Pico	-4%	-2%	9.1	4.2	2.4	11.7	3.2	2.0	2%	3%	
5. Minimum Improvements	-3%	2%	8.8	6.0	0.6	11.7	3.9	1.3	2%	9%	
6. Moderate Improvements	-4%	17%	9.5	4.9	1.7	12.9	2.4	1.3	4%	11%	
7. Maximum Benefit	-5%	30%	10.5	4.5	0.6	12.9	2.4	1.3	5%	18%	

Ranking for this corridor based upon reduction in I-5 congested VMT.

 Top Third
 Middle Third
 Bottom Third

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MEMORANDUM

TO: L. Scott Spears
FROM: John P. Long
DATE: March 23, 2000
RE: Potential Improvements to I-5

P00033-02r/Sac

As part of the Tier 1 analysis, DKS developed and tested a number of lane configurations for I-5 in the SOCTIP corridor. Our analysis and conversation with Caltrans staff has led to two possible I-5 widening concepts that attempt to handle projected year 2020 travel demand. We want to emphasize that these are only concepts and their definitions did not involve any preliminary engineering or feasibility analysis. Alternative designs to handle the projected demand could be defined. The purpose of developing these concepts was principally to provide general information on the required "footprint" related to a potential I-5 widening alternative for the Tier 2 analysis.

Existing I-5 between SR 1 and El Toro Road has 4 mixed-flow lanes and 1 HOV lane in each direction. South of SR 1 there are no HOV lanes and north of El Toro Road there are 2 HOV lanes in each direction. Some auxiliary lanes exist in the 16-mile segment of I-5 between Alicia Parkway and the San Diego County line, but most do not add much to mainline capacity (except between Ortega Highway and SR 73 where auxiliary lanes extend for over 2 miles).

Under the 2020 No Action that DKS evaluated in Tier 1, the only improvements to I-5 in the study area would be an extension of HOV lanes from SR 1 south to Avenida Pico, plus addition of short auxiliary lanes between some ramps. Caltrans staff have indicated that ending the HOV lanes at Avenida Pico may have operational difficulties. They noted that District 12 plans to extend HOV lanes north to the Orange County line and that HOV lanes should, therefore, be extended from SR 1 south to the San Diego County line.

The forecasted 2020 volumes on I-5 under the key Tier 1 alternatives are shown in Tables 1 and 2. The Tier 1 analysis indicated the following:

Table 1								
Comparison of Year 2020 AM Peak Hour Volumes on I-5 in Peak Direction¹								
Scenario (Lanes in each direction)	South of Pico		South of Ortega		South of SR73		South of Alicia	
	Mixed Flow	HOV Lanes	Mixed Flow	HOV Lanes	Mixed Flow	HOV Lanes	Mixed Flow	HOV Lanes
Expand I-5								
4 Mixed Flow plus 2 HOV	9,600	-	9,500	2,200	12,200	3,600	10,900	3,400
5 Mixed Flow plus 1 HOV	10,200	-	11,100	2,000	14,300	2,400	12,800	2,700
5 Mixed Flow plus 2 HOV	10,200	-	11,200	2,300	13,800	3,400	12,700	3,400
6 Mixed Flow plus 1 HOV	10,300	-	12,600	1,900	15,600	2,300	15,300	2,700
Convert HOV Lanes								
6 Mixed Flow with no HOV	11,300	-	13,300	-	16,700	-	14,500	-
7 Mixed Flow with no HOV	11,800	-	14,700	-	18,000	-	17,300	-
1. Northbound in AM Peak Period and Southbound in PM Peak Period.								

Table 2								
Comparison of Year 2020 AM Peak Hour Volumes on I-5 in Non-Peak Direction¹								
Scenario (Lanes in each direction)	South of Pico		South of Ortega		South of SR73		South of Alicia	
	Mixed Flow	HOV Lanes	Mixed Flow	HOV Lanes	Mixed Flow	HOV Lanes	Mixed Flow	HOV Lanes
Expand I-5								
4 Mixed Flow plus 2 HOV	5,800	-	5,700	1,200	6,800	1,100	6,900	1,900
5 Mixed Flow plus 1 HOV	5,900	-	6,100	1,200	7,300	1,100	7,800	1,700
5 Mixed Flow plus 2 HOV	5,900	-	6,100	1,200	7,300	1,100	7,800	1,900
6 Mixed Flow plus 1 HOV	5,900	-	6,200	1,200	7,400	1,100	8,500	1,700
Convert HOV Lanes								
6 Mixed Flow with no HOV	6,500	-	7,300	-	8,200	-	9,100	-
7 Mixed Flow with no HOV	6,800	-	7,400	-	8,400	-	9,800	-
1. Southbound in AM Peak Period and Northbound in PM Peak Period.								

- Peak period travel demand is quite directional, with about 60 to 70 percent of the total I-5 demand in the peak direction (i.e., northbound in the AM and southbound in the PM).

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- Estimated peak hour/peak direction travel demand (including latent demand due to congestion) on I-5 in 2020 suggests the need for 6 to 9 lanes in the peak direction, and 4 to 5 lanes in the non-peak direction.
- Since HOV lanes on I-5 would operate at congested levels (i.e., peak hour demand exceeding 2000 vehicles) north of SR 1 in peak direction, alternatives should consider 2 HOV lanes in each direction, a reversible 2 to 3-lane HOV or HOT facility, or 3+ occupant HOV lanes.

Based on this travel demand analysis and conversations with Caltrans, we have identified the following two potential I-5 widening alternatives:

- Widening I-5 to include 2 to 3 reversible HOT lanes in the middle of I-5.
- Widening I-5 by 2 additional travel lanes in each direction to provide a second HOV lane, plus an additional mixed flow lane in each direction.

The first alternative (reversible HOT lanes) was requested by the Collaborative. DKS has also defined the second alternative based on conversations with Caltrans since they indicate that a widening I-5 in both directions would actually require less additional right-of-way than reversible lanes.

Reversible HOT Lanes

In defining this concept, the Collaborative hoped that this alternative would:

- 1) Minimize widening while accommodating peak hour/peak direction traffic demand.
- 2) Encourage carpooling with free access to the HOT lanes, while ensuring uncongested travel on the reversible facility through variable pricing for SOVs.
- 3) Provide a revenue source to help pay for the widening.

DKS's definition of this concept is outlined in Table 3 and the attached figure. The analysis indicates that the No Action alternative would have adequate capacity in the non-peak travel direction, but 2 to 3 additional lanes are needed to handle peak direction flows. The current HOV lanes are separated from the mixed-flow lanes by a double yellow line with access every mile or so (i.e., a "buffer-separated" design). The reversible lanes would require barrier separation. Access would be somewhat more restrictive (i.e., every two miles or so) and the access points would need to be closed-off in one direction and opened-up in the other direction twice a day. This would be a part-time (i.e., peak period) facility.

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Table 3
Number of Through Travel Lanes¹ on I-5
Under Reversible HOT lane Concept

Segment of I-5	Mixed-flow, (HOV) or <Reversible HOT> Lanes				
	Existing (Each Direction)	2020 No Action (Each Direction)	Reversible HOT Lane Concept		
			Peak Direction	Non-peak Direction	Total Lanes Added to No Action
Co. Line to Pico	4	4	4 + <2>	4	2
Pico to SR 1	4	4 + (1)	5 + <2>	4 + (1) or 5	2
SR 1 to SR 74	4 + (1)	4 + (1)	5 + <2>	4 + (1) or 5	2
SR 74 to SR 73	5 + (1)	5 + (1)	6 + <3>	4 + (1) or 5	2
SR 73 to Alicia	4 + (1)	4 + (1)	5 + <3>	4 + (1) or 5	3
Alicia to El Toro	4 + (1)	4 + (1)	6 + (2)	4 + (1) or 5	3
El Toro to I-405	5 + (2)	5 + (2)	6 + (2)	4 + (1) or 5	1

1. Does not include auxiliary lanes between successive ramps

In addition to the 12 feet required for each new travel lanes, the barrier-separated HOT lane design would require additional width for the following elements:

- Two, 14-foot wide shoulder/enforcement areas inside the reversible facility
- Two, 14-foot wide shoulder/merge-diverge areas between the reversible facility and the mixed flow lanes (two, 4 to 8 foot shoulders exist today adjacent to the median barrier).
- 4 feet for the additional barrier.
- Some additional width would be needed in the vicinity of the access/egress points to provide safe transitions to the reversible lanes and potentially for automatic toll equipment. These access points, however, would only occur every two miles.

The additional width required for this concept is shown in Table 4. Caltrans' estimate for the additional width is greater than that estimated by DKS. We will be working with Caltrans to clarify these differences.

Based on a cursory review of the corridor, any significant widening of I-5 would be difficult, including this concept. Widening in most segments would require replacing bridge structures

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and revisions to ramps. Therefore, additional width beyond that shown in Table 4 may be needed at most interchanges and should be accounted for in the Tier 2 analysis.

	Caltrans Estimate	DKS Estimate
San Diego Co Line to SR 74	120	76
SR 74 to Alicia	144	100
1. Additional width would be required near access points and interchanges.		

In defining a widening concept on I-5 between Alicia Parkway and the San Diego County line, one must also consider the impacts on I-5 north and south of those points. Otherwise, the widening would create a new bottleneck downstream from this segment. In Table 3, we have shown a "minimal" widening of I-5 between Alicia Parkway and I-405 to help accommodate the additional traffic volume allowed by this concept. South of the county line, some additional widening, at least to provide a transition area, would be required. However, additional widening would also be needed south of a potential toll road connection to I-5 (i.e., the Far East and Central Corridors).

Caltrans has also voiced concerns about how a reversible HOT lane concept would cause "system conflicts." They feel that HOT lanes must be free only to 3+ HOVs not 2+ HOVs, which would cause a conflict with the rest of their HOV system.

Widening in Both Directions

Due to the extra width required accommodating both median barriers and enforcement/control of a HOT lane, a straightforward widening concept was also explored. This concept, outlined in Table 5, would involve the widening of I-5 by 2 additional travel lanes in each direction to provide a second HOV lane, plus an additional mixed flow lane in each direction. This concept would use the existing "buffer-separated" design for I-5 where HOV lanes are separated from the mixed-flow lanes by a double yellow line with access every mile or so. While more travel lanes would be added to I-5 (see Tables 3 and 5), the buffer separated design and standard HOV lanes would require less width than a reversible HOT lane concept.

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Table 5 Number of Through Travel Lanes¹ on I-5 For a Widening in Both Directions					
Segment of I-5	Mixed-flow or (HOV) Lanes				
	Existing (Each Direction)	2020 No Action (Each Direction)	Widening		
			Peak Direction	Non-peak Direction	Total Lanes Added to No Action
Co. Line to Pico	4	4	4 + (2)	4 + (2)	4
Pico to SR 1	4	4 + (1)	5 + (2)	5 + (2)	4
SR 1 to SR 74	4 + (1)	4 + (1)	5 + (2)	5 + (2)	4
SR 74 to SR 73	5 + (1)	5 + (1)	6 + (2)	6 + (2)	4
SR 73 to Alicia	4 + (1)	4 + (1)	5 + (2)	5 + (2)	4
Alicia to El Toro	4 + (1)	4 + (1)	5 + (2)	5 + (2)	4
El Toro to I-405	5 + (2)	5 + (2)	6 + (2)	6 + (2)	2

1. Does not include auxiliary lanes between successive ramps

Table 6 Additional Pavement Width¹ (in feet) Required for Widening Both Directions of I-5 (Buffer-Separated)		
	Caltrans Estimate	DKS Estimate
San Diego Co Line to SR 74	62	56
SR 74 to Alicia	62	56

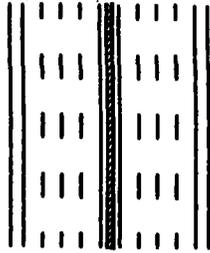
1. Additional width would be required near interchanges.

As with the reversible HOT lane concept, one must also consider the impacts on I-5 north of Alicia Parkway and south of San Diego County line. Otherwise, the widening of I-5 by 2 lane in each direction would create a new bottleneck downstream from this segment. In Table 5, we have shown a "minimal" widening of I-5 between Alicia Parkway and I-405 to help accommodate the additional traffic volume allowed by this concept. South of the county line, some additional widening, at least to provide a transition area, would be required. However, additional widening would also be needed south of a potential toll road connection to I-5 (i.e., the Far East and Central Corridors).

POTENTIAL I-5 WIDENING CONCEPTS

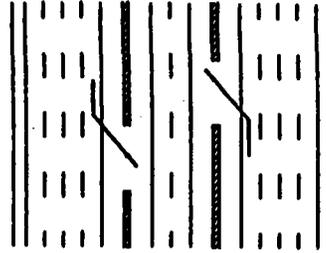
County Line to Avenida Pico

No Action



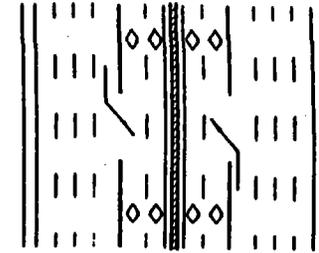
Lanes per Direction
Mixed Flow
4
HOV
0

Reversible HOT Lanes



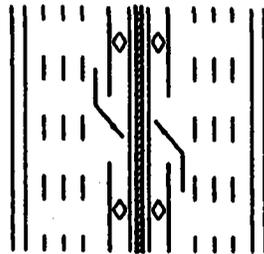
Lanes per Direction
Mixed Flow
4
HOT Lanes
2

Widening Both Directions (with 2 HOV Lanes)

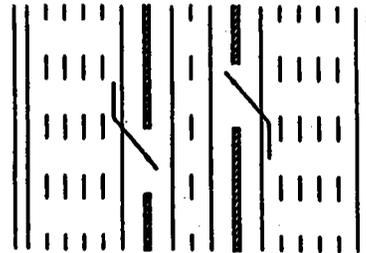


Lanes per Direction
Mixed Flow
4
HOV
2

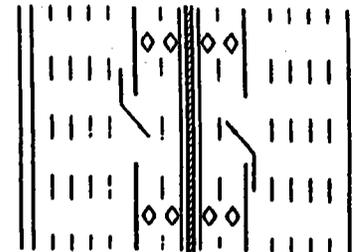
Avenida Pico to SR 74



Lanes per Direction
Mixed Flow
4
HOV
1

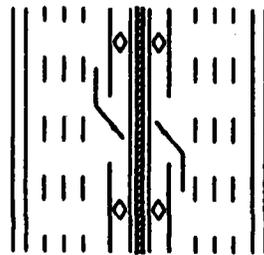


Lanes per Direction
Mixed Flow
3
HOT Lanes
2

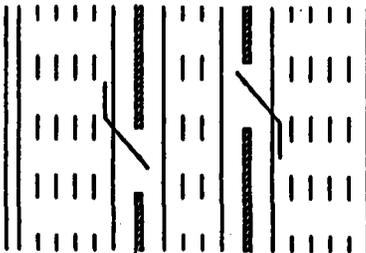


Lanes per Direction
Mixed Flow
5
HOV
2

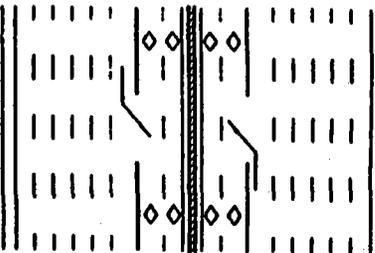
SR 74 to Alicia Parkway



Lanes per Direction
Mixed Flow
4-5
HOV
1



Lanes per Direction
Mixed Flow
5-6
HOT Lanes
3



Lanes per Direction
Mixed Flow
6-7
HOV
2

Fixed Barrier

Painted Buffer with Limited Access

Fixed Barrier with Moveable Openings

Reversible HOT Lanes
Shoulder/Enforcement Lane
Shoulder/Merge-Diverge Lane

HOV Lanes

Shoulder

Appendix G: Tier 2 Technical Analysis Materials

Note: During Phase I of the SOCTIIP Collaborative, no thresholds were established for Tier 2 and it was determined that there was inconclusive information to exclude any Alternatives based on impacts to the natural or human environments.

SOCTIIP TIER 2 ANALYSIS OF DRAFT PROJECT ALTERNATIVES**METHODOLOGY**

To complete the Tier 2 Analysis development/construction assumptions were developed in coordination with the Collaborative and provided to BonTerra. Following is a summary of the assumptions used in this analysis:

1. New toll roads were evaluated based on 500-foot and 1,000-foot potential impact areas (250-feet and 500-feet on either side of the centerline, respectively).
2. New arterials were evaluated based on 200-foot and 500-foot potential impact areas (100-feet and 250-feet on either side of the centerline, respectively).
3. Cristianitos Road under Alignment 8G was evaluated based on 150-foot or 200-foot potential impact areas (75- and 100-feet on either side of the centerline, respectively).
4. For Alternative 2 it was assumed that SR-73 is a freeway extension and that the arterial component of the alternative would be constructed based on the arterial assumption identified above (number 2).

The analysis of project alternatives was based on information readily available for the study area. The type of information and level of detail varied for each topical issue. With the exception of information relative to biological resources, there was no information for the entire study area available on GIS or another electronic format that could be used for this task; therefore, even though numbers are given, they should be used for comparative purposes only. These numbers do not represent a precise evaluation of the potential impacts. Additionally, they do not assume design features that can minimize impacts.

Following is a summary of the methodology and resources used for each topical issue. The results of analysis are presented in the Tier 2 tables. Each alternative is evaluated individually.

NATURAL ENVIRONMENT

- a. **Impacts waters of the U.S. including wetlands.** The location of potential "waters of the U.S." was determined through the use of a Digital Elevation Model (DEM) and the vegetation layer from the Geographic Information System for the SCOTIIP study area. The DEM predicted where canyon bottoms or channels should occur based on topographic features. This information was overlaid onto a vegetation map highlighting the riparian vegetation communities. Major and minor drainages were then identified.
- b. **Impacts to 303(d) list of impaired waters or tributary to 303(d) list of impaired waters.** The identification of impaired waters was based on the 303(d) list obtained from the Regional Water Quality Control Board. This list is contained in Appendix A. The only impaired water in the study area is San Juan Creek. The mouth and lower reach of the creek were identified as impaired. The lower reach extends one mile upstream from the Pacific Ocean. None of the alternatives cross the creek at this location. The

analysis identifies how far upstream from the impaired waters an alternative would cross San Juan Creek.

- c. **Support development or encroachment within the 100-year floodplain.** The limits of the 100-year floodplain were identified on USGS Quad maps, and transferred to an acetate overlay by CDMG. The mapping by CDMG was based on FEMA maps. The acetate overlay was placed on the aerial photograph being used by the Collaborative and another overlay depicting the alignment alternatives. Using these exhibits BonTerra determined whether any of the alignments could have a longitudinal encroachment into an identified 100-year flood plain. If so, the distance was calculated. At the scale being used, differences between a 500-foot band and 1,000 foot band were not easily distinguishable.

Additionally, when an alignment alternative crossed a floodplain, the length of the roadway within the floodplain was measured.

It is important to note that in most cases there are engineering techniques that can be implemented to substantially reduce, or in most cases avoid, impacts to floodplains. Where the roadways cross large watersheds, bridges would be constructed to minimize impacts.

- d. **May affect any federally and/or state listed endangered, threatened, proposed, and/or candidate species.** The following state and/or federally listed plant and wildlife resources were evaluated for their potential to occur with the proposed alternative alignments; thread-leaved brodiaea, San Diego fairy shrimp, Riverside fairy shrimp, tidewater goby, southern steelhead, arroyo southwestern toad, southwestern willow flycatcher, coastal California gnatcatcher, least Bell's vireo, Swainson's Hawk, peregrine falcon, and pacific pocket mouse. The information used for this analysis included the GIS vegetation and species location layers from a combination of the following data sets (1) Southern Subregion Natural Communities Conservation Planning [NCCP] program, (2) biological resource data from the FTC-South study area, and (3) color aerial photographs of the "lower 8" area that occurs outside both the NCCP and FTC data sets.
- e. **May affect designated critical habitat or proposed critical habitat.** The acreage of habitat for those species in which critical habitat has been designated has been identified above in item d.
- f. **Result in habitat fragmentation and/or degradation.** The potential isolation or fragmentation of biologically valuable areas was evaluated by the use of aerial photographs, vegetation maps, and known occurrences of plant and wildlife resources in the SOCTIIP study area. Canyons, ridgelines, or other open areas that would become disjunct from other large open space areas, that were otherwise contiguous, were identified.
- g. **Potential to disrupt wildlife corridors or linkages.** Areas documented or otherwise expected to provide potential wildlife corridors or linkages were identified within the SOCTIIP study area. Each of the individual alignments were then evaluated for their potential to impact important linkage areas and recommendations were made as to which areas would require a culvert and/or bridge to maintain wildlife movement in the

area.

- h. **Impacts may preclude the preparation of a Southern Subregional Natural Communities Conservation Program (NCCP).** The Collaborative will address this issue.
- i. **Impacts designated, managed wildlife refuges and waterfowl refuges.** The determination of whether an alternative occurs within a managed wildlife and/or waterfowl refuges was based on review of land use designations.
- j. **Is the Alternative within the coastal zone?** The determination of whether an alternative is within the coastal zone was based on review of the local coastal programs.
- k. **Is the project consistent with the regional air quality emissions budget and does it have the potential to increase the number of, or severity of carbon monoxide (CO) and particulate matter (PM) hotspots?** This is an item that CONCUR indicated would be addressed by others. There are many factors that need to be considered to fully determine if an alternative complies with the regional plans. The CP Alignment is on the Regional Transportation Plan and the Air Quality Management Plan, therefore, it can be assumed that it is consistent with the regional air quality emissions budget. For other alternatives, the number of trips and efficiency of those trips would need to be considered. SCAG would need to run the regional air quality model to provide an estimate of an alternative's compliance with these plans. With regards to hot spot analysis, CO modeling was done as part of the technical studies for the BX and the CP Alignments. Neither of these alternatives resulted in any hot spots. Again, without conducting CO modeling for the alternatives, the traffic efficiency of the alternatives should be reviewed to determine if there are alternatives that result in high level deficiencies that may result in hot spots.

HUMAN ENVIRONMENT

The draft alternatives are within areas under the jurisdiction of the following agencies: County of Orange, City of San Clemente, City of Dana Point, City of San Juan Capistrano, and City of Mission Viejo. Information for the assessment of potential impacts to the human environment was obtained through review of respective general plans, coordination with the agencies, field reconnaissance, and review of environmental documents prepared for projects in the vicinity of the draft alignments. Additionally, the assessment was based on BonTerra's knowledge of the study area based on previous work performed.

- a. **Impacts minority or low income communities.** For those alternatives that would result in direct impacts to existing developed areas, BonTerra contacted the respective agencies to determine if there would be any identified minority or low income communities affected. The data provided was not necessarily a consistent data base. The City of San Clemente provided information obtained for the preparation of the Housing Element, San Juan Capistrano provided information on neighborhoods eligible for Community Block Grant funds, and the City of Mission Viejo was based on verbal communication that the area affected in the city did not represent a low income area.

- b. **Reasonable expenditure of public funds.** To be provided by FHWA.
- c. **Consistent with the mission of Marine Corps Base (MCB) Camp Pendleton.** To be provided through coordination by the Collaborative with MCB Camp Pendleton. A brief statement on physical facilities that would be affected is provided; however, this does not take into account training operations, effects on flight operations, or long-range planning on the Base.
- d. **Results in community fragmentation or degradations.** This is a subjective criteria that can not be quantified. To address this criteria BonTerra reviewed aerial photographs and conducted field reconnaissance. The table identifies community facilities (schools, churches, etc.) that could potentially be displaced by the project, and also identifies where communities/neighborhoods would be fragmented by a new roadway alignment. It is not anticipated that the same level of community degradation would occur with improvements to existing roadway facilities.
- e. **Potential for economic impacts to existing communities.** The Tier 2 analysis did not include identification of specific homes or business that would be displaced by the draft alignment alternatives. This task would take an extensive amount of time and effort to complete. For purposes of the Tier 2 analysis BonTerra relied on field reconnaissance to generally identify the types and/or number of land uses that would be displaced. The quantification of residences displaced was supplemented by review of aerial photographs, and an understanding of the status of new developments. Where applicable, specific types of uses that would be high tax/revenue generators for the respective jurisdictions were also identified. It is important to note that the estimated number of residences displaced is not intended to be precise, but to give an "order of magnitude" of the level of impact.
- f. **Affects listed or determined eligible National Register or California Register properties.** The determination as to whether listed historic properties would be impacted was based on review of respective General Plans, the FTC-South EIS/SEIR cultural resources reports which included a detailed assessment of historic properties in the study area for the CP and BX Alignments, and coordination with the respective jurisdictions. This criteria is primarily applicable to the draft alignments that are located within developed areas. Archaeological sites may be affected that have not been evaluated because they traverse through undeveloped areas where detailed studies have not been conducted.
- g. **Impacts Native American sacred or ceremonial sites or Tribal lands.** There are no tribal lands in the study area. The only known area considered by Native Americans as a sacred ceremonial site in the study area is located on MCB Camp Pendleton; however, this site does not have an official designation as sacred.
- h. **Impacts public owned parks and recreation areas.** The identification of publicly owned parks and recreation areas was based on review of General Plans, review of existing environmental documents, and knowledge of the area. This assessment considered "parks and recreation areas" pursuant to the Section 4(f) criteria; however, schools which are, or could be, used for public activities have also been identified.

OTHER CONSIDERATIONS

It is important to note that there are other issues that ultimately would be considered in the selection of SOCTIIP alternatives were not included in the Tier 2 Selection Criteria. Such issues include geotechnical constraints, noise impacts, farmland impacts, and planned and approved land uses.

MAXIMUM SMART STREET ALTERNATIVE

Many of the roads assumed in the "Smart Street" alternatives do not currently exist or are not built to their full length as identified in the Master Plan of Arterial Highways. Following is a brief description of the roadway extensions that would be necessary to implement the Maximum Improvements "smart street" alternative.

- ***San Joaquin Extension*** does not currently exist and is not included in the Master Plan of Arterial Highways.
- ***Camino Las Ramblas*** would need to be extended approximately 2.3 miles from its current terminus to its intersection with La Pata (which also does not exist).
- ***San Juan Creek Road*** would need to be extended approximately 1,500 feet to its intersection with La Pata.
- ***Camino del Rio*** would need to be extended approximately 0.75 mile to its intersection with La Pata.
- ***La Pata*** would need to be extended approximately 2.7 miles.
- ***Avenida Vista Hermosa*** would need to be extended approximately 1.04 miles to have an intersection with La Pata and to connect with the remainder of Avenida Vista Hermosa within the Talega Development.
- ***Camino de las Mares*** would need to be extended approximately 4,000 feet to its intersection with Camino Las Ramblas.
- ***Camino Vera Cruz*** would need to be extended approximately 2,500 feet to its intersection with Avenida Vista Hermosa.

In addition, it is unknown whether the existing portions of these roadway are built to their ultimate planned width. Before any of the intersection improvements assumed for the "smart street" alternatives can be made, the roads would need to be built. The majority of these roadways would traverse existing undeveloped/natural areas. A quantification of potential impacts from intersection improvements is not feasible, as it is not possible to definitively determine where the actual intersection may ultimately be located.

MODERATE SMART STREET ALTERNATIVE

Many of the roads assumed in the "Smart Street" alternatives do not currently exist or are not built to their full length as identified in the Master Plan of Arterial Highways. Following is a brief description of the roadway extensions that would be necessary to implement the Moderate Improvements "smart street" alternative.

- ***San Joaquin Extension*** does not currently exist and is not included in the Master Plan of Arterial Highways.

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- **Camino Las Ramblas** would need to be extended approximately 2.3 miles from its current terminus to its intersection with La Pata (which also does not exist).
- **San Juan Creek Road** would need to be extended approximately 1,500 feet to its intersection with La Pata.
- **Camino del Rio** would need to be extended approximately 0.75 mile to its intersection with La Pata.
- **La Pata** would need to be extended approximately 2.7 miles.
- **Avenida Vista Hermosa** would need to be extended approximately 1.04 miles to have an intersection with La Pata and to connect with the remainder of Avenida Vista Hermosa within the Talega Development.
- **Camino de las Mares** would need to be extended approximately 4,000 feet to its intersection with Camino Las Ramblas.
- **Camino Vera Cruz** would need to be extended approximately 2,500 feet to its intersection with Avenida Vista Hermosa.

In addition, it is unknown whether the existing portions of these roadway are built to their ultimate planned width. Before any of the intersection improvements assumed for the "smart street" alternatives can be made, the roads would need to be built. The majority of these roadways would traverse existing undeveloped/natural areas. A quantification of potential impacts from intersection improvements is not feasible, as it is not possible to definitively determine where the actual intersection may ultimately be located.

MINIMUM SMART STREET ALTERNATIVE

Many of the roads assumed in the "Smart Street" alternatives do not currently exist or are not built to their full length as identified in the Master Plan of Arterial Highways. Following is a brief description of the roadway extensions that would be necessary to implement the Minimum Improvements "smart street" alternative.

- **Camino Las Ramblas** would need to be extended approximately 2.3 miles from its current terminus to its intersection with La Pata (which also does not exist).
- **San Juan Creek Road** would need to be extended approximately 1,500 feet to its intersection with La Pata.
- **Camino del Rio** would need to be extended approximately 0.75 mile to its intersection with La Pata.
- **La Pata** would need to be extended approximately 2.7 miles.
- **Avenida Vista Hermosa** would need to be extended approximately 1.04 miles to have an intersection with La Pata and to connect with the remainder of Avenida Vista Hermosa within the Talega Development.
- **Camino de las Mares** would need to be extended approximately 4,000 feet to its intersection with Camino Las Ramblas.
- **Camino Vera Cruz** would need to be extended approximately 2,500 feet to its intersection with Avenida Vista Hermosa.

In addition, it is unknown whether the existing portions of these roadway are built to their ultimate planned width. Before any of the intersection improvements assumed for the "smart street" alternatives can be made, the roads would need to be built. The majority of these roadways would traverse existing undeveloped/natural areas. A quantification of potential

impacts from intersection improvements is not feasible, as it is not possible to definitively determine where the actual intersection may ultimately be located.

**SOCTIIP Collaborative
Tier 2 Analysis for the Far East Corridor**

Wetlands							
Criteria	Complete	Cristianitos	Agricultural Fields	Talega	Ortega Highway	Avenida Pico	Other Factors
a. Impacts waters of the U.S. including wetlands (measure: acres of riparian vegetation, number of major/minor drainages crossed).	500' - 72 ac. 5 major/17 minor 1,000' - 162 ac. 6 major/17 minor ¹	500' - 44 ac. 5 major/16 minor 1,000' - 92 ac. 6 major/16 minor ²	500' - 60 ac. 5 major/15 minor 1,000' - 137 ac. 6 major/15 minor ³	500' - 49 ac. 4 major/12 minor 1,000' - 97 ac. 4 major/13 minor ⁴	500' - 23 ac. 2 major/7 minor 1,000' - 43 ac. 2 major/7 minor ⁵	500' - 50 ac. 4 major/4 minor 1,000' - 109 ac. 5 major/14 minor ⁶	7
b. Impacts to 303(d) list of Impaired waters or tributary to 303(d) list of Impaired waters (measures: number of tributaries/number of Impaired waters impacted).	None None	None None	None None	None None	None None	None None	8

¹ Major Drainages: 500' band = Canada Gobernadora, San Juan Creek, Cristianitos Creek, Blind Canyon, and San Mateo Creek.
1000' band = Canada Gobernadora, San Juan Creek, Cristianitos Creek, Blind Canyon, Gabino Canyon, and San Mateo Creek.

² Major Drainages: 500' band = Canada Gobernadora, San Juan Creek, Cristianitos Creek, Blind Canyon, Gabino Canyon, and San Mateo Creek.
1000' band = Canada Gobernadora, San Juan Creek, Cristianitos Creek, Blind Canyon, Gabino Canyon, and San Mateo Creek.

³ Major Drainages: 500' band = Canada Gobernadora, San Juan Creek, Cristianitos Creek, Blind Canyon, Gabino Canyon, and San Mateo Creek.
1000' band = Canada Gobernadora, San Juan Creek, Cristianitos Creek, Blind Canyon, Gabino Canyon, and San Mateo Creek.

⁴ Major Drainages: Canada Gobernadora, San Juan Creek, Cristianitos Creek, and Segunda Deshecha (three crossings).

⁵ Major Drainages: Canada Gobernadora and San Juan Creek.

⁶ Major Drainages: 500' band = Canada Gobernadora, San Juan Creek, Cristianitos Creek, and Blind Canyon.
1000' band = Canada Gobernadora, San Juan Creek, Cristianitos Creek, Blind Canyon, and Gabino Canyon.

⁷ Riparian vegetation codes: 5, 6, 7, 11, 12, and 13.

⁸ Crosses San Juan Creek 7.8 miles upstream of identified impaired waters.

**SOCTIIP Collaborative
Tier 2 Analysis for the Far East Corridor**

Wetlands (cont.) Criteria	Complete	Cristianitos	Agricultural Fields	Talega	Ortega Highway	Avenida Pico	Other Factors
c. Supports development or encroachment within the 100-year floodplain (measure: linear feet of longitudinal encroachment).	<u>Canada Chiquita</u> 500' = 3,000' 1,000' = 6,000'	<u>Canada Chiquita</u> 500' = 3,000' 1,000' = 6,000'	<u>Canada Chiquita</u> 500' = 3,000' 1,000' = 6,000'	<u>Canada Chiquita</u> 500' = 3,000' 1,000' = 6,000'	<u>Canada Chiquita</u> 500' = 3,000' 1,000' = 6,000'	<u>Canada Chiquita</u> 500' = 3,000' 1,000' = 6,000'	
	<u>Blind & Gabino</u> 1,750'	<u>Blind & Gabino</u> 1,750'	<u>Blind & Gabino</u> 1,750'		<u>Blind & Gabino</u> 1,750'	<u>Blind & Gabino</u> 1,750'	
	<u>San Mateo</u> 1,000' near I-5	<u>San Mateo</u> 2,500' near campground	<u>San Mateo</u> 2,000' near I-5				
	<u>Creek Crossings</u> Can. Gobernadora = 275' San Juan = 1,250'	<u>Creek Crossings</u> Can. Gobernadora = 275' San Juan = 1,250' Cristianitos and Talega Canyon = 1,250' Cristianitos = 750' Upper San Mateo = 625'	<u>Creek Crossings</u> Can. Gobernadora = 250' San Juan = 1,250' Cristianitos and Talega Canyon = 1,250' Cristianitos = 750' Upper San Mateo = 625'	<u>Creek Crossings</u> Can. Gobernadora = 250' San Juan = 1,250' Segunda Deshecha = 125' ⁹	<u>Creek Crossings</u> Can. Gobernadora = 250' San Juan = 1,250'	<u>Creek Crossings</u> Can. Gobernadora = 250' San Juan = 1,250'	

⁹ Second crossing of Segunda Deshecha at I-5 is channelized and the road would be on structure.

¹⁰ Lateral encroachment.

**SOCTIIP Collaborative
Tier 2 Analysis for the Far East Corridor**

Biological							
Criteria	Complete	Cristianitos	Agricultural Fields	Talega	Ortega Highway	Avenida Pico	Other Factors
<p>d. May affect any federally and/or state listed endangered, threatened, proposed, and/or candidate species (measure: acres affected and /or number of habitat features [occupied streambed] affected for each species).</p>	<p>TG = San Mateo Creek and Lagoon SS = San Mateo Creek and Lagoon AST = 4 drainages (San Juan, Blind/Gabino, Cristianitos, San Mateo Creeks) SWF = San Mateo Creek and San Mateo Lagoon CCG = 283 acres/563 acres LBV = 61 acres/137 acres SH = 320 acres/624 acres PF = 62 acres/141 acres PPM = San Mateo North population avoided. SDFS = outside impact area of engineered plans RFS = outside impact area of engineered plans</p>	<p>SS = San Mateo Creek. AST = 4 drainages (San Juan, Blind/Gabino, Cristianitos, San Mateo Creeks) CCG = 180 acres/342 acres LBV = 36 acres/76 acres SH = 239 acres/423 acres PF = 37 acres/77 acres PPM = San Mateo North population avoided.</p>	<p>SS = San Mateo Creek. AST = 4 drainage (San Juan, Blind/Gabino, Cristianitos, San Mateo Creeks) SWF = San Mateo Creek. CCG = 221 acres/442 acres LBV = 50 acres/112 acres SH = 304 acres/577 acres PF = 51 acres/114 acres PPM = San Mateo North population avoided.</p>	<p>AST = 1 drainage (San Juan Creek) CCG = 163 acres/343 acres LBV = 44 acres/90 acres SH = 241 acres/474 acres PF = 45 acres/91 acres PPM = N/A</p>	<p>AST = 1 drainage (San Juan Creek) CCG = 114 acres/235 acres LBV = 19 acres/37 acres SH = 44 acres/82 acres PF = 20 acres/38 acres PPM = N/A</p>	<p>AST = 3 drainages (San Juan, Blind/Gabino, Cristianitos Creek) CCG = 143 acres/292 acres LBV = 44 acres/96 acres SH = 226 acres/426 acres PF = 45 acres/97 acres PPM = N/A</p>	<p>¹¹</p> <p>¹²</p>

TG - Tidewater Goby, SS - Southern Steelhead, AST - Arroyo Southwestern Toad, SWF - Southwestern Willow Flycatcher, CCG - Coastal California Gnatcatcher, LBV - Least Bell's Vireo, SH - Swainson's Hawk, PF - Peregrine Falcon, PPM - Pacific Pocket Mouse, SDFS - San Diego Fairy Shrimp, RFS - Riverside Fairy Shrimp.

**SOCTIIP Collaborative
Tier 2 Analysis for the Far East Corridor**

Biological (cont.) Criteria	Complete	Cristianitos	Agricultural Fields	Talega	Ortega Highway	Avenida Pico	Other Factors
e. May affect designated critical habitat or proposed critical habitat (measure: acres)	See Impacts to CCG and SDFS.	See Impacts to CCG. No Impact to SDFS.	See Impacts to CCG. No Impact to SDFS.	See Impacts to CCG. No Impact to SDFS.	See Impacts to CCG. No Impact to SDFS.	See Impacts to CCG. No Impact to SDFS.	
f. Result in habitat fragmentation and/or degradation (measure: identify important areas of habitat that would be separated by the alignment).	<p><u>Isolated Habitat</u></p> <ul style="list-style-type: none"> • West of alignment • Chiquita Ridge • Can. Chiquita • South of Oso Parkway <p><u>Isolated Wildlife</u></p> <ul style="list-style-type: none"> • Can. Gobernadora • Other areas to the east <p><u>Open space</u></p> <ul style="list-style-type: none"> • West of alignment • South of Ortega Highway • Rancho Mission Viejo Conservancy • Western slopes of San Mateo Creek 	<p><u>Isolated Habitat</u></p> <ul style="list-style-type: none"> • West of alignment • Chiquita Ridge • Can. Chiquita • South of Oso Parkway <p><u>Isolated Wildlife</u></p> <ul style="list-style-type: none"> • Can. Gobernadora • Other areas to the east <p><u>Open space</u></p> <ul style="list-style-type: none"> • West of alignment • South of Ortega Highway • Rancho Mission Viejo Conservancy • Western slopes of San Mateo Creek 	<p><u>Isolated Habitat</u></p> <ul style="list-style-type: none"> • West of alignment • Chiquita Ridge • Can. Chiquita • South of Oso Parkway <p><u>Isolated Wildlife</u></p> <ul style="list-style-type: none"> • Can. Gobernadora • Other areas to the east <p><u>Open space</u></p> <ul style="list-style-type: none"> • West of alignment • South of Ortega Highway • Rancho Mission Viejo Conservancy • Western slopes of San Mateo Creek 	<p><u>Isolated Habitat</u></p> <ul style="list-style-type: none"> • West of alignment • Chiquita Ridge • Can. Chiquita • South of Oso Parkway <p><u>Isolated Wildlife</u></p> <ul style="list-style-type: none"> • Can. Gobernadora • Other areas to the east <p><u>Open space</u></p> <ul style="list-style-type: none"> • West of alignment • South of Ortega Highway • Rancho Mission Viejo Conservancy • Western slopes of San Mateo Creek 	<p><u>Isolated Habitat</u></p> <ul style="list-style-type: none"> • West of alignment • Chiquita Ridge • Can. Chiquita • South of Oso Parkway <p><u>Isolated Wildlife</u></p> <ul style="list-style-type: none"> • Can. Gobernadora • Other areas to the east <p><u>Open space</u></p> <ul style="list-style-type: none"> • West of alignment • South of Ortega Highway • Rancho Mission Viejo Conservancy • Western slopes of San Mateo Creek 	<p><u>Isolated Habitat</u></p> <ul style="list-style-type: none"> • West of alignment • Chiquita Ridge • Can. Chiquita • South of Oso Parkway <p><u>Isolated Wildlife</u></p> <ul style="list-style-type: none"> • Can. Gobernadora • Other areas to the east <p><u>Open space</u></p> <ul style="list-style-type: none"> • West of alignment • South of Ortega Highway • Rancho Mission Viejo Conservancy • Western slopes of San Mateo Creek 	

**SOCTIIP Collaborative
Tier 2 Analysis for the Far East Corridor**

Biological (cont.)							
Criteria	Complete	Cristianitos	Agricultural Fields	Talega	Ortega Highway	Avenida Pico	Other Factors
g. Potential to disrupt wildlife corridors or linkages (measure: alternative measure: number of major canyon crossed).	Major Canyons <ul style="list-style-type: none"> • Chiquita Woods • Canada Gobernadora • North and South Gunsight • San Juan Creek • Cristianitos • Unnamed canyon at the confluence of Cristianitos and San Mateo • Unnamed canyon at the entrance of San Onofre Sate Beach campground, and San Mateo Creek 	Major Canyons <ul style="list-style-type: none"> • Chiquita Woods • Canada Gobernadora • North and South Gunsight • San Juan Creek • Cristianitos • Blind/Gablno Canyons • Unnamed canyon at the confluence of Cristianitos and San Mateo creeks • Unnamed canyon at the entrance of San Onofre Sate Beach campground, and San Mateo Creek 	Major Canyons <ul style="list-style-type: none"> • Chiquita Woods • Canada Gobernadora • North and South Gunsight • San Juan Creek • Cristianitos • Blind/Gablno Canyons • Unnamed canyon at the confluence of Cristianitos and San Mateo creeks 	Major Canyons <ul style="list-style-type: none"> • Chiquita Woods • Canada Gobernadora • North and South Gunsight • San Juan Creek 	Major Canyons <ul style="list-style-type: none"> • Chiquita Woods • Canada Gobernadora • North and South Gunsight • San Juan Creek 	Major Canyons <ul style="list-style-type: none"> • Chiquita Woods • Canada Gobernadora • North and South Gunsight • San Juan Creek • Cristianitos 	
h. Will the impact to habitat preclude the preparation of a Southern Subregional Natural Communities Conservation Program (NCCP) (measure yes/no).	Determined by SOCTIIP Collaborative	Determined by SOCTIIP Collaborative	Determined by SOCTIIP Collaborative	Determined by SOCTIIP Collaborative	Determined by SOCTIIP Collaborative	Determined by SOCTIIP Collaborative	

**SOCTIIP Collaborative
Tier 2 Analysis for the Far East Corridor**

Biological (cont.) Criteria	Complete	Cristianitos	Agricultural Fields	Talega	Ortega Highway	Avenida Pico	Other Factors
i. Impacts designated, managed wildlife refuges and waterfowl refuges (measure: acres)	No Impacts.	No Impacts.	No Impacts.	Impacts Rancho Mission Viejo Land Conservancy 60 acres/120 acres Habitat fragmentation would occur	No Impacts.	No Impacts.	
j. Is the alternative within the coastal zone (measure: yes/no)	Yes	Yes	Yes	No	No	No	
k. Is the project consistent with the regional air quality emissions budget and does it have the potential to increase the number of or severity of carbon monoxide (CO) and particulate matter (PM) hotspots (measure: number of hot spots using federal standards).	May be consistent with regional plans. Previous air quality analysis did not identify any CO hot spots.	May be consistent with regional plans. Previous air quality analysis did not identify any CO hot spots.	May be consistent with regional plans. Previous air quality analysis did not identify any CO hot spots.	May be consistent with regional plans. Previous air quality analysis did not identify any CO hot spots.	May be consistent with regional plans. Previous air quality analysis did not identify any CO hot spots.	May be consistent with regional plans. Previous air quality analysis did not identify any CO hot spots.	

**SOCTIIP Collaborative
Tier 2 Analysis for the Far East Corridor**

Economic							
Criteria	Complete	Cristianitos	Agricultural Fields	Talega	Ortega Highway	Avenida Pico	Other Factors
a. Impacts minority or low income communities (measure: number of households).	No impacts.	No impacts.	No impacts.	Impacts to City of San Clemente low income and minority communities at I-5. Approximately 26 low income housing units would be removed for proposed BX alignment ¹³	No impacts.	No impacts.	
b. Reasonable expenditure of public funds (measure: cost/benefit).	Determined by SOCTIIP Collaborative.	Determined by SOCTIIP Collaborative.	Determined by SOCTIIP Collaborative.	Determined by SOCTIIP Collaborative.	Determined by SOCTIIP Collaborative.	Determined by SOCTIIP Collaborative.	
c. Consistent with the mission of the Marine Corps at Camp Pendleton.	Determined by SOCTIIP Collaborative.	Determined by SOCTIIP Collaborative. Crosses eastern side of San Mateo Creek with potential direct impacts on military facilities.	Determined by SOCTIIP Collaborative. Crosses eastern side of San Mateo Creek with potential direct impacts on military facilities.	Determined by SOCTIIP Collaborative.	Determined by SOCTIIP Collaborative.	Determined by SOCTIIP Collaborative.	

¹³ Based on actual design.

**SOCTIIP Collaborative
Tier 2 Analysis for the Far East Corridor**

Economic (cont.) Criteria	Complete	Cristianitos	Agricultural Fields	Talega	Ortega Highway	Avenida Pico	Other Factors
d. Results in community fragmentation or degradation (measure: subjective).	No Impacts.	Impacts Camp Talega military Installation	Impacts Camp Talega military Installation	<u>City of San Clemente</u> <ul style="list-style-type: none"> • Divides City into north and south quadrants • Removes residences and businesses • Insufficient housing and business stock to replace uses displaced • Impacts San Clemente High School • Two shopping centers • Two churches. 	No Impacts.	No Impacts.	

**SOCTIIP Collaborative
Tier 2 Analysis for the Far East Corridor**

Economic (cont.)							
Criteria	Complete	Cristianitos	Agricultural Fields	Talega	Ortega Highway	Avenida Pico	Other Factors
e. Potential for economic impacts to existing communities (measure: people/dwellings/businesses affected).	No Impacts.	No Impacts.	No Impacts.	<u>City of San Clemente</u> <ul style="list-style-type: none"> • Two hotels • Two shopping centers • ~ 80 to 90 businesses • ~ 250 to 325 homes in 500' • ~300 to 375 homes in 1,000'. • Loss of tax base associated with the business uses (San Clemente) • Planned land uses in Talega 	No Impacts.	No Impacts.	

**SOCTIIP Collaborative
Tier 2 Analysis for the Far East Corridor**

Recreation/4 (f)							
Criteria	Complete	Cristianitos	Agricultural Fields	Talega	Ortega Highway	Avenida Pico	Other Factors
f. Affects listed or determined eligible National Register or California Register properties (measure: number of properties).	Impacts CA-ORA-1222, and -22 which appear eligible for the NRHP.	Impacts CA-ORA 1222 and -22, which appear eligible for the NRHP.	Impacts CA-ORA 1222 and -22, which appear eligible for the NRHP. Archaeological district could extend over to the agricultural fields	Impacts CA-ORA 907 and -997, which appear eligible for the NRHP. Oscar Easley block appears eligible for NRHP.	No impacts.	Impacts CA-ORA-1222 which appears eligible for the NRHP.	
g. Impacts Native American sacred or ceremonial sites or Tribal lands (measure: number of sites or acres of Tribal land).	Close proximity to the Village of Panhe.	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.	
h. Impacts publicly owned parks or recreation areas (measure: number of parks or recreation areas, acres).	269.7 acres/539 acres of San Onofre State Beach Park	Cristianitos Road within San Onofre State Beach for ~5,500 feet	No impacts.	San Clemente High School and Ole Hanson Elementary School allow joint use with community recreation groups (i.e., Bobby Sox's and AYSO)	No impacts.	No impacts.	

**SOCTIIP Collaborative
Tier 2 Analysis for the Central Corridor**

Wetlands							
Criteria	Complete	Central to Ortega	Central to La Pata	Central to La Pata with Arterials	Alignments 7 and 14		Other Factors
a. Impacts waters of the U.S. including wetlands (measure: acres of riparian vegetation, number of major/minor drainages crossed).	500' - 46 ac. 3 major/17 minor 1,000' - 105 ac. 3 major/19 minor	500' - 33 ac. 2 major/4 minor 1,000' - 72 ac. 2 major/4 minor	500' - 46 ac. 3 major/17 minor 1,000' - 105 ac. 3 major/19 minor	500' - 33 ac. 3 major/17 minor 1,000' - 72 ac. 3 major/17 minor 200' - 39 ac. 3 major/17 minor 500' - 87 ac. 3 major/17 minor	500' - 48 ac. 3 major/9 minor 1,000' - 100 ac. 3 major/9 minor ¹		² ³ ⁴
b. Impacts to 303(d) list of impaired waters or tributary to 303(d) list of impaired waters (measures: number of tributaries/number of impaired waters impacted).	None None	None None	None None	None None	None None		⁶

Riparian vegetation codes 5, 6, 7, 11, 12, and 13.

Major riparian drainages will be crossed in Chiquita Canyon and San Juan Creek. The acreage of impacts to riparian habitat are larger than expected because this analysis has not included bridges which would reduce this impact number

Riparian Vegetation Codes 5, 6, 7, 11, 12, and 13

Major Drainages: Chiquita Creek, San Juan Creek, and Segunda Deshecha

Alignment crosses San Juan Creek approximately 5.1 miles upstream of the area identified as impaired waters

**SOCTIIP Collaborative
Tier 2 Analysis for the Central Corridor**

Wetlands (cont.)							
Criteria	Complete	Central to Ortega	Central to La Pata	Central to La Pata with Arterials	Alignments 7 and 14		Other Factors
c. Supports development or encroachment within the 100-year floodplain (measure: linear feet of longitudinal encroachment).	<u>Canada Chiquita</u> 500' = 17,000' 1,000' = 19,500' <u>Segunda Deshecha</u> 500' = 1,000' 1,000' = 2,000' <u>Creek Crossings</u> San Juan = 875' Prima Deshecha = 125'	<u>Canada Chiquita</u> 500' = 17,000' 1,000' = 19,500' <u>Segunda Deshecha</u> 500' = 1,000' 1,000' = 2,000' <u>Creek Crossings</u> San Juan = 875'	<u>Canada Chiquita</u> 500' = 17,000' 1,000' = 19,500' <u>Segunda Deshecha</u> 500' = 1,000' 1,000' = 2,000' <u>Creek Crossings</u> San Juan = 875' Prima Deshecha = 125'	<u>Canada Chiquita</u> 500' = 17,000' 1,000' = 19,500' <u>Segunda Deshecha</u> 200' = 200' <u>Creek Crossings</u> San Juan = 875' Prima Deshecha = 125'	<u>Canada Chiquita</u> 500' = 3,000' 1,000' = 6,000' <u>Creek Crossings</u> San Juan = 1,250' Segunda Deshecha = 125'		

**SOCTIIP Collaborative
Tier 2 Analysis for the Central Corridor**

Biological							
Criteria	Complete	Central to Ortega	Central to La Pata	Central to La Pata with Arterials	Alignments 7 and 14		Other Factors
d. May affect any federally and/or state listed endangered, threatened, proposed, and/or candidate species (measure: acres affected and /or number of habitat features [occupied streambed] affected for each species).	AST = San Juan Creek CCG = 66 acres/165 acres LBV = 43 acres/99 acres SH = 298 acres/608 acres PF = 44 acres/102 acres	AST = San Juan Creek CCG = 50 acres/119 acres LBV = 31 acres/67 acres SH = 10 acres/30 acres PF = 32 acres/70 acres	AST = San Juan Creek CCG = 66 acres/165 acres LBV = 43 acres/99 acres SH = 269 acres/551 acres PF = 44 acres/102 acres	AST = San Juan Creek CCG = 57 acres/139 acres LBV = 36 acres/81 acres SH = 139 acres/290 acres PF = 37 acres/84 acres	AST = 1 drainage (San Juan Creek) CCG = 111 acres/227 acres LBV = 46 acres/97 acres SH = 275 acres/546 acres PF = 47 acres/98 acres		
e. May affect designated critical habitat or proposed critical habitat (measure: acres)	See Impacts to CCG. No impact to SDFS.	See Impacts to CCG. No impact to SDFS.	See Impacts to CCG. No impact to SDFS.	See Impacts to CCG. No impact to SDFS.	See Impacts to CCG. No impacts to SDFS.		

TG - Tidewater Goby, SS - Southern Steelhead, AST - Arroyo Southwestern Toad, SWF - Southwestern Willow Flycatcher, CCG - Coastal California Gnatcatcher, LBV - Least Bell's Vireo, SH - Swainson's Hawk, PF - Peregrine Falcon, PPM - Pacific Pocket Mouse, SDFS - San Diego Fairy Shrimp, RFS - Riverside Fairy Shrimp.

**SOCTIIP Collaborative
Tier 2 Analysis for the Central Corridor**

Biological (cont.) Criteria	Complete	Central to Ortega	Central to La Pata	Central to La Pata with Arterials	Alignments 7 and 14	Other Factors
f. Result in habitat fragmentation and/or degradation (measure: Identify important areas of habitat that would be separated by the alignment).	<u>Isolated Habitat</u> <ul style="list-style-type: none"> • <u>Isolated Wildlife</u> <u>Open space</u> <ul style="list-style-type: none"> • Chiquita Ridge • South of Oso Parkway • North of San Juan Creek • West of La Pata • East of the alignment 	<u>Isolated Habitat</u> <ul style="list-style-type: none"> • <u>Isolated Wildlife</u> <u>Open space</u> <ul style="list-style-type: none"> • Chiquita Ridge • South of Oso Parkway • North of San Juan Creek • East of the alignment 	<u>Isolated Habitat</u> <ul style="list-style-type: none"> • <u>Isolated Wildlife</u> <u>Open space</u> <ul style="list-style-type: none"> • Chiquita Ridge • South of Oso Parkway • North of San Juan Creek • West of La Pata • East of the alignment 	<u>Isolated Habitat</u> <ul style="list-style-type: none"> • <u>Isolated Wildlife</u> <u>Open space</u> <ul style="list-style-type: none"> • Chiquita Ridge • South of Oso Parkway • North of San Juan Creek • West of La Pata • East of the alignment 	<u>Isolated Habitat</u> <ul style="list-style-type: none"> • <u>Isolated Wildlife</u> <u>Open space</u> <ul style="list-style-type: none"> • Chiquita Ridge • Can. Chiquita • South of Oso Parkway • North of San Juan Creek • West of the alignment • East of the alignment. 	
g. Potential to disrupt wildlife corridors or linkages (measure: alternative measure: number of major canyon crossed).	<u>Major Canyons</u> <ul style="list-style-type: none"> • Upper Canada Chiquita • San Juan Creek 	<u>Major Canyons</u> <ul style="list-style-type: none"> • Upper Canada Chiquita • San Juan Creek 	<u>Major Canyons</u> <ul style="list-style-type: none"> • Upper Canada Chiquita • San Juan Creek 	<u>Major Canyons</u> <ul style="list-style-type: none"> • Upper Canada Chiquita • San Juan Creek 	<u>Major Canyons</u> <ul style="list-style-type: none"> • Upper Chiquita and/or Chiquita Woods • San Juan Creek 	
h. Will the impact to habitat preclude the preparation of a Southern Subregional Natural Communities Conservation Program (NCCP) (measure yes/no).	Determined by SOCTIIP Collaborative	Determined by SOCTIIP Collaborative	Determined by SOCTIIP Collaborative	Determined by SOCTIIP Collaborative	Determined by SOCTIIP Collaborative	

**SOCTIIP Collaborative
Tier 2 Analysis for the Central Corridor**

Biological (cont.)							
Criteria	Complete	Central to Ortega	Central to La Pata	Central to La Pata with Arterials	Alignments 7 and 14		Other Factors
Impacts designated, managed wildlife refuges and waterfowl refuges (measure: acres)	No impacts.						
Is the alternative within the coastal zone (measure: yes/no)	No	No	No	No	No		
Is the project consistent with the regional air quality emissions budget and does it have the potential to increase the number of or severity of carbon monoxide (CO) and particulate matter (PM) hotspots (measure: number of hot spots using federal standards).	May be consistent with regional plans. Previous air quality analysis did not identify any CO hot spots.	May be consistent with regional plans. Previous air quality analysis did not identify any CO hot spots.	May be consistent with regional plans. Previous air quality analysis did not identify any CO hot spots.	May be consistent with regional plans. Previous air quality analysis did not identify any CO hot spots.	May be consistent with regional plans. Previous air quality analysis did not identify any CO hot spots.		

**SOCTIIP Collaborative
Tier 2 Analysis for the Central Corridor**

Economic							
Criteria	Complete	Central to Ortega	Central to La Pata	Central to La Pata with Arterials	Alignments 7 and 14		Other Factors
a. Impacts minority or low income communities (measure: number of households).	Impacts to City of San Clemente low income and minority communities at I-5. Approximately 26 low income housing units would be removed for proposed BX alignment	No impacts.	No impacts.	No impacts.	Impacts to City of San Clemente low income and minority communities at I-5. Approximately 26 low income housing units would be removed for proposed BX alignment		7
b. Reasonable expenditure of public funds (measure: cost/benefit).	Determined by SOCTIIP Collaborative.	Determined by SOCTIIP Collaborative.	Determined by SOCTIIP Collaborative.	Determined by SOCTIIP Collaborative.	Determined by SOCTIIP Collaborative.		
c. Consistent with the mission of the Marine Corps at Camp Pendleton.	Not applicable.	Not applicable.	Not applicable.	Not applicable.	Determined by SOCTIIP Collaborative.		

⁷ Based on actual design.

**SOCTIIP Collaborative
Tier 2 Analysis for the Central Corridor**

Economic (cont.)							
Criteria	Complete	Central to Ortega	Central to La Pata	Central to La Pata with Arterials	Alignments 7 and 14		Other Factors
d. Results in community fragmentation or degradation (measure: subjective).	City of San Clemente <ul style="list-style-type: none"> • Divides City into north and south quadrants • Removes residences and businesses • Insufficient housing and business stock to replace uses displaced • Impacts San Clemente High School • Two shopping centers • Two churches. 	No impacts.	No impacts.	No impacts.	City of San Clemente <ul style="list-style-type: none"> • Divides City into north and south quadrants • Removes residences and businesses • Insufficient housing and business stock to replace uses displaced • Impacts San Clemente High School • Two shopping centers • Two churches. 		

**SOCTIIP Collaborative
Tier 2 Analysis for the Central Corridor**

Economic (cont.)							
Criteria	Complete	Central to Ortega	Central to La Pata	Central to La Pata with Arterials	Alignments 7 and 14		Other Factors
<p>e. Potential for economic impacts to existing communities (measure: people/dwellings/businesses affected).</p>	<p>City of San Clemente</p> <ul style="list-style-type: none"> • Two hotels • Two shopping centers • ~ 80 to 90 businesses • ~ 250 to 325 homes in 500' • ~300 to 375 homes in 1,000'. • Loss of tax base associated with the business uses (San Clemente) • Planned land uses in Talega 	<p>No impacts.</p>	<p>No impacts.</p>	<p>No impacts.</p>	<p>City of San Clemente</p> <ul style="list-style-type: none"> • Two hotels • Two shopping centers • ~ 80 to 90 businesses • ~ 250 to 325 homes in 500' • ~300 to 375 homes in 1,000'. • Loss of tax base associated with the business uses (San Clemente) • Planned land uses in Talega 		

**SOCTIIP Collaborative
Tier 2 Analysis for the Central Corridor**

Recreation/4 (f)							
Criteria	Complete	Central to Ortega	Central to La Pata	Central to La Pata with Arterials	Alignments 7 and 14		Other Factors
f. Affects listed or determined eligible National Register or California Register properties (measure: number of properties).	Impacts CA-ORA 907 and -997, which appear eligible for the NRHP. Oscar Easley block appears eligible for NRHP.	No impacts.	Impacts CA-ORA 907 and -997, which appear eligible for the NRHP.	Impacts CA-ORA 907 and -997, which appear eligible for the NRHP.	No historical buildings within the area.		
g. Impacts Native American sacred or ceremonial sites or Tribal lands (measure: number of sites or acres of Tribal land).	No Impacts.	No impacts.	No impacts.	No impacts.			
h. Impacts publicly owned parks or recreation areas (measure: number of parks or recreation areas, acres).	San Clemente High School and Ole Hanson Elementary School allow joint use with community recreation groups (i.e., Bobby Sox's and AYSO)	No impacts.	No impacts.	No impacts.	San Clemente High School and Ole Hanson Elementary School allow joint use with community recreation groups (i.e., Bobby Sox's and AYSO)		

**SOCTIIP Collaborative
Tier 2 Natural Environment Analysis for the Smart Streets**

Wetlands							
Criteria	Smart Street Maximum	Smart Street Moderate	Smart Street Minimum	San Joaquin Extension to Ortega	Alignment 2C		Other Factors
a. Impacts waters of the U.S. including wetlands (measure: acres of riparian vegetation, number of major/minor drainages crossed).	Includes impacts from the San Joaquin Extension.	Includes impacts from the San Joaquin Extension.	Quantification of potential impacts from intersection improvements is not feasible.	500' – 3 ac. 2 major/2 minor 1,000' – 5 ac. 2 major/2 minor	200' – 1 ac. 0 major/1 minor 500' – 3 ac. 0 major/1 minor		¹ ² ,
b. Impacts to 303(d) list of impaired waters or tributary to 303(d) list of impaired waters (measures: number of tributaries/number of impaired waters impacted).	No impacts.	No impacts.	No impacts.	None None	None None		³
c. Supports development or encroachment within the 100-year floodplain (measure: linear feet of longitudinal encroachment).	It does not appear that new roadways would traverse a floodplain or result in longitudinal encroachment. ⁴	It does not appear that new roadways would traverse a floodplain or result in longitudinal encroachment. ⁵	It does not appear that new roadways would traverse a floodplain or result in longitudinal encroachment. ⁶	<u>Creek Crossings</u> Trabuco – 250' Horno – 500' Oso – Channelized	<u>Creek Crossings</u> Trabuco – 250' Horno – 500' Oso – Channelized		

¹ Major riparian drainages will be crossed in Chiquita Canyon and San Juan Creek. The acreage of impacts to riparian habitat are larger than expected because this analysis has not included bridges which would reduce this impact number.

² Riparian Vegetation Codes 5, 6, 7, 11, 12, and 13

³ Alignment crosses San Juan Creek approximately 5.1 miles upstream of the area identified as impaired waters.

⁴ It is anticipated that new roadways will be designed and constructed in full compliance with applicable regulations related to flood plains.

⁵ It is anticipated that new roadways will be designed and constructed in full compliance with applicable regulations related to flood plains.

⁶ It is anticipated that new roadways will be designed and constructed in full compliance with applicable regulations related to flood plains.

**SOCTIIP Collaborative
Tier 2 Natural Environment Analysis for the Smart Streets**

Biological							
Criteria	Smart Street Maximum	Smart Street Moderate	Smart Street Minimum	San Joaquin Extension to Ortega	Alignment 2C		Other Factors
d. May affect any federally and/or state listed endangered, threatened, proposed, and/or candidate species (measure: acres affected and /or number of habitat features [occupied streambed] affected for each species).	Includes impacts from the San Joaquin Extension.	Includes impacts from the San Joaquin Extension.	Quantification of potential impacts from intersection improvements is not feasible.	CCG – 9 acres/30 acres LBV – 3 acres/4 acres SH – 93 acres/175 acres PF – 3 acres/4 acres ⁷	CCG – 3 acres/8 acres LBV – 1 acres/3 acres SH – 5 acres/10 acres PF – 1 acres/3 acres ⁸		⁹
e. May affect designated critical habitat or proposed critical habitat (measure: acres)	Includes impacts from the San Joaquin Extension.	Includes impacts from the San Joaquin Extension.	Quantification of potential impacts from intersection improvements is not feasible.	See impacts to CCG. No impact to SDFS.	See impacts to CCG. No impact to SDFS.		
f. Result in habitat fragmentation and/or degradation (measure: identify important areas of habitat that would be separated by the alignment).	Includes impacts from the San Joaquin Extension.	Includes impacts from the San Joaquin Extension.	Quantification of potential impacts from intersection improvements is not feasible.	<u>Open space</u> • North of Ortega Hwy • Arroyo Trabuco (bridged)			
g. Potential to disrupt wildlife corridors or linkages (measure: alternative measure: number of major canyon crossed).	Includes impacts from the San Joaquin Extension.	Includes impacts from the San Joaquin Extension.	Quantification of potential impacts from intersection improvements is not feasible.	Arroyo Trabuco (bridged)			¹⁰

⁷ CCG – California Coastal Gnatcatcher; LBV – Least Bell's Vireo; SH – Swainson's Hawk; PF – Peregrine Falcon, SDFS – San Diego Fairy Shrimp.

⁸ CCG – California Coastal Gnatcatcher; LBV – Least Bell's Vireo; SH – Swainson's Hawk; PF – Peregrine Falcon, SDFS – San Diego Fairy Shrimp.

⁹ All acreages are designated as Potentially Occupied Habitat.

¹⁰ Culverts or bridges would be required at these locations to maintain wildlife movement in these areas.

**SOCTIIP Collaborative
Tier 2 Natural Environment Analysis for the Smart Streets**

Biological							
Criteria	Smart Street Maximum	Smart Street Moderate	Smart Street Minimum	San Joaquin Extension to Ortega	Alignment 2C		Other Factors
h. Will the impact to habitat preclude the preparation of a Southern Subregional Natural Communities Conservation Program (NCCP) (measure yes/no).	Determined by SOCTIIP Collaborative.	Determined by SOCTIIP Collaborative.	Determined by SOCTIIP Collaborative.	Determined by SOCTIIP Collaborative.	Determined by SOCTIIP Collaborative.		
i. Impacts designated, managed wildlife refuges and waterfowl refuges (measure: acres)	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.		
j. Is the alternative within the coastal zone (measure: yes/no)	No.	No.	No.	No.	No.		
k. Is the project consistent with the regional air quality emissions budget and does it have the potential to increase the number of or severity of carbon monoxide (CO) and particulate matter (PM) hotspots (measure: number of hot spots using federal standards).	AQMP and traffic modeling assume construction of arterial highways. ¹¹	AQMP and traffic modeling assume construction of arterial highways. ¹²	AQMP and traffic modeling assume construction of arterial highways. ¹³	Determination needed.	Determination needed.		

¹¹ Air quality analysis needed to determine if smart street improvements provide sufficient arterial capacity to offset the capacity lost with the deletion of the SR-241 extension.
¹² Air quality analysis needed to determine if smart street improvements provide sufficient arterial capacity to offset the capacity lost with the deletion of the SR-241 extension.
¹³ Air quality analysis needed to determine if smart street improvements provide sufficient arterial capacity to offset the capacity lost with the deletion of the SR-241 extension.

**SOCTIIP Collaborative
Tier 2 Natural Environment Analysis for the Smart Streets**

Economic							
Criteria	Smart Street Maximum	Smart Street Moderate	Smart Street Minimum	San Joaquin Extension to Ortega	Alignment 2C		Other Factors
a. Impacts minority or low income communities (measure: number of households).	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.		
b. Reasonable expenditure of public funds (measure: cost/benefit).	Determined by SOCTIIP Collaborative.	Determined by SOCTIIP Collaborative.					
c. Consistent with the mission of the Marine Corps at Camp Pendleton.	Not applicable.	Not applicable.	Not applicable.	Not applicable.	Not applicable.		

SOCTIIP Collaborative
Tier 2 Natural Environment Analysis for the Smart Streets

Economic							
Criteria	Smart Street Maximum	Smart Street Moderate	Smart Street Minimum	San Joaquin Extension to Ortega	Alignment 2C		Other Factors
d. Results in community fragmentation or degradation (measure: subjective).	Anticipated from San Joaquin Extension.	Anticipated from San Joaquin Extension.	No impacts.	Impacts on Capistrano High School, Coast Bible and Stonybrook Christian (private elementary), businesses and residential areas. Would divide an established community.	Impacts Ladera Ranch development. Phase I has been completed and is sold out. Subsequent phases of Ladera Ranch are under development and have full entitlement; therefore (an established community would exist).		
e. Potential for economic impacts to existing communities (measure: people/dwellings/businesses affected).	Minor takes for intersection enhancements. Widening Antonio Parkway would require additional right-of-way (probably not significant). Greater disruption from modification of interchanges and flyovers. ¹⁴	Minor takes for intersection enhancements. Widening Antonio Parkway would require additional right-of-way (probably not significant). Greater disruption from modification of interchanges and flyovers. ¹⁵	Minor takes for intersection enhancements. Widening Antonio Parkway would require additional right-of-way (probably not significant). Greater disruption from modification of interchanges and flyovers. ¹⁶	Displaces between 410 and 450 homes. Several car dealerships (high tax revenue), 35 businesses and hotel.	Displaces between 410 and 450 homes. Several car dealerships (high tax revenue), 35 businesses and hotel.		

¹⁴ Economic impacts also associated with the San Joaquin Extension.
¹⁵ Economic impacts also associated with the San Joaquin Extension.
¹⁶ Economic impacts also associated with the San Joaquin Extension.

**SOCTIIP Collaborative
Tier 2 Natural Environment Analysis for the Smart Streets**

Recreation/4 (f)							
Criteria	Smart Street Maximum	Smart Street Moderate	Smart Street Minimum	San Joaquin Extension to Ortega	Alignment 2C		Other Factors
f. Affects listed or determined eligible National Register or California Register properties (measure: number of properties).	Resources along roadways not yet constructed are unknown. No known resources identified at Intersection/interchange locations.	Resources along roadways not yet constructed are unknown. No known resources identified at Intersection/interchange locations.	Resources along roadways not yet constructed are unknown. No known resources identified at Intersection/interchange locations.	No impacts.	No impacts.		
g. Impacts Native American sacred or ceremonial sites or Tribal lands (measure: number of sites or acres of Tribal land).	Burial ground (CA-Ora-1346) immediately adjacent to Antonlo Parkway. Widening beyond six lanes may disrupt this site.	Burial ground (CA-Ora-1346) immediately adjacent to Antonlo Parkway. Widening beyond six lanes may disrupt this site.	No impacts.	No impacts.	No impacts.		
h. Impacts publicly owned parks or recreation areas (measure: number of parks or recreation areas, acres).	Potential impacts from San Joaquin Extension associated with joint use of Capistrano High School.	Potential impacts from San Joaquin Extension associated with joint use of Capistrano High School.	No impacts.	Public use of Capistrano High School.	Public use of Capistrano High School.		

**Appendix H:
Letters of
Concurrence or
Support for the
Conceptual
SOCTIIP Project
Alternatives**

DEPARTMENT OF TRANSPORTATION
DISTRICT 12
3347 MICHELSON DRIVE, SUITE 100
IRVINE, CA 92612



May 9, 2000

Sample Letter

**Subject: South Orange County Transportation Infrastructure Improvement Project (SOCTIIP)
NEPA/404 MOU CONCEPTUAL ALTERNATIVES CONCURRENCE**

Dear

This letter requests concurrence from the NEPA/Section 404 Memorandum of Understanding (MOU) signatory agencies regarding the Conceptual Project Alternatives that were identified pursuant to the National Environmental Policy Act (NEPA) and the Clean Water Act Section 404 Integration Process MOU (NEPA/404) signed in 1994.

The project "South Orange County Transportation Infrastructure Improvement Project" (SOCTIIP) is sponsored by the Transportation Corridor Agency. Although most of the conceptual alternatives fall within the boundaries of Caltrans District 12 in Orange County, some impacts may occur in the northern portion of San Diego County within Caltrans District 11.

In March and April of 1999, the U.S. Fish & Wildlife Service, U.S. Army Corps of Engineers, and U.S. Environmental Protection Agency, MOU signatory agencies, provided the Federal Highways Administration (FHWA), coordinator of the process, with their approval of the SOCTIIP Purpose and Need Statement.

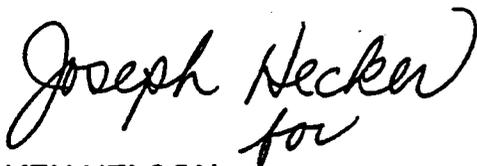
Subsequent to the Purpose and Need concurrence, Caltrans and the signatory agencies began Phase I of the SOCTIIP Collaborative Process to develop a set of criteria needed to evaluate and recommend Conceptual Project Alternatives for NEPA and Section 404 environmental review. The list of proposed alternatives identified in Phase 1 is enclosed as Attachment #2.

On April 12, 2000, the Collaborative unanimously agreed that Phase I, which involved development of the SOCTIIP Conceptual Project Alternatives was complete. Phase II of the Collaborative Process will begin upon receipt of the concurrence letters from the signatory agencies. As part of Phase II, the SOCTIIP Collaborative assisted by a multi-disciplinary team of technical experts, will further define and evaluate each of the alternative project alignments. We currently plan to request additional concurrence from the signatory agencies for the refined list of alternatives.

In accordance with Section VI B of the NEPA/404 MOU and as a signatory agency, Caltrans requests your written concurrence with the attached SOCTIIP Collaborative's Conceptual Project Alternatives.

If you concur with the attached, please endorse this letter within the space provided and submit it to my attention. We appreciate receiving your concurrence letter no later than May 26, 2000. Should you have any questions regarding the above, please do not hesitate to contact Judy Heyer of my staff at (949) 724-2014.

Sincerely,

A handwritten signature in black ink that reads "Joseph Hecker" in a cursive style, with the word "for" written below it in a smaller, simpler script.

KEN NELSON
Interim District Director
Caltrans District 12.

U.S. Environmental Protection Agency

Signature: _____

Print Name: _____

Title: _____

Concurrence given on May ____, 2000, for the SOCTIIP Collaborative's Conceptual Project Alternatives as described in Attachments #2, #3, and #4.

Attachments:

1. Mission Statement of the SOCTIIP Collaborative
2. List of SOCTIIP Conceptual Project Alternatives for NEPA and Section 404 Review
3. Textual descriptions of the List of SOCTIIP Project Alternatives for NEPA and Section 404 Review
4. Maps of the SOCTIIP Conceptual Project Alternatives for NEPA and Section 404 Review
5. Map of the Original Alternatives Considered by the SOCTIIP Collaborative

Cc: Becky Tuden, USEPA
Dave Carlson, USEPA
Will Miller, USFWS
Annie Hoecker, USFWS
Fari Tabatabai, USACOE
Erik Larsen, USACOE
Glenn Clinton, FHWA
Sylvia Vega, Caltrans
Praveen Gupta, Caltrans
Denise O'Connor, Caltrans
Angela Vasconcellos, Caltrans
Macie Cleary-Milan, TCA

Note: For attached materials to this letter, see Figure 4.2 and the following materials.



DEPARTMENT OF THE ARMY
LOS ANGELES DISTRICT, CORPS OF ENGINEERS
P.O BOX 532711
LOS ANGELES, CALIFORNIA 90053-2325

REPLY TO
ATTENTION OF:

June 2, 2000

Office of the Chief
Regulatory Branch

Mr. Ken Nelson
Interim District Director
Caltrans District 12
3347 Michelson Drive, Suite 100
Irvine, CA 92612

Dear Mr. Nelson:

The Corps is pleased with the efforts of the South Orange County Transportation Infrastructure Improvement Project (SOCTIIP) Collaborative, and supports continued cooperation of the interagency group for the SOCTIIP alternatives development phase pursuant to the NEPA/404 MOU. As you are aware, my staff has been working intently with the NEPA/404 MOU signatories and Transportation Corridor Agencies (TCA) in the Cooperative Process for selection of alternatives for this proposed project. Recently, your agency, on behalf of the Federal Highways Administration (FHWA), requested preliminary concurrence from our agency of the SOCTIIP conceptual alternatives.

We have completed a thorough review of your request and the enclosed list of provisionally ratified SOCTIIP project alternatives. It has come to our attention that the list of SOCTIIP Project Alternatives (Attachments 2, 3, 4) does not include all the variations for Alternative III, the I-5 expansion, as well as a defined No Action alternative. We request a revised project alternative list that includes the items mentioned above for review and concurrence. Thus, we are sending this letter of support for the SOCTIIP collaborative process until we receive the requested information.

The SOCTIIP collaborative has been productive in moving the process forward. I fully support the continuation of this cooperative process and will continue making every effort to ensure our participation in this process. If you have any questions, please contact me at (213) 452-3961 or your staff can contact Richard Schubel at (213) 452-3406.

Sincerely,

A handwritten signature in black ink, appearing to read "John P. Carroll".

John P. Carroll
Colonel, Corps of Engineers
District Engineer



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION IX

75 Hawthorne Street

San Francisco, CA 94105-3901

May 25, 2000

Kenneth Norton
California Department of Transportation
District 12
3347 Michelson Drive, Suite 100
Irvine, CA 92612

Dear Mr. Norton:

In a letter dated May 9, 2000, your office requested concurrence from the United States Environmental Protection Agency (EPA) on the Conceptual Alternatives for the Southern Orange County Transportation Infrastructure Improvement Project (SOCTIIP). Your request was pursuant to the National Environmental Policy Act/Clean Water Act Section 404 Memorandum of Understanding (NEPA/404 MOU). We previously concurred on the project purpose and need for this project (letter dated March 26, 1999).

As you know, our staff has been actively participating in a facilitated interagency process with Federal Highways Administration (FHWA), Caltrans, US Fish and Wildlife Service (FWS), US Corps of Engineers (Corps) and the Transportation Corridor Agency (TCA) to develop the alternatives that will be analyzed in an Environmental Impact Statement (EIS). Through this effort to develop the alternatives, referred to as Phase I of the SOCTIIP Collaborative Process, the agencies agreed upon conceptual alternatives to be considered in the EIS. These alternatives include: a Far East Corridor alignment, a Central Corridor Alignment, an Improvement to I-5, a Smart Street alternative, and a "Mix-and-Match" alternative. Each of these alternatives will be further defined by a project design team that will develop the exact alignment and/or improvements for each alternative. These specific alternatives will then be discussed and evaluated by the NEPA/404 agencies. Once that process is complete, the detailed alternatives will be submitted to our office for formal review and concurrence under the NEPA/404 process.

We appreciate FHWA and TCA's effort to work closely with the NEPA/404 agencies in developing alternatives for the SOCTIIP project. We strongly support the effort to date and are pleased with the progress being made toward finalizing the alternatives. We also recognize that FHWA is not required to request our concurrence on this set of alternatives. Because the alternatives are conceptual in their development and very broadly defined, a substantive review cannot be completed at this time. We agree that this set of alternatives should be forwarded to the design team for detailed study, and also believe that additional attention toward development

of a "No Action" alternative is necessary. Once the design team, working together with the agencies, has completed its detailed analysis, we expect to offer full concurrence on the alternatives to be considered.

We look forward to working with you to fully characterize the alternatives for this project. Please have your staff contact Rebecca Tuden at 415-744-1987 or Nova Blazej at 415-744-2089 to discuss next steps.

Sincerely,



David J. Farrel, Chief
Federal Activities Office

cc: FHWA (Clinton)
USFWS (Miller)
USACOE (Tabatabai)
TCA (Cleary-Milan)
WTR-8 (Tuden)



United States Department of the Interior
Fish and Wildlife Service
Ecological Services
Carlsbad Fish and Wildlife Office
2730 Loker Avenue West
Carlsbad, California 92008



MAY 19 2000

Ken Nelson
Department of Transportation
District 12
3347 Michelson Drive, Suite 100
Irvine, California 92612

Re: South Orange County Transportation Infrastructure Improvement Project, Orange County, California

Dear Mr. Nelson:

We have reviewed your letter dated May 9, 2000, which we received on May 10, 2000, requesting concurrence on the conceptual project alternatives for the South Orange County Transportation Infrastructure Improvement Project (SOCTIIP) located in Orange and San Diego counties, California. This concurrence is sought pursuant to the Memorandum of Understanding (MOU) for the National Environmental Policy Act (NEPA) and Clean Water Act section 404 integration process for surface transportation projects, for which we are signatory.

This letter confirms our concurrence with the conceptual project alternatives developed during Phase I of the SOCTIIP process. This concurrence should not be interpreted as our concurrence on those alternatives to be carried forward for evaluation in the environmental impact statement (EIS). Based on agreements made during Phase I, we understand that these conceptual project alternatives will be further defined and evaluated in Phase II of the SOCTIIP process. After Phase II evaluation, the California Department of Transportation will request our concurrence for the refined set of alternatives. At that time, we will provide a statement of concurrence on those alternatives to be carried forward in the EIS.

We appreciate your commitment to the NEPA and section 404 integration process. We look forward to assisting you in the refinement of alternatives during Phase II, particularly the avoidance and minimization of impacts on natural resources. If you have any questions regarding this letter, please contact Annie Hoecker of my office at (760) 431-9440.

Sincerely,

Jim A. Bartel
Assistant Field Supervisor

1-6-00-TA-57

cc: Glenn Clinton, FHWA
Becky Tuden, EPA
Para Tabatabai, ACOE
Macie Cleary-Milan, TCA



Attachment B

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MEMORANDUM

Date: August 19, 1999
To: Members of the SOCTIIP Collaborative
From: John Gamman, L. Scott Spears, and Bill Owens, CONCUR
Subject: Key Outcomes of the August 12, 1999 SOCTIIP Collaborative Meeting

Thank you all for your attendance and active participation in the SOCTIIP Collaborative.

Key Outcomes of the August 12, 1999 SOCTIIP Collaborative Meeting

I. WELCOMING REMARKS

Ken Kochevar of the Federal Highway Administration (FHWA) and John Gamman of CONCUR welcomed the participants of the SOCTIIP Collaborative to the Collaborative's initial meeting. Ken expressed his optimism that a new perspective for the NEPA/Section 404 Integration Process was beginning with this mediation process and that the SOCTIIP Collaborative was ready to look toward future successes in developing objective criteria and a set of alternatives for NEPA review.

II. EXPLANATION OF THE SOCTIIP COLLABORATIVE PROCESS

A. CONCUR's Role

CONCUR provides a procedural framework to assist the parties, beginning with the review and revision of the group's Mission Statement and Groundrules. Additionally, the mediation process will provide ample opportunity for the SOCTIIP Collaborative to employ Joint Fact-Finding to ensure that the best information is available for decision-making. CONCUR is value-neutral, with no stake in the outcome of this process. The mediation process creates an atmosphere for neutral decision-making, especially around Joint Fact-Finding, by utilizing a carefully structured process to reach overall agreement.

B. Framework for the Mediation Process

The SOCTIIP Collaborative will be employing the Step-Wise mediation process. The Step-Wise process begins with the procedural framework that the SOCTIIP Collaborative will be addressing in the August 12th meeting: the Mission Statement and Groundrules. CONCUR is aware of the challenges facing the SOCTIIP Collaborative and the regulatory framework that the group will be operating under. The mediators' work will focus on understanding and coordinating

the interests of all parties to ensure substantive progress and help the parties reach mutual goals.

The mediators have contracted to conduct six meetings for the SOCTIIP Collaborative. Some of those meetings are expected to be Joint Fact-Finding meetings. There are no current plans as to what process will be used after six months, but the mediators are open to the needs of the SOCTIIP Collaborative.

C. Role of Non-Signatories and Observers

The SOCTIIP Collaborative is a core group of the signatories to the NEPA/Section 404 Integration Process Memorandum of Understanding (MOU). The process for developing the core group began with background research of the project and included interviews with the signatory agencies and other key parties. Non-signatory agencies and interested parties will be a part of the SOCTIIP Collaborative's discussions when their participation is essential to the work of the Collaborative.

A question was raised as to the involvement of the National Marine Fisheries Service (NMFS) in the SOCTIIP Collaborative process. Before the August 12th meeting, Ken Kochevar spoke to NMFS about their participation in the NEPA/Section 404 Integration Process, and received a verbal response from NMFS that they do not feel the need to be involved with the process at this time. With the recent discovery of federally listed steelhead in San Mateo Creek, USFWS does not feel as though they can represent all of NMFS' concerns on the SOCTIIP project. CONCUR will contact NMFS regarding their participation in the SOCTIIP Collaborative.

Observers will be invited to attend SOCTIIP Collaborative meetings from time to time, as part of the collaborative process' fact-finding component, especially when observers have specific knowledge helpful to the group. A question was raised as to the involvement of other levels of decision-makers from signatory agencies. While different layers of agencies do need to be represented at the SOCTIIP Collaborative table, high-level policy makers need not be involved in month-to-month discussions. Instead, one Groundrule the group will consider discusses the need to keep senior staff apprised of the Collaborative's work.

TCA is the local project sponsor and is regarded by CONCUR as an observer. Also, TCA is a key fact-finder in the alternatives selection process and CONCUR's experience with representation at mediation sessions has shown that the implementing agency needs to be involved in the process to ensure stability and durability of the outcomes and agreements.

The Caltrans District 12 office is very committed to ensuring that Caltrans' technical resources are available to the Collaborative. Caltrans has expressed an interest in sending technical staff to the mediation process to ensure that there is shared understanding of technical information and that Caltrans is clear on the technical needs of the Collaborative.

The US Army Corps of Engineers (Corps) agreed to TCA's presence as an observer, yet the Corps would like to discuss the issue with senior staff. The group agreed to table the discussion of TCA's role until it was addressed in the review and revision of the Groundrules.

Next Steps:

- CONCUR will contact NMFS regarding their participation in the SOCTIIP Collaborative.
- CONCUR will follow-up with Caltrans to determine what technical resources are available to the Collaborative.
- The Corps will confer with senior staff to confirm that TCA should be an observer in this mediation process.

III. GROUND RULES (Note: the Agenda was revised to address Groundrules first, then Mission Statement)

A. Description of the Single-Text Process

The goals of the single-text process are to strengthen and clarify documents as the SOCTIIP Collaborative is producing them. Utilizing the single-text approach to decision-making and document ratification affords the parties an opportunity to focus on the language of an agreement. The single-text process ensures that all interests and concerns are addressed and provides specific language changes that strengthen and clarify the agreements made in the mediation process.

B. Groundrules Review, Revision, and Ratification

The Groundrules were reviewed and revised by the SOCTIIP Collaborative using the single-text process. The Groundrules were provisionally ratified pending agreed upon textual revisions and a discussion of Participation Sections 9 and 11. Participation Sections 9 and 11 will be addressed in a one-half hour discussion at the September 23rd SOCTIIP Collaborative meeting.

In the context of discussing the Groundrules' reference to future meetings on a monthly basis, the point was raised that some Collaborative members' agencies may not have funds for the necessary travel costs. The Collaborative requested additional information on the use of TEA-21 funds to supplement travel costs.

Next Steps:

- CONCUR will make textual revisions of the Groundrules as directed by the Collaborative.
- The revised Groundrules will be mailed to Collaborative members in the next meeting packet.
- A one-half hour discussion regarding Participation Sections 9 and 11 will be added to the September 23rd Meeting Agenda.
- CONCUR will work with FHWA and Caltrans to clarify the use of TEA-21 funds to supplement travel costs.

IV. MISSION STATEMENT

A. Mission Statement Review, Revision, and Ratification

The Mission Statement was reviewed and revised by the SOCTIIP Collaborative using the single-text process. The Mission Statement was provisionally ratified pending agreed upon textual revisions.

Next Steps:

- CONCUR will make textual revisions of the Mission Statement as directed by the Collaborative.
- The revised Mission Statement will be mailed to Collaborative members in the next meeting packet.

V. BRIEF REVIEW OF KEY POLICY DOCUMENTS

The August 12th meeting packet contained a summary of the NEPA/Section 404 MOU prepared by CONCUR and copies of the concurrence letters from the signatories on the Project Purpose and Need. CONCUR asked the group to review and be familiar with these documents, as they will frame the discussion around developing objective criteria and alternatives recommendations in

the next few months. Also, to ensure that all SOCTIIP Collaborative members have the latest information on the policy positions of other federal agencies, each member was asked to gather the latest correspondence they have that discuss policy positions and project-related issues.

Next Steps:

- CONCUR will set a deadline for submission of latest policy correspondence to CONCUR and notify all members of deadlines.
- Each SOCTIIP Collaborative member will make copies of latest policy correspondence and forward them to CONCUR.
- CONCUR will consider the need for a summary of policy positions prior to the next SOCTIIP Collaborative meeting.

VI. INITIAL SCOPING OF MAJOR ELEMENTS OF OBJECTIVE CRITERIA TO EVALUATE PROJECT ALTERNATIVES

Based upon CONCUR's Background Research and Stakeholder Interviews, a list of the Major Elements of the Objective Criteria were presented to the SOCTIIP Collaborative. The group reviewed the list, agreed with major elements to be considered in evaluating project alternatives, and added Coastal Zone issues as a major element (including compliance with the Coastal Zone Management Act – CZMA).

Because of the perception that SOCTIIP comply with CZMA, a question was raised as to the role of the Coastal Commission in the SOCTIIP Collaborative. The Coastal Commission was asked to participate in a Stakeholder Interview, but chose to utilize the NEPA/CEQA review process to fulfill its regulatory obligation. Members of the Collaborative were concerned that there hadn't been a ruling on Federal Consistency with the CZMA for SOCTIIP. The Collaborative added Coastal Zone Resources as a Major Element of the Objective Criteria to ensure that Coastal Commission concerns were addressed in the NEPA/Section 404 MOU process.

Next Steps:

- CONCUR will revise the Major Elements of Objective Criteria to include Coastal Zone Resources (including compliance with the CZMA).
- CONCUR will contact the Federal Consistency Office of the Coastal Commission regarding the Federal Consistency process and provide an update to the Collaborative at the September 23rd meeting.

VII. REVIEW OF NEXT STEPS

A. Next Steps in the Collaborative Process

During the revision of the Groundrules, members of the Collaborative requested that CONCUR ensure that Collaborative members had input into the development of the agenda items for subsequent SOCTIIP Collaborative meetings. The group provided input into items they would like to see the Collaborative address in the next meeting. Those items will be summarized in the September 23rd meeting agenda.

B. Next Meeting Date and Location

The Collaborative set a September 23rd date for the next SOCTIIP Collaborative meeting. The September meeting will be held in Southern California. The group also outlined a tentative meeting schedule through January 2000. A copy of the tentative meeting schedule will be available at the September 23rd meeting.

Drafted on August 2, 1999 by CONCUR based on Stakeholder Interviews of the South Orange County Transportation Infrastructure Improvement Project (SOCTIIP) Collaborative. Provisionally ratified by the SOCTIIP Collaborative on August 12, 1999. Revised on August 19, 1999 based on deliberations of the SOCTIIP Collaborative at it's August 12, 1999 meeting. To be reviewed and ratified by the SOCTIIP Collaborative at it's September 23rd meeting.

Mission Statement for the SOCTIIP Collaborative

The primary goals of the South Orange County Transportation Infrastructure Improvement Project (SOCTIIP) Collaborative dialogue are:

1. To develop a set of specific criteria to be used in the NEPA process to evaluate project alternatives for SOCTIIP. Criteria that will be developed and ratified by the participants will include elements related to the human and natural environments;
2. To select a list of specific project alternatives, using the criteria developed as part of Step 1, which will be evaluated as an integral part of the environmental review process, as recommended by the Collaborative.

While undertaking this work, participants will adhere to the following:

1. The MOU for NEPA and Clean Water Act Section 404; Integration Process for Surface Transportation Projects in Arizona, California and Nevada, including related documents and permit processes;
2. The Purpose and Need Statement for SOCTIIP.

In addition, participants will consider the following:

1. Letters of concurrence from participating agencies for the Purpose and Need Statement for SOCTIIP;
2. Official written correspondence from participating agencies which discuss how project alternatives relate to agency policies and guidelines.

Attachment 2

Drafted on August 2, 1999 by CONCUR based on Stakeholder Interviews of the South Orange County Transportation Infrastructure Improvement Project (SOCTIIP) Collaborative. Provisionally ratified by the SOCTIIP Collaborative on August 12, 1999. Revised on August 19, 1999 based on deliberations of the SOCTIIP Collaborative at it's August 12, 1999 meeting. To be reviewed and ratified by the SOCTIIP Collaborative at it's September 23rd meeting.

Groundrules for the SOCTIIP Collaborative

Purpose

The Groundrules below are intended to be employed by all participants in the development of objective criteria and selection of a set of alternatives for environmental review under the National Environmental Policy Act/Clean Water Act Section 404 (NEPA/Section 404) Memorandum of Understanding (MOU).

Representation

1. The personal integrity and values of each member will be respected by other members. This includes the avoidance of personal attacks and stereotyping. The motivations and intentions of members will not be impugned.
2. Commitments will not be made lightly and will be kept. Delay will not be employed as a tactic to avoid an undesired result. SOCTIIP Collaborative members will work with the mediators to comply with all agreed upon timelines related to the NEPA/Section 404 MOU and the SOCTIIP Collaborative decision-making process.
3. SOCTIIP Collaborative members will keep an open mind, display a willingness to reach agreement, and seek creative solutions.
4. Disagreements will be regarded as problems to be solved rather than as battles to be won.
5. Every member will check back with their respective organization or constituency and will be responsible for keeping them aware of ongoing SOCTIIP Collaborative decision-making processes and timelines. SOCTIIP Collaborative members will give regular briefings of proceedings to their peers, senior staff, and/or governing boards as needed. Significant comments and questions expressed by the peers, senior staff, and/or governing boards to members of the SOCTIIP Collaborative will be communicated back to the SOCTIIP Collaborative at the next regular meeting.
6. Every member will work to ensure that they have received organizational approval to act as a decision-maker in the development of objective criteria and a set of alternatives for environmental review. If necessary, decision-makers

will be included in the mediated process to secure approval of SOCTIIP Collaborative developed agreements.

7. Every member is responsible for communicating their position on issues under consideration. It is incumbent upon each member to state their interests. Voicing these interests is essential to enable meaningful dialogue and full consideration of issues by the SOCTIIP Collaborative. If a member's interest is conveyed outside of a meeting, the source of that comment will be clearly conveyed to the SOCTIIP Collaborative.
8. If a member misses a meeting, that person should communicate their comments orally or in writing directly to the mediators. SOCTIIP Collaborative members can also contact the mediators between meetings at any time to discuss their concerns and needs related to this dialogue.
9. The SOCTIIP Collaborative will be assisted by various observers, including agency staff and consultants, to help provide input into its Joint Fact-Finding process. If SOCTIIP Collaborative members periodically wish to discuss issues under consideration without the presence of observers, they may request this of the mediators. If this request is supported by consensus of the SOCTIIP Collaborative, the facilitator will ask observers to temporarily leave the meeting.
10. In order to establish group trust, consistent participation is strongly encouraged. SOCTIIP Collaborative members will minimize their use of substitutes to attend meetings. If a SOCTIIP Collaborative member must send a substitute, the member will inform the mediators. Any member needing to use a substitute will consistently use the same substitute.
11. The Transportation Corridor Agencies (TCA) and other agencies and key parties will be invited to participate in meetings of the SOCTIIP Collaborative as observers and as an information resource to members as part of its Joint Fact-Finding process, as needed.

Information Sharing and Joint Fact-Finding

1. Members are asked to provide pertinent information for items under discussion at all SOCTIIP Collaborative meetings. This means that members have an obligation to share any specific information, including possible or pending decisions within or by the organizations they represent, as well as information in the form of reports, memos, and studies which may affect SOCTIIP Collaborative deliberations.
2. Working groups or subcommittees of the SOCTIIP Collaborative may be needed to focus on specific issues. Working groups and subcommittees shall only be appointed with the approval of the SOCTIIP Collaborative.

3. An essential component of the work of the SOCTIIP Collaborative is the need to reach agreement, to the greatest extent possible, on a variety of technical issues relating to development of objective criteria and selection of alternatives for environmental review. In order for the SOCTIIP Collaborative to succeed, it is essential that its members work cooperatively with fact-finders and researchers. This will enable SOCTIIP Collaborative members to have access to the same technical information.
4. The mediators may ask staff and consultants from SOCTIIP Collaborative members, TCA, and observers to assist the process by gathering background information, writing selected memos to summarize data and reports, retrieving archived information, and making presentations to the panel.
5. Outside technical experts may be hired under the auspices of CONCUR, and paid for by TCA, on an as needed basis. CONCUR will serve as a bridge between SOCTIIP Collaborative members and any mediated Joint Fact-Finding process. CONCUR will facilitate technical presentations by fact-finders to the panel as needed.
6. Claims of privileged or confidential information will not be asserted lightly.
7. Tentative or sensitive information will be treated as such.

Consensus, Ratification and Single-Text Approach

1. The goal of this process is to have SOCTIIP Collaborative members make all decisions by consensus. In this context, consensus is defined as when the parties are in full agreement, and when not in full agreement, are in substantial agreement with no member willing to stand in the way of a decision or an agreement.
2. In those instances where a SOCTIIP Collaborative member is represented by more than one individual from the same organization, the organization will have only one vote relative to reaching consensus on a decision or an agreement. Observers will not vote on issues under consideration of the SOCTIIP Collaborative.
3. Straw votes may be taken from time to time to gauge the level of agreement on specific issues.
4. Members shall work toward ratification of work products by informing constituents in their respective organizations of the progress of the SOCTIIP Collaborative leading to final ratification of an agreement. The exact form of any

final ratification will be determined by SOCTIIP Collaborative members as its work proceeds.

5. The SOCTIIP Collaborative will use a single-text approach for all items to be ratified. This simply means that all comments on written documents under consideration by the SOCTIIP Collaborative, such as the Mission Statement and Groundrules, are to be made on the actual document, so they can be easily understood and integrated into the revised text. Comments made via separate memos, letters, phone calls, and faxes will not be accepted.
6. As the SOCTIIP Collaborative discusses and makes decisions, the mediators will assist by drafting language that reflects the emerging consensus of SOCTIIP Collaborative members. Draft statements prepared in this manner will then be circulated for review by all SOCTIIP Collaborative members, using the single-text approach. The mediators will then integrate comments into a revised statement, which in turn will be presented to the next meeting of the SOCTIIP Collaborative where the mediators will seek ratification of it. This pattern of drafting, revising, and ratification will be the primary method of seeking agreements that emerge from discussions held by the SOCTIIP Collaborative.

Confidentiality

1. All participants agree that this mediation is completely confidential as defined in California Evidence Code Sections 1115 – 1128, with the exception of those materials and discussions required as part of the administrative record. All parties agree not to call CONCUR to testify in any proceeding, including litigation, arbitration, or administrative proceedings.
2. California Evidence Code Section 1119 reads, in pertinent part:
 - “(a) No evidence of anything said or any admission made for the purpose of, in the course of, or pursuant to, a mediation or a mediation consultation is admissible or subject to discovery, and disclosure of the evidence shall not be compelled, in any arbitration, administrative adjudication, civil action, or other noncriminal proceeding in which, pursuant to law, testimony can be compelled to be given.
 - (b) No writing, as defined in Section 250, that is prepared for the purpose of, in the course of, or pursuant to, a mediation or a mediation consultation, is admissible or subject to discovery, and disclosure of the writing shall not be compelled, in any arbitration, administrative adjudication, civil action, or other noncriminal proceeding in which, pursuant to law, testimony can be compelled to be given.

- (c) All communications, negotiations, or settlement discussions by and between participants in the course of a mediation or a mediation consultation shall remain confidential."
3. It is acknowledged that federal agency representatives participating in the SOCTIIP Collaborative will need to adhere to Freedom of Information Act requests and guidelines as the need may arise.

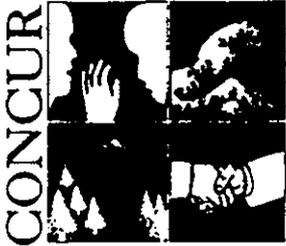
Media Contact, Observers, and Other Parties

1. SOCTIIP Collaborative members will not discuss the process and format of the SOCTIIP Collaborative with any outside parties, including the media, except for the following: (1) to describe the general format and process being used for the SOCTIIP Collaborative decision-making process, and/or (2) documents ratified by the Collaborative. Members will be careful to present only their own views and not those of other members on the SOCTIIP Collaborative. Members are encouraged to suggest that outside parties and media representatives contact other SOCTIIP Collaborative members who may have different points of view. The temptation to discuss or represent someone else's point of view or interests in discussions with the media should be avoided.
2. While the SOCTIIP Collaborative is studying, negotiating, or evaluating issues, members will not make public statements prejudging outcomes. Such statements can hamper creative discussion and the groups' ability to modify draft proposals.
3. Observers are welcome to attend SOCTIIP Collaborative meetings. SOCTIIP Collaborative members are requested to notify the mediators at least one week prior to the meeting they intend to attend. All observers must agree to operate under the conditions of these Groundrules. CONCUR will provide a copy of these SOCTIIP Collaborative Groundrules to all observers. The mediators will discuss with SOCTIIP Collaborative members the selection of observers.

Timetable and Work Products

1. The SOCTIIP Collaborative is committed to participating in this process for an initial period of six months, from August 1999 to January 2000. The SOCTIIP Collaborative may choose to continue meeting after this time period.
2. The SOCTIIP Collaborative will meet monthly to conduct its business. Working groups conducting technical Joint Fact-Finding will be convened as needed to support the decision-making process of the SOCTIIP Collaborative. SOCTIIP Collaborative members may attend fact-finding meetings as they wish.

3. The SOCTIIP Collaborative is committed to cooperatively participating in a facilitated process until it reaches agreement on the following issues:
 - a) To develop and agree on specific criteria that will be used to evaluate project alternatives, and
 - b) To agree on which specific project alternatives will be addressed during the environmental review process.
4. The mediators will prepare meeting agendas and summaries based on discussions at SOCTIIP Collaborative meetings. Meeting summaries and single-text documents, once reviewed by SOCTIIP Collaborative members for accuracy, will become part of the administrative record. All data, literature, and other sources referred to by SOCTIIP Collaborative members shall be part of the administrative record, except for matters otherwise exempt from public disclosure according to law.
5. The mediators and other presenters will make their best efforts to ensure meeting packets with presentation materials are available to SOCTIIP Collaborative members at least one week before the next scheduled meeting date.



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Attachment A

MEMORANDUM

Date: September 30, 1999
To: Members of the SOCTIIP Collaborative
From: L. Scott Spears and Bill Owens, CONCUR
Subject: Key Outcomes of the September 23, 1999 SOCTIIP Collaborative Meeting

Thank you all for your attendance and active participation in the SOCTIIP Collaborative.

Key Outcomes of the September 23, 1999 SOCTIIP Collaborative Meeting

I. MEETING ATTENDEES

The following is a list of participants in the September 23, 1999 SOCTIIP Collaborative meeting:

Collaborative Members

- Dave Carlson, US EPA
- Praveen Gupta, Caltrans
- Annie Hoecker, USFWS
- Ken Kochevar, FHWA
- Will Miller, USFWS
- Denise O'Connor, Caltrans
- Fari Tabatabai, US ACOE
- Becky Tuden, US EPA
- Angela Vasconcellos, Caltrans
- Sylvia Vega, Caltrans

Observers and Other Parties

- Tina Andersen, BonTerra
- Kathleen Brady, BonTerra
- Glenn Clinton, FHWA
- Ann Johnston, BonTerra
- Chris Keller, View Point West
- Steve Letterly, TCA
- David Zoutendyk, USFWS

II. OPEN DISCUSSION

A. Achieving Mutual Gains Summary

CONCUR presented a summary of key points to keep in mind when seeking to achieve mutual gains, a concept at the heart of the effort to reach an agreement in a multi-party, multi-issue, technically complex setting:

- It is important for participants to focus on interests rather than positions, and in doing so for each participant to identify their own interests and to consider the interests and goals of other participants.
- A commitment to considering multiple options is key to success, along with listening well to the views and analyses of others and being willing to perceive the strengths and legitimacy of those views.

- Contributing to creation of an effective fact-finding process will benefit all the parties by helping to establish a sound basis for understanding and resolving technical issues.
- Considering how groups of participants may have similar or overlapping interests and how those common interests can help to create packages of solutions leading to mutual gains.

B. Discussion of Key Outcomes Memo

The Key Outcomes Memo is prepared by CONCUR at the end of each SOCTIIP Collaborative meeting. The Key Outcomes Memo chronicles the history of the key decision points of Collaborative meetings and marks those items that require additional discussion at future Collaborative meetings. The Key Outcomes Memo also denotes Next Steps for those items to be performed by members of the SOCTIIP Collaborative.

Members of the Collaborative asked whether revisions could be made to the Key Outcomes Memo. It is not the typical practice to revise the Key Outcomes Memo, but, if substantial issues are raised, they can be addressed in subsequent Key Outcomes Memos. Collaborative members asked for two points of clarification in the August Key Outcomes Memo: (1) US Fish & Wildlife Service (USFWS) felt as though they could not represent "any" of the National Marine Fisheries Service's (NMFS) interests in the SOCTIIP Collaborative, and (2) that there was "some agreement" to TCA's presence as an observer in the Collaborative process.

III. MISSION STATEMENT

The Mission Statement was reviewed and revised by the SOCTIIP Collaborative using the single-text process. The SOCTIIP Collaborative unanimously ratified the Mission Statement.

Next Steps:

- CONCUR will revise the Mission Statement as directed by the Collaborative.
- CONCUR will provide a ratified version of the Mission Statement to all SOCTIIP Collaborative members.
- The SOCTIIP Collaborative Mission Statement will be entered into the Final Report of the SOCTIIP Collaborative as Appendix A.

IV. GROUNDROLES

The Groundrules were revised based upon specific language revisions from the Collaborative at the August 12th meeting, where the Collaborative provisionally ratified the Groundrules. Additional changes were made to clarify the role of observers and "other parties" and to clarify the definition between mediators and facilitators. The group requested additional clarification and textual revisions. Members requested additional time to discuss the Groundrules prior to ratification. The Groundrules will be revised as requested by the Collaborative at the September 23rd meeting and the discussion will be completed on October 22, 1999.

Collaborative members agreed to contact the mediators prior to each upcoming meeting if they believed that specific Agenda items may require the Collaborative to request to meet without the presence of observers and other parties. The Collaborative also agreed to meet outside the presence of observers and other parties for 15 minutes prior to each Collaborative meeting and 15 minutes after each Collaborative meeting, as needed.

Next Steps:

- CONCUR will review and clarify the language regarding the mediators and make additional textual revisions to the language of the Groundrules.
- A revised version of the Groundrules will be distributed prior to the October 22, 1999 SOCTIIP Collaborative meeting.

- Additional time will be allocated to the final review, revision, and ratification of the Groundrules at the October 22nd Collaborative meeting.
- The Collaborative will meet outside the presence of observers and other parties at 8:45 AM before the October 21st and October 22nd and following the meetings, as needed.

V. DISCUSSION OF FINAL REPORT OF THE SOCTIIP COLLABORATIVE

A. Review and Discuss Steps in and Deliverables from the Mediation Process

CONCUR presented a graphic of the SOCTIIP Collaborative Process that depicts the steps in the development of Criteria and selection of Project Alternatives for environmental review. This 11-step process includes the identification of Joint Fact-Finding needs and data gaps in information and two key deliverables: Ratified Objective Criteria and a Ratified List of Alternatives. The Collaborative requested textual changes to the SOCTIIP Collaborative Process. A revised graphic will be distributed in the October 22, 1999 meeting packet.

In addition to the graphic of the SOCTIIP Collaborative Process, CONCUR presented a draft Table of Contents for the final agreement of the Collaborative titled: *Objective Review Criteria and Alternatives for Analysis in the SOCTIIP EIS*. The Collaborative requested formatting and textual changes to the Table of Contents. A revised Table of Contents will be distributed in the October 22, 1999 meeting packet. The Collaborative unanimously ratified the Table of Contents with formatting and textual revisions.

Next Steps:

- CONCUR will review and revise the SOCTIIP Collaborative Process graphic.
- CONCUR will review and revise the Table of Contents for the final agreement between the parties.

VI. INTRODUCTION TO JOINT FACT-FINDING

Joint Fact-Finding eliminates the problem of "adversarial science," which arises when competing technical experts have divergent positions on issues of importance. Joint Fact-Finding also identifies areas where additional technical information is needed and where gaps in data exist. Joint Fact-Finding involves pooling relevant information; face-to-face dialog between technical experts, decision makers and key stakeholders; translating technical information into a form all the participants understand; mapping areas of agreement and framing areas of disagreement or uncertainty; and using the single text process to record results. It is CONCUR's recommendation that Joint Fact-Finding begin early in the SOCTIIP process to gain resolution of major issues. Possible parties involved in Joint Fact-Finding include:

- Technical staff from the Lead Agencies,
- Technical staff from the Key Parties,
- Technical consultants to the Lead Agencies and/or Key Parties,
- Additional technical experts to be hired by TCA and/or CONCUR as agreed to by the parties.

VII. BACKGROUND OF SOCTIIP SCOPING PROCESS

Chris Keller of View Point West presented a summary of the key issues from the SOCTIIP Scoping Process developed specifically for the SOCTIIP Collaborative. This summary included a timeline of the NEPA Scoping process including the Notice of Intent, agency scoping meetings, and public scoping meetings. Information was also provided regarding the Foothills South Advisory Committee and the NEPA/Section 404 Integration Process. Chris presented summaries of the Biological, Land Use, Other Environmental, and Process issues raised during scoping.

VIII. REVIEW OF BIOLOGY TECHNICAL STUDIES

Ann Johnston of BonTerra presented a summary of the key technical issues identified through preparation of the biology technical studies. The purpose of this Agenda item was to identify possible Joint Fact-Finding needs and data gaps in the surveys and determine whom the technical experts were that could provide biological expertise to the Collaborative. The Collaborative identified the following biology Joint Fact-Finding needs and data gaps and potential sources for expertise:

- a. Clarification on what biological resources exist in areas not surveyed by the existing technical studies,
 - Technical studies developed by Dudek Consulting
 - Technical studies developed for the Natural Community Conservation Planning (NCCP) Southern Subregion Habitat Conservation Plan
- b. The need to determine the study area to be considered for project alternatives,
- c. What other planned and completed projects have biological data that the Collaborative can utilize as an existing technical resource?
 - County of Orange
- d. What are the findings of the Corps' functional assessment of wetlands?
 - US Army Corps of Engineers
- e. Information regarding water quality in the potential Study Area with a list of impaired waters and why they are considered impaired,
 - Regional Water Quality Control Board
- f. Potential degradation impacts
- g. Definition of the "waters" to be considered in the NEPA/Section 404 process including the order of streams in the potential Study Area,
- h. The location and extent of floodplains potential Study Area.

Next Steps:

- The Collaborative will prioritize and discuss Biology Joint Fact-Finding needs and data gaps in future Collaborative meetings.
- CONCUR will work with the Collaborative to schedule presentations on the above issues.

IX. REVIEW OF LAND USE TECHNICAL STUDIES

Kathleen Brady of BonTerra presented a summary of the key technical issues identified through preparation of the land use technical studies. The purpose of this Agenda item was to identify possible Joint Fact-Finding needs and data gaps in the surveys and determine whom the technical experts were that could provide land use expertise to the Collaborative. The Collaborative identified the following land use Joint Fact-Finding needs and data gaps and potential Sources of expertise:

- a. What are the existing land uses in the potential Study Area?
 - County of Orange
- b. What type of land uses are developed and undeveloped in the potential Study Area?
 - County of Orange
- c. What are the planned land uses in the potential Study Area for the next 5 years? The next 10 years?
 - County of Orange
- d. What areas are identified as parks and/or recreation areas?
 - County of Orange
 - Department of Parks and Recreation
- e. What are the current set asides for parks and/or recreation areas?

- County of Orange
- Department of Parks and Recreation
- f. Where are wetland mitigation areas located?
- g. What is the extent of the proposed reserve for the Southern Subregional NCCP Habitat Conservation Plan (HCP)?
 - Rancho Murrietta Valley Company
- h. What are the socio-economic demographics in the potential Study Area?
 - County of Orange
- i. What areas have been identified as having the potential for Environmental Justice issues (Title VI and the President's Executive Order)?
- j. What utility and other easements affect the potential Study Area?
- k. What areas are identified as prime and unique agricultural farmland?
 - County of Orange
- l. What land has already been set aside in the California Land Conservation Act (Williamson Act)?

Next Steps:

- The Collaborative will prioritize and discuss Land Use Joint Fact-Finding needs and data gaps in future Collaborative meetings.
- CONCUR will work with the Collaborative to schedule presentations on the above issues.

X. BRIEF UPDATES

A. Role of Caltrans in EIS Process

At the August 12th meeting of the Collaborative the group asked Caltrans to research and report on Caltrans' role in the EIS review process. Denise O'Connor of Caltrans reported that there is no standard EIS review process for Caltrans because they are a state agency. Caltrans typically is responsible for CEQA review. In those situations where Caltrans is designated as the lead agency, the California Transportation Commission (CTC) chooses the preferred alternative by adopting a preferred route. Caltrans does perform independent EIS reviews for FHWA when asked, but only on those projects where FHWA is the lead agency.

B. Caltrans' Support of Technical Fact-Finding

In the August meeting of the Collaborative, members requested that FHWA and Caltrans take a more active role in the development of the SOCTIIP project. In response to that request, FHWA has assigned Glenn Clinton to the SOCTIIP Collaborative and Caltrans has pledged internal technical support to the process. Caltrans is committed to assisting with transportation related issues such as biology, planning, modeling, forecasting, air quality, noise, and cultural issues. Caltrans also has access to experts at SCAG and OCTA who can assist the Collaborative.

C. NCCP Southern Subregion HCP Status

The status update for the NCCP Southern Subregion HCP was not available for the September meeting of the SOCTIIP Collaborative. The status update will be presented at the October 22, 1999 meeting.

Next Steps:

- Caltrans will assign agency experts to assist the SOCTIIP Collaborative, including Senior Transportation Planner, Everett Evans from District 12.

D. Coastal Commission's Federal Consistency Ruling

In the August meeting the Collaborative requested an update on the process that the California Coastal Commission utilizes in the determination of federal consistency with state coastal zone laws and regulations. The Coastal Commission federal consistency process reviews the Draft EIS for consistency with state coastal zone laws and regulations. At that point, the Coastal Commission releases it's ruling on consistency for review by the public. If necessary, recommendations on steps necessary to conform to state coastal zone laws and regulations are made.

E. Request from Endangered Habitats League

Prior to the September 23rd Collaborative meeting, FHWA and CONCUR received phone calls from the Endangered Habitats League (EHL). EHL had heard about the SOCTIIP Collaborative's NEPA/Section 404 Integration Process and requested information about the collaborative process. CONCUR provided EHL with general information about the process and format of the Collaborative. EHL requested that the public be involved in the NEPA/Section 404 Integration Process. CONCUR pledged to raise the issue with the Collaborative.

CONCUR recommended that the Collaborative present information about the NEPA/Section 404 process to the public in the form of a Community Briefing at the end of the Collaborative's process. In a Community Briefing, key parties, including agencies and representative of public interest groups, would be invited to hear a series of rehearsed presentations on key aspects of the negotiating and Joint Fact-Finding processes.

Collaborative members requested two community briefings: one following the November Collaborative meeting and one at the end of the NEPA/Section 404 MOU process. The briefing will include presentations by CONCUR on the purpose and progress of the negotiating process and may include presentations by Collaborative agency staff, technical experts, and/or consultants on key issues under discussion.

Next Steps:

- CONCUR will work with TCA to expand the mediator's Scope of Work to include two Community Briefings.
- CONCUR will provide an outline of the Community Briefing to the Collaborative.

XI. DISCUSSION OF RELATIONSHIP BETWEEN PACKARD BILL AND SOCTIIP COLLABORATIVE

Due to time constraints, this item was not discussed. This item will be added to the next SOCTIIP Collaborative meeting Agenda.

XII. REVIEW OF NEXT STEPS IN THE MEDIATION PROCESS

A. Review of Purpose of the Criteria: Selection of NEPA Alternatives

The purpose of the Criteria developed by the Collaborative is to assist the Collaborative in selecting a set of project alternatives for NEPA/Section 404 review. If desired, the Criteria may also be used by the Collaborative as recommendations to the authors of the EIS to guide their evaluation of the project alternatives. The Collaborative's final report provides an opportunity for recommendations on the evaluation of project alternatives in Section V.

B. Drafting of Criteria

As set out in the SOCTIIP Collaborative Process, one of the next steps for the Collaborative is to draft, review, and revise draft Criteria for evaluation of Alternatives. CONCUR recommended to the Collaborative that the mediators, US EPA, and Caltrans work together to develop draft

Criteria for review and revision by the full Collaborative. The Collaborative agreed to accept this recommendation.

Next Steps:

- CONCUR will work with US EPA and Caltrans to develop draft Criteria.
- The draft Criteria will be presented to the Collaborative for review, revision, and ratification at the October 22, 1999 meeting.

C. Continued Joint Fact-Finding

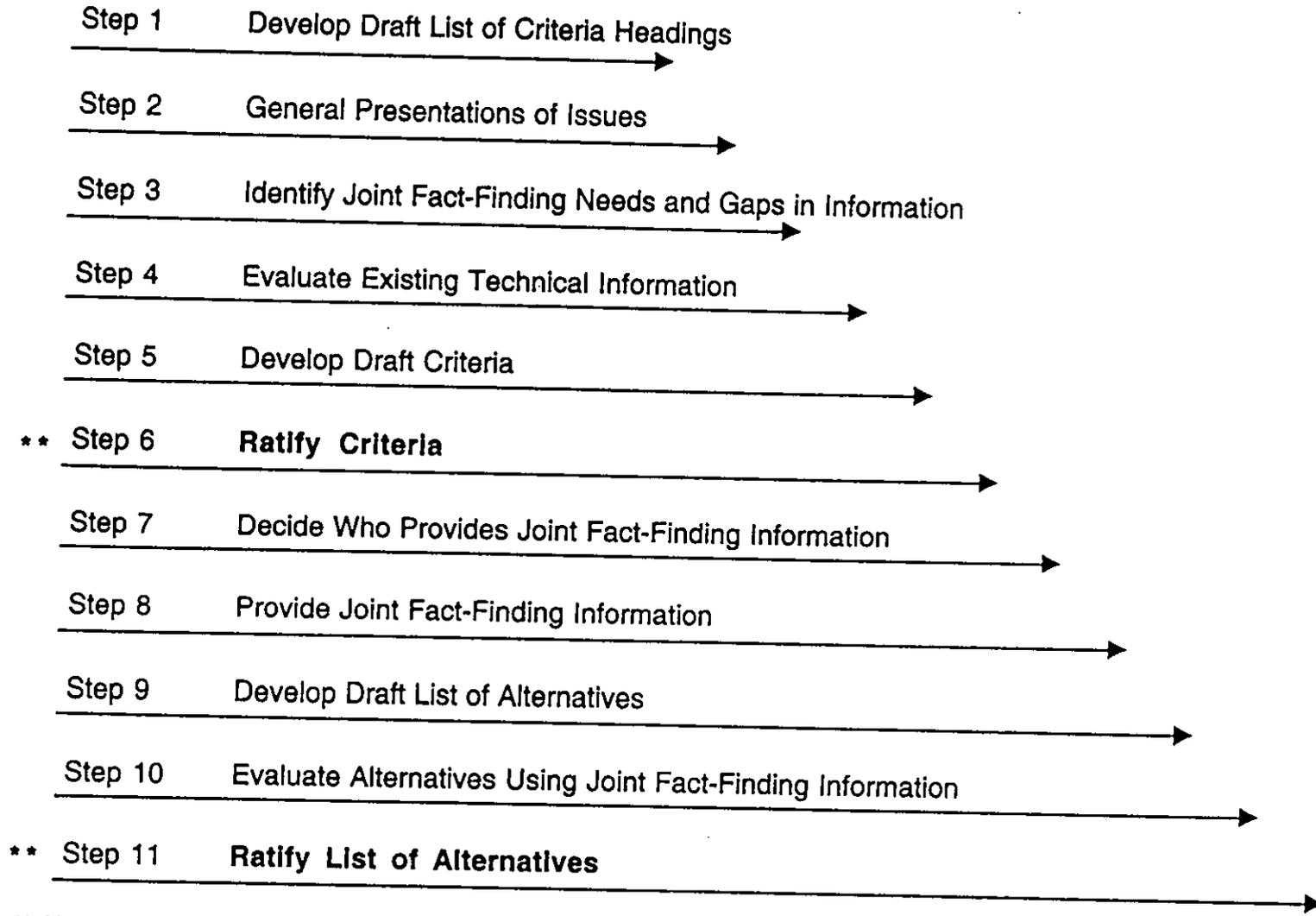
While the Collaborative discussed the NEPA scoping process for biological and land use issues in this meeting, additional fact-finding may be necessary for other issues relative to the Collaborative's work. In light of the importance of transportation issues to the development of Criteria and the selection of Project Alternatives for NEPA/Section 404 environmental review, the Collaborative requested an additional day of discussion of key issues related to project-related transportation issues. A meeting will be added to the Collaborative process on October 22, 1999. Discussion of project-related transportation issues will occur on October 21, 1999 and the regular meeting of the Collaborative will be held on October 22, 1999.

Next Steps:

- CONCUR will work with TCA to expand the mediator's Scope of Work to include an additional fact-finding meeting on transportation issues.

Prepared by CONCUR for the agencies participating in the South Orange County Transportation Infrastructure Improvement Project (SOCTIIP) Collaborative. Prepared September 7, 1999. Reviewed and revised by the Collaborative at the September 23, 1999 Collaborative meeting.

The SOCTIIP Collaborative Process



**** Key Decision Points of the SOCTIIP Collaborative**



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Attachment A

MEMORANDUM

www.concurinc.com

Date: November 5, 1999
To: Members of the SOCTIIP Collaborative
From: L. Scott Spears and Bill Owens, CONCUR
Subject: Key Outcomes of the October 21, 1999 SOCTIIP Collaborative Special Meeting

Thank you all for your attendance and active participation in the SOCTIIP Collaborative.

Key Outcomes of the October 21, 1999 SOCTIIP Collaborative Special Meeting

I. MEETING ATTENDEES

The following is a list of participants in the October 21, 1999 SOCTIIP Collaborative meeting:

Collaborative Members

- Dave Carlson, US EPA
- Glenn Clinton, FHWA
- Praveen Gupta, Caltrans
- Annie Hoecker, USFWS
- Erik Larsen, USACOE
- Will Miller, USFWS
- Denise O'Connor, Caltrans
- Fari Tabatabai, US ACOE
- Becky Tuden, US EPA
- Sylvia Vega, Caltrans

Observers and Other Parties

- Joe Elharake, Caltrans
- Everett Evans, Caltrans
- Guoxiong Huang, SCAG
- Bob Joseph, Caltrans
- Chris Keller, View Point West
- Steve Letterly, TCA
- Bill McFarland, SANDAG
- Dale Ratzlaff, Caltrans
- Gilberto Ruiz, SCAG
- Ron Taira, OCTA
- Agnes Villanueva, Caltrans
- David Zoutendyk, USFWS

II. OVERVIEW OF TRANSPORTATION PLANNING AND MODELING

Dale Ratzlaff, Everett Evans, Joe Elharake, Bob Joseph, and Agnes Villanueva met with Collaborative members in a closed session. The purpose of the briefing was to provide the Collaborative with an overview of regional and local transportation planning, transportation modeling, data inputs and data sets used in transportation planning and modeling, and the development of findings in transportation planning.

III. NEED FOR THE SOCTIIP PROJECT

The agreed upon Purpose and Need sets the foundation for the development of Criteria and selection of Alternatives. CONCUR provided a handout of the language that all NEPA/Section 404 MOU signatories have agreed to and highlighted those areas that stand out as the agreed upon "Need" for the SOCTIIP project. This language from the Purpose and Need was the foundation for the development of transportation-related Criteria by the Criteria Subcommittee and will be used to craft the final language of the Traffic Conditions Criteria.

IV. OVERVIEW OF EXISTING AND FUTURE TRAFFIC CONDITIONS FOR THE POTENTIAL STUDY AREA OF SOUTH ORANGE COUNTY WITH DISCUSSION OF AREAS OF CERTAINTY AND UNCERTAINTY

Terry Austin of Austin-Foust Associates presented traffic and transportation-related data on the existing and future traffic conditions of I-5 and the I-5 arterials through Orange County. Terry also highlighted projected traffic demand, projected freeway capacity deficiencies, and projected arterial traffic congestion.

Terry's presentation also furnished existing and projected data related to regional, local, and study area traffic trips. The breakdown of these traffic trips is important to the Collaborative to achieve its goal of addressing future I-5 congestion and I-5 arterial congestion.

V. TRANSPORTATION PANEL DISCUSSION: PANEL TOPIC, "OVERVIEW OF TRAFFIC AND TRANSPORTATION-RELATED STUDIES, FORECASTS, AND SOLUTIONS FOR THE SOUTH ORANGE COUNTY AREA"

The transportation panel was comprised of Gilberto Ruiz and Guoxiong Huang of SCAG, Ron Taira of OCTA, Bill McFarland of SANDAG, Everett Evans and Dale Ratzlaff of Caltrans, and Terry Austin of Austin-Foust Associates. The panelists noted that traffic modeling is a process that has been developed over the course of 40 years, and at this point all the models utilize essentially the same process. The panel also discussed the relationship among the modeling efforts for various scales of transportation planning. A county model, for example, builds upon a regional model and adds more county-specific information. Similarly, a modeling effort undertaken by an agency such as TCA would build upon the county model and add more information for the project study area. The panel discussed the importance of model validation; Guoxiong Huang noted that SCAG goes through this validation process every three years.

Traffic modeling relies for inputs on data from sources other than transportation planners. For example, Ron Taira noted that all the socioeconomic data OCTA utilizes comes from other groups/agencies. Models provide the demand projection - although, as Dale Ratzlaff noted, demand projections historically have been much more likely to underestimate traffic than to overestimate traffic. As for population projections, a key model input, several panel members noted the substantial projected population increase in the region (from 2.7 million to 3.9 million by 2020 for San Diego, a 44% increase; and an additional 8 million in SCAG's six-county area by 2020, growth equivalent of two populations of the City of Chicago).

VI. DEVELOPING JOINT FACT FINDING NEEDS AND DATA GAPS

With the foundation of the fundamental traffic and transportation planning and modeling processes, the specific language of the Purpose and Need Statement, the existing and future traffic conditions, and the panel discussion of forecasts and solutions, the Collaborative developed a set of technical information needs and data gaps related to transportation. The purpose of identifying technical information needs and data gaps is to ensure that the Collaborative is certain about the level of technical information received and to identify those areas where the Collaborative still has areas of uncertainty that need to be addressed in future Joint Fact-Finding sessions.

The following is a list of technical information needs and data gaps identified by the Collaborative:

Technical Information Needs

- What are the demographic components of transportation modeling data sets (sources, assumptions, analyses)?
- What is the process for analyzing transportation modeling data sets?
- Information regarding specific assumptions in model regarding land use (available from California State University, Fullerton, local cities)
- Explanation of how validation of the traffic models is done?
- Copies and summaries of transportation agency model validation records
- Where is projected economic growth is coming from?
- What is the efficacy of traffic control measures (TSMs) (need information/analysis)?
- What land uses currently exist east of Camp Pendleton?
- What would be the effects of eliminating the toll on the San Joaquin Tollroad to reduce traffic on I-5 (the model anticipates eventual elimination of the toll)?
- What is the existing and planned development within the Study Area?
- Where are the specific bottlenecks and delays located in the Study Area?
- What I-5 arterials currently exist? What I-5 arterials are being planned?
- What is the current progress of OCTA-2000?
- Is La Plata going to be built? What are the consequences on the transportation model if La Plata is not built?

Data Gaps

- What are the data sets used in equilibrium modeling? Are they all related to I-5 or all related to I-5 arterials?
- To what degree are land use assumptions in the transportation model consistent with local land use plans?
- Does the No Project scenario affect the number of traffic trips (needs thorough analysis)?
- What would be the effects of running different data sets through the transportation model in the analysis of the No Project alternative?
- What is the elasticity of demand of changing transportation patterns?

Collaborative Decision Points

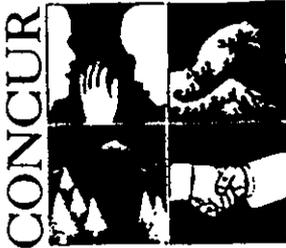
- Nature and scope of SOCTIIP Collaborative analysis/decisions (offer alternatives for how land use decisions are made?) related to the No Project Alternative
- How the Collaborative defines what kind of trips need to be addressed in the Alternatives
- Which alternatives eliminate bottlenecks and delays located in the Study Area

Next Steps:

- Forward the list of technical information needs and data gaps to the Transportation Subcommittee to review and comment on who can best address these technical information needs and data gaps.

VII. REVIEW, REVISE AND RATIFY TRANSPORTATION CRITERIA TO SELECT ALTERNATIVES FOR NEPA/SECTION 404 REVIEW

Due to time constraints, the review, revision, and ratification of the Traffic Conditions Criteria was tabled to the October 22, 1999 SOCTIIP Collaborative meeting.



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Attachment B

MEMORANDUM

www.concurinc.com

Date: November 5, 1999
To: Members of the SOCTIIP Collaborative
From: L. Scott Spears and Bill Owens, CONCUR
Subject: Key Outcomes of the October 22, 1999 SOCTIIP Collaborative Meeting

Thank you all for your attendance and active participation in the SOCTIIP Collaborative.

**Key Outcomes of the October 22, 1999
SOCTIIP Collaborative Meeting**

I. MEETING ATTENDEES

The following is a list of participants in the October 22, 1999 SOCTIIP Collaborative meeting:

Collaborative Members

- Dave Carlson, US EPA
- Glenn Clinton, FHWA
- Praveen Gupta, Caltrans
- Annie Hoecker, USFWS
- Erik Larsen, USACOE
- Will Miller, USFWS
- Denise O'Connor, Caltrans
- Fari Tabatabai, US ACOE
- Becky Tuden, US EPA
- Sylvia Vega, Caltrans

Observers and Other Parties

- Steve Letterly, TCA

II. OPEN DISCUSSION: OPPORTUNITY TO RAISE ISSUES NOT ON THE AGENDA

CONCUR provided copies of the Ratified Mission Statement, the ratified Table of Contents for the "Criteria and Alternatives for Analysis in the SOCTIIP EIS for the NEPA/Section 404 Integration Process Performed by the SOCTIIP Collaborative," and the SOCTIIP Collaborative graphic to the Collaborative. Each of these documents will be components of the final agreement of the Collaborative.

Collaborative members had a discussion with TCA representative Steve Letterly regarding the following two issues: (1) The use of lobbyists to contact resource agencies, and (2) TCA's comments to the press regarding the plan to build a tollroad with no mention of the NEPA/Section 404 process.

TCA had used its Washington D.C. lobbyist to contact resource agency representatives about the continuation of the facilitated process after the development of Criteria and selection of Alternatives in this process. An expanded process would encompass the evaluation of alternatives, the selection of the Preferred Alternative, and the permitting processes required in the design and build stages. TCA commented that the purpose of using the lobbyist was to gauge resource agency interest in a continuation of the mediation process. TCA agreed that the best method to build support for continuation of this process would be to utilize the resource agency representatives in the SOCTIIP Collaborative, who would then take an expanded process proposal to their agency heads. CONCUR raised the possibility of a letter of support for a continued mediation process that would be added to the final agreement of the Collaborative. The option of a letter of support will be discussed at a future date.

In its recent press releases and comments to the press, TCA has consistently remarked that they were confident that a tollroad would be built in South Orange County. There has been no mention of the NEPA/Section 404 process and its impacts on the EIR's preferred alternative (CP Alignment). While the Collaborative acknowledged TCA's need to support the tollroad approach to relieving traffic congestion in the area for the purpose of ensuring a strong bond rating on bonds used to fund tollroad projects in the area, the concern of the Collaborative was that there was no public support of the NEPA/Section 404 process and the development of alternatives to the CP Alignment. TCA remarked that efforts had been made to ensure a fair accounting of the NEPA/Section 404 process from TCA's external affairs staff. TCA committed to ensuring that TCA's external affairs staff voiced TCA's support for the NEPA/Section 404 process.

Next Steps:

- The option of creating a letter of support from the signatory agencies for a continued mediation process will be discussed during the approval of the final agreement of the Collaborative.
- TCA will provide a brief update on the progress of developing agency support for a continued mediation process and report on the discussions with TCA's external affairs regarding comments to the press at the November 18th meeting.

III. GROUND RULES

CONCUR presented a handout of the revised language of the Groundrules, Representation: Sections 9 & 11 revised by the Collaborative via email prior to the October 22, 1999 meeting. The Collaborative agreed on Final Ratification of the revised language by unanimous consensus.

Next Steps:

- The Ratified Groundrules will be distributed at the November Collaborative Meeting.
- The Ratified Groundrules will be included in the final agreement of the Collaborative.

IV. PROCESS OF DEVELOPING CRITERIA

A. How Criteria will be Used to Select Alternatives for NEPA/Section 404 Review

The Criteria Subcommittee proposed a tiered approach to selecting Alternatives using the Criteria. The proposed approach includes:

Tier 1: Agreement with Purpose and Need

Each Proposed Alternative would be reviewed using the Traffic Conditions Criteria for agreement with the project Purpose and Need Statement. Only those Proposed Alternatives meeting the project Purpose and Need Statement would move to Tier 2 assessment. Review of Proposed Alternatives using the Traffic

Conditions Criteria will be a Yes/No response based upon technical fact-finding information presented to the Collaborative.

Tier 2: Assessment Using Selection Criteria

Each remaining Proposed Alternative will be assessed using the Selection Criteria. This section will include the major elements of Criteria including Wetland and Water Resources, Endangered Species, Natural Environment, Cultural and Historical Resources, Recreational 4(f) Resources, and Human Environment. Each Selection Criteria assessment of Proposed Alternatives will be a Yes/No response based upon information presented to the Collaborative. The Collaborative will then rank each of the Selection Criteria for each Proposed Alternative into "low, medium, or high" to array potential Alternatives for review in the NEPA and Section 404 review processes. Based on the ranking of Proposed Alternatives, a comprehensive set of Alternatives for Evaluation in the NEPA/Section 404 Processes will be selected by consensus.

Tier 3: Selecting the Preferred Alternative/Least Environmentally Damaging Practicable Alternative Using Evaluation Criteria

During the process of selecting Alternatives for NEPA/Section 404 review, the Collaborative will continue to develop Evaluation Criteria. These Evaluation Criteria will be included in the Collaborative's final agreement of the NEPA/Section 404 Integration Process. Evaluation Criteria are intended to be used by the authors of the NEPA document and the evaluators of the Section 404 review process to help select the Preferred Alternative/Least Environmentally Damaging Practicable Alternative and to develop a sound technical foundation for resource/regulatory agency approval of the Preferred Alternative/Least Environmentally Damaging Practicable Alternative.

B. Report from the Criteria Subcommittee

The Criteria Subcommittee is comprised of Becky Tuden from US EPA, Denise O'Connor from Caltrans, and CONCUR. CONCUR prepared draft Criteria using the Major Elements of Draft Criteria reviewed and revised by the Collaborative in the August meeting. The draft Criteria were then reviewed and revised by the Subcommittee.

The Subcommittee agreed to propose two sets of Criteria to the Collaborative: Selection Criteria, which will be used to select project Alternatives for environmental review, and Evaluation Criteria, which will be used to guide the EIS and Section 404 processes to develop a sound technical foundation for resource/regulatory agency approval.

V. INITIAL REVIEW OF DRAFT CRITERIA

The Collaborative reviewed and revised the language of the Traffic Conditions and Wetland and Water Criteria. Members of the Collaborative agreed to provide single-text revisions to the remaining Draft Selection Criteria, and Draft Evaluation Criteria if possible, to CONCUR by October 29, 1999. Revisions will be reviewed by the Criteria Subcommittee for inclusion in revised Draft Criteria. A decision on whether to have a conference call to continue revising the Draft Selection Criteria prior to the November Collaborative meeting will be made by the Criteria Subcommittee.

Next Steps:

- Each agency in the Collaborative will provide single-text revisions to the Draft Selection Criteria, and Draft Evaluation Criteria if possible, to CONCUR by October 29, 1999.
- Proposed revisions will be reviewed by the Criteria Subcommittee for inclusion in revised Draft Criteria.

- The Criteria Subcommittee will determine whether a conference call of all Collaborative members to review Draft Selection Criteria is needed prior to the November Collaborative meeting.
- Revised Draft Selection Criteria will be presented at the November Collaborative meeting for review and revision by the Collaborative.
- FHWA will supply additional information about the meaning of "supports development" in the Wetland and Water Criteria.

VI. IDENTIFYING THE TENTATIVE STUDY AREA

A. How to Identify the Study Area Based on Important Factors

At the September Collaborative meeting, the Collaborative identified a number of important factors that need to be addressed in the development of a Tentative Study Area. Included in these important factors was existing and planned land use, recreational and NCCP HCP land uses, biological resources, and Camp Pendleton.

Kathleen Brady of BonTerra Consulting provided an aerial photo of South Orange County marked with designated important factors. The Collaborative reviewed the aerial photo and discussed the need to expand the Tentative Study Area beyond the scope of the aerial photo.

The Collaborative ratified the following Tentative Study Area: the aerial photo including areas west of I-5, the northern portions of Camp Pendleton, and easterly of the Cleveland National Forest, with the caveat that the Tentative Study Area may expand or contract, as needed, with the development of Draft Alternatives.

Next Steps:

- BonTerra will work to develop a new aerial photo that accurately includes the ratified Tentative Study Area.
- Denise O'Connor of Caltrans will investigate the availability of GIS mapping to identify resources within the Tentative Study Area.

VII. BRIEF UPDATES

A. NCCP Southern Subregional HCP Status

CONCUR contacted Rod Meade of the Rancho Murrietta Valley Company to receive an update on the NCCP HCP for the Collaborative. An update was not available prior to the October 22, 1999 meeting. The Collaborative requested that Rod Meade provide a presentation to the group at the November 18, 1999 Collaborative meeting.

Next Steps:

- CONCUR will contact Rod Meade to schedule a presentation to the Collaborative for the December 9th meeting.

B. Status of RWQCB Water Quality Studies

No update on the RWQCB water quality studies was available. The Collaborative clarified that the intent of this Agenda item was to receive an update from the Corps on the status of the SAMP and its determination of waters in the Tentative Study Area. The Corps proposed that Eldon Gatwood (213.452.3800) be contacted to provide a presentation to the Collaborative.

Next Steps:

- CONCUR will contact Eldon Gatwood to schedule a presentation to the Collaborative for the December 9th meeting.

C. Applicability of the Packard Bill to the SOCTIIP Collaborative

FHWA strongly supports the current mediation process being utilized to develop Selection Criteria and a set of Alternatives for environmental review. FHWA does not foresee the need to invoke the provisions of the Packard Bill at this time and is hopeful that the Packard Bill will not need to be utilized on this project. FHWA is required to, as the NEPA lead agency, entertain a full range of alternatives for the SOCTIIP project.

TCA was asked to comment on their perception of the applicability of the Packard Bill. TCA supports the mediation process and believes that a full range of alternatives have already been discussed on this project. TCA remarked that the Packard Bill may become a factor in the work of the Collaborative if the Collaborative creates "unreasonable" alternatives or fails to perform its Mission within a reasonable amount of time. TCA sees the mediation process working without the need to invoke the Packard Bill.

D. FHWA Responsibility to Final Agreement of the SOCTIIP Collaborative

At the September Collaborative meeting, the question of who would be responsible for implementing the final agreement of the Collaborative was raised. In response to that question, FHWA told the Collaborative that they are the lead agency for NEPA review of SOCTIIP and that the final decision for the set of Alternatives for environmental review would be made by the FHWA. In the past, FHWA has added alternatives to projects where they believed that a reasonable alternative was not included in the evaluation of alternatives. There have been no cases where FHWA has eliminated alternatives from evaluation and environmental review in the EIS.

E. Schedule and Format of the November Community Briefing

At the September Collaborative meeting, the Collaborative agreed that a Community Briefing would be helpful in educating the South Orange County public on the process and progress of the Collaborative and to solicit input from community members on the Selection Criteria and Alternatives for environmental review. While the original meeting date for this process was set for November, the Collaborative agreed that tabling the Community Briefing date would permit the Collaborative to bring more substantial progress to the community and solicit improved input from the community.

Next Steps:

- CONCUR will contact the Endangered Habitats League (EHL) to inform them that the November meeting has been postponed.
- A discussion of the elements of the Community Briefing will added to the November Agenda for discussion by the Collaborative.

VIII. REVIEW OF NEXT STEPS IN THE MEDIATION PROCESS

A. Agenda Items for November SOCTIIP Collaborative Meeting

The following items will be added to the November 18, 1999 Meeting Agenda:

- Continued review and revision of the Draft Selection Criteria.
- Review and revision of the Draft Alternatives supplied from the Alternative Selection Subcommittee.
- Discussion of the process and Agenda for the Community Briefing.

The following items may be added to the December 9, 1999 Meeting Agenda:

- Presentation from Rod Meade on the status of the Southern Subregional HCP.
- Presentation from Eldon Gatwood of the Corps on the progress of waters and wetlands analysis by the Corps.
- Presentation from Camp Pendleton on the use of Marine Corps property in the siting of an alternative tollroad/freeway alignment.

B. Review Remaining Meeting Dates and Locations

The October 22nd meeting of the SOCTIIP Collaborative was the third meeting of the group. Three additional meetings are currently planned: November 18th, December 9th, and January 20th. CONCUR requested that the date for the January meeting be changed to January 18th and the Collaborative agreed. The date for the Community Briefing will be discussed at the November 18th meeting.

EPA remarked that the funding for travel to Southern California is coming to an end. The group agreed that the next meeting would be held in Northern California, at either the Corps offices or FHWA offices. Dave Carlson or EPA will attend the November meeting via videoconference. The determination of whether the November 18th meeting will be held in Sacramento or San Francisco will be made when the Corps and FHWA determine the availability of videoconferencing equipment.

Next Steps:

- The Corps and FHWA will work with EPA to determine the best locations for videoconferencing in Northern California.
- When the location of the November meeting is set, CONCUR will notify all Collaborative members.
- CONCUR will provide an updated list of tentative meeting dates.



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MEMORANDUM

Date: December 17, 1999
To: Members of the SOCTIIP Collaborative
From: L. Scott Spears and Bill Owens, CONCUR
Subject: Key Outcomes of the December 9, 1999 SOCTIIP Collaborative Meeting

Thank you all for your attendance and active participation in the SOCTIIP Collaborative.

Key Outcomes of the December 9, 1999 SOCTIIP Collaborative Meeting

I. MEETING ATTENDEES

The following is a list of participants in the December 9, 1999 SOCTIIP Collaborative meeting:

Collaborative Members

- Dave Carlson, US EPA
- Glenn Clinton, FHWA
- Annie Hoecker, USFWS
- Erik Larsen, USACOE
- Will Miller, USFWS
- Denise O'Connor, Caltrans
- Fari Tabatabai, US ACOE
- Becky Tuden, US EPA
- Angela Vasconcellos, Caltrans
- Sylvia Vega, Caltrans
- David Zoutendyk, USFWS

Observers and Other Parties

- Chris Keller, View Point West
- Steve Letterly, TCA

II. AGENDA REVIEW AND DISCUSSION OF THE GOALS OF THE MEETING

A. Anticipated Outcomes of the Meeting

This meeting of the Collaborative had two main goals: (1) Development of Draft Alternatives for review by the Collaborative and the Neutral Senior Transportation Planning Expert, and (2) Identification of technical information needs and data gaps for application of the Selection Criteria to select Alternatives.

Members of the Collaborative reiterated the need to receive packet materials as early as possible for review prior to SOCTIIP Collaborative meetings.

III. IDENTIFYING ROAD ALTERNATIVES TO SOCTIIP

A. Review History of Road Alternatives Studies

The discussion of road alternatives was informed by two key documents. The first document, the April 1996 Major Investment Study for the Foothill Transportation Corridor South, was developed under the policies of the 1991 ISTEA. The MIS has been identified as an integral part of a metropolitan area's long-range planning process. The second document, the September 1986 Foothills Transportation Corridor Alternative Alignment Analysis for the Cristianitos Segment, was intended to provide a broad comparative environmental and engineering evaluation of the alignment alternatives to be carried forward for analysis in the EIR/EIS. Summaries of these documents were prepared by CONCUR and supplied to the Collaborative.

B. Identify Road Alternatives to SOCTIIP Using Aerial and GIS Data

The Collaborative began the process of identifying road alternatives with a review of the Ratified Tentative Study Area using an aerial photo with pertinent resources transparencies placed over the map. The resources transparencies including the following:

- Permitted land uses,
- Vegetation,
- Sensitive species,
- Miscellaneous municipal and other resources,
- Geo-technical, showing faults and landslides,
- Traffic overlay showing the year 2020 no build scenario, and
- Alternatives considered in the September 1986 Foothills Transportation Corridor Alternative Alignment Analysis.

After review of the study area and the information presented in the various overlays, Collaborative members drew potential alignments and road segments for further consideration. These alignments/segments were then numbered and named. A legend was also created an overlay transparency to clearly identify each of the road alternative alignments/segments.

The Collaborative created 29 separate road alternatives and segments. The group discussed the need to simplify this list to a more practicable number of alternatives for review by the Collaborative and the Neutral Senior Transportation Planning Expert. CONCUR recommended, and the group approved, a working group of the Alternatives Selection Subcommittee comprised of US EPA, Caltrans District 12, and TCA to clarify possible alternatives. This group will present recommendations to the Collaborative on Alternatives for review by the Collaborative and in the Tier 1 analysis for the Selection Criteria.

Next Steps:

- The handwritten copy of the potential road alternatives will be sent to Michael Brandman Associates so that each potential road alternative can be copied for easy identification.
- US EPA, Caltrans District 12, and TCA will meet to refine and simplify the Draft SOCTIIP Project Alternatives. Recommendations will be made to the Collaborative at the January 25th SOCTIIP Collaborative meeting.

IV. REVIEW, REVISE, AND RATIFY DRAFT SELECTION CRITERIA

Due to the amount of time devoted to the identification of road alternatives, the review and ratification of the Draft Selection Criteria was postponed. Collaborative members agreed to ratify the Draft Selection Criteria via teleconference prior to the January Collaborative

meetings. Also, members of the group voiced a desire to reconsider the need for the use of a "high, medium, and low" ranking system in the Selection Criteria.

Next Steps:

- The Criteria Subcommittee will meet to discuss the options for the "high, medium, and low" measurements within the Selection Criteria.
- The Criteria Subcommittee, at a teleconference prior to the January Collaborative meetings, will present recommendations on the format of the Selection Criteria.
- Collaborative members will review, revise, and ratify the Selection Criteria in a teleconference prior to the January Collaborative meetings.

V. NEUTRAL SENIOR TRANSPORTATION PLANNING EXPERT

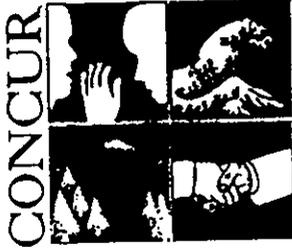
A. Recruiting and Hiring Process to Date

CONCUR provided an update on the recruiting and hiring of a Neutral Senior Transportation Planning Expert. Since the November meeting of the Collaborative, CONCUR has compiled a list of potential candidates and begun reviewing the list for application of candidate skills to the Selection Criteria for the Neutral Senior Transportation Planning Expert, ratified by the Collaborative in November. CONCUR anticipated that the recommendation for the Neutral Senior Transportation Planning Expert would be made after January 1st and that information on the process and candidates would be available to the group shortly thereafter.

The group reviewed, revised, and ratified a Draft List of Tasks for the Neutral Senior Transportation Planning Expert in analyzing the SOCTIIP Project Alternatives using the Tier 1 Selection Criteria. This list will be forwarded to the selected Neutral Senior Transportation Planning Expert after the expert is ratified by the Collaborative and act as the foundation for the expert's Scope of Work and Budget.

Next Steps:

- CONCUR will continue the recruitment process for the Neutral Senior Transportation Planning Expert.
- A memo discussing the process, information on the top three candidates, and a recommendation for the Neutral Senior Transportation Planning Expert will be made available to the Collaborative shortly after January 1st.
- The ratified List of Tasks for the Neutral Senior Transportation Planning Expert will be forwarded to the selected candidate after the candidate is ratified by the Collaborative.
- CONCUR will negotiate a Scope of Work and Budget to ensure the selected Neutral Senior Transportation Planning Expert is available to the Collaborative at the January meetings.



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MEMORANDUM

Date: December 17, 1999
To: Members of the SOCTIIP Collaborative
From: L. Scott Spears and Bill Owens, CONCUR
Subject: Key Outcomes of the December 10, 1999 SOCTIIP Collaborative Special Meeting

Thank you all for your attendance and active participation in the SOCTIIP Collaborative.

Key Outcomes of the December 10, 1999 SOCTIIP Collaborative Special Meeting

I. MEETING ATTENDEES

The following is a list of participants in the December 10, 1999 SOCTIIP Collaborative special meeting:

Collaborative Members

- Dave Carlson, US EPA
- Glenn Clinton, FHWA
- Annie Hoecker, USFWS
- Erik Larsen, USACOE
- Denise O'Connor, Caltrans
- Fari Tabatabai, US ACOE
- Becky Tuden, US EPA
- Angela Vasconcellos, Caltrans
- Sylvia Vega, Caltrans
- David Zoutendyk, USFWS

Observers and Other Parties

- Chris Keller, View Point West
- Steve Letterly, TCA

II. TRANSPORTATION SYSTEM MANAGEMENT/TRANSPORTATION DEMAND MANAGEMENT (TSM/TDM) AND MASS TRANSIT ALTERNATIVES TO SOCTIIP

A. *Presentation on Planned TSM/TDM Projects, Mass Transit Projects, and Efforts to Widen I-5*

Ellen Burton and Glen Campbell of OCTA presented the OCTA Fast Forward plan as it pertains to TSM/TDM and Mass Transit improvements in Orange County. OCTA has developed a number of projects to improve traffic flow in the northern Orange County area, but little has been planned in south Orange County.

The SOCTIIP CP Alignment has been a part of the OCTA plan since the early 1990's. Ellen and Glen reported that OCTA has larger High Occupancy Vehicle (HOV) areas than most places in southern California. Ellen and Glen also reported that Fast Forward recognized the need to link land use planning and transportation needs. They also told the group that the San Diego Association of Governments (SANDAG) plans for HOV lanes from San Diego County to Orange County.

B. Discussion of Impacts of Planned TSM/TDM and Mass Transit Projects to SOCTIIP

Some projects planned in the Fast Forward document reflect those that currently exist in the Transformation Infrastructure Plan (TIP) and some Fast Forward projects are not in the TIP. Projects in the TIP are allocated as funded projects and form the baseline for Fast Forward. Any projects not currently in the TIP, but in the Fast Forward, are designated as beyond baseline.

The Collaborative agreed that any TSM/TDM alternative developed by the Collaborative will have to build on OCTA's Fast Forward program.

C. Identify TSM/TDM and Mass Transit Alternatives to SOCTIIP Using Aerial and GIS Data

1. Assumptions

With the benefit of information presented by OCTA, the Collaborative articulated the following assumptions concerning TSM/TDM alternatives:

- TSM/TDM Alternatives must add to the TSM/TDM projects identified in the RTP (those projects that are already financially constrained).
- Non-RTP Fast Forward elements are available to the Collaborative as TSM/TDM alternatives to SOCTIIP.
- The 2020 OCTAM traffic model includes the Regional Transportation Plan (RTP) and complete build out of the Master Plan of Arterial Highways (MPAH).

2. Smart Streets

A number of the TSM/TDM Alternatives involved conversion of existing roadways to Smart Streets. Potential Smart Street Alternatives included:

- El Camino Real from I-5 to San Juan Creek.
- La Pata, including Antonio Parkway.
- Tribuco from El Toro to Margarite.
- Margarite from Tribuco to Avery.
- Pico from I-5 inland to Camp Pendleton.
- Ortega Highway.
- Camino Las Ramblas to La Pata; and La Pata/Antonio.
- Oso Parkway from I-5 to Foothill Corridor Stub.
- Crown Valley extended to Antonio Parkway.
- Camino Capistrano from PCH to Ortega Highway to Antonio.

3. Other TSM/TDM Alternatives

Other possible TSM/TDM Alternatives included:

- HOV from PCH to San Diego County line.
- Auxiliary lane from Pico to 74 - i.e., a lane to enhance capacity (possibly two lanes). These would be mixed flow lane(s).

- Create a transportation corridor including La Pata.
- Utilize reversible lanes (although it was noted that a recent study shows that the split is too close for this to work if existing lanes are converted to reversible lanes - as compared to creating new lanes and designating them as reversible). Utilize express lanes with one entrance/exit.
- Increase utilization of buses, which would be a good form of transportation for the south county area.
- Utilize existing HOV lane designs.
- Focus on area between south county and Irvine.
- Connect to rail. Existing services local (to I-5 then up to Santa Ana).
- Create express bus service to rail from employment areas.
- TOPS proposal from Cal Trans to increase capacity on I-5 through ITS.
- Link Cal Trans TOPS proposal to expanded bus service and smart streets.
- Increase/augment rail service.
- Double tracking inland San Juan to San Clemente.
- Create rail line down I-5.
- Create rail on 405 (a recent study has been done on this).
- Increase the number of rail trips to San Clemente.
- Finally, double decking I-5 was mentioned but it did not appear to be an alternative that anyone was proposing for serious consideration.

Next Steps:

- The Alternatives Selection Subcommittee working group will review potential TSM/TDM Alternatives and make recommendations to the Collaborative for potential Draft SOCTIIP Project Alternatives.

III. BRIEF UPDATES

A. Update from TCA on Status of Continuation of Mediation Process

TCA reported that they are still committed to a Phase II process that would continue the momentum of the SOCTIIP Collaborative. Further clarification of the structure and form of a Phase II of the SOCTIIP Collaborative will be discussed at future meetings.

B. US EPA Travel to Collaborative Meetings

US EPA has no funding for travel to SOCTIIP Collaborative meetings. The Collaborative agreed to hold the January meetings in San Francisco at the FHWA Western Resource Center and patch Dave Carlson into the meeting via videoconference.

Next Steps:

- The Collaborative will continue discussions on the structure and form of Phase II of the Collaborative process.
- The January meetings of the Collaborative will be held in San Francisco. Confirmation of the availability of space at the FHWA Western Resource Center will be sent to Collaborative members.

IV. FINAL AGREEMENT OF THE COLLABORATIVE

Consideration of the internal processes within the MOU Signatory Agencies for ratification of the final agreement of the Collaborative must be given now, in preparation for a ratification ceremony in March. CONCUR will develop a memorandum discussing the goals of developing agency buy-in and fax it to all Collaborative members.

Next Steps:

- A memo discussing agency buy-in for the Final Agreement will be developed by CONCUR and faxed to all Collaborative members.

V. STRUCTURE AND FORMAT OF THE COMMUNITY BRIEFING

The discussion of the structure and format of the Community Briefing was tabled until the January meetings of the SOCTIIP Collaborative.

VI. PRESENTATION FROM CAMP PENDLETON

Larry Rannals of Camp Pendleton provided the Collaborative with the history of Camp Pendleton's involvement with SOCTIIP. Camp Pendleton has been communicating with TCA since the early 1980's and they have created a MOU with TCA which ensures that Camp Pendleton will be consulted regarding any SOCTIIP Project Alternatives that impact the mission of the Camp.

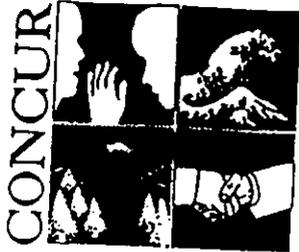
Camp Pendleton has also sent a memo to TCA that spells out that some areas on the northern border would be considered as possible candidates for a proposed SOCTIIP project. Any other alternative impacting Camp Pendleton would probably face stiff opposition from the Marine Corps and the Department of the Navy.

VII. REVIEW OF NEXT STEPS IN THE MEDIATION PROCESS

The Collaborative discussed their timeline for completing the Phase I SOCTIIP Collaborative mediation process. A number of steps will be time dependent, including the ratification of the Neutral Senior Transportation Planning Expert. CONCUR will develop a graphic depicting the progression of steps necessary to achieve the February/March deadline for completion of Phase I that would permit the commencement of spring biological studies.

Next Steps:

- CONCUR will make a graphic available to the Collaborative depicting the progression of steps necessary to achieve the February/March deadline for completion of Phase I prior to the January SOCTIIP Collaborative meetings.



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MEMORANDUM

Date: January 10, 2000
To: Members of the SOCTIIP Collaborative
From: L. Scott Spears, CONCUR
Subject: Key Outcomes of the January 7, 2000 SOCTIIP Collaborative Alternatives Selection Subcommittee Meeting

Key Outcomes of the January 7, 2000 SOCTIIP Collaborative Alternatives Selection Subcommittee Meeting

I. Meeting Attendees

The following is a list of participants in the January 7, 2000 SOCTIIP Collaborative Alternatives Selection Subcommittee meeting:

Collaborative Members

1. Dave Carlson, US EPA
2. Sylvia Vega, Caltrans

Observers and Other Parties

1. Steve Letterly, TCA

II. Agenda Review and Discussion of the Goals of the Special Meeting

A. Goals of the Special Meeting

The goals of the Special Meeting were to refine the road alternatives, TSM/TDM alternatives, and mass transit alternatives into a set of Draft SOCTIIP Project Alternatives for review by Collaborative prior to submission to the Neutral Senior Transportation Planning Expert for modeling and Tier 1 Selection Criteria analysis.

III. Refining Road, TSM/TDM, and Mass Transit Alternatives to SOCTIIP

A. Review Alternatives Previously Identified

Michael Brandman Associates provided an updated acetate copy of the Draft Alternative Alignments created by the Collaborative on December 9th. The group reviewed this copy and discussed the progress to date of the Collaborative regarding the development of Draft SOCTIIP Project Alternatives.

B. Refine Alternatives to SOCTIIP Using Aerial and GIS Data

The meeting in New York yielded the following recommendations for Corridors to be reviewed by the Collaborative prior to definition of exact alternatives. The Neutral Senior Peer Review Expert will then analyze these corridor recommendations, which will permit the Collaborative to implement the Tier 1 Criteria and refine the suite of Draft SOCTIIP Project Alternatives for NEPA and Section 404 review.

I. Far East Corridor

1. Complete
 - a. Oso - I-5 (freeway/arterial) (2A, 8A, 8D, 8F, 8G, 8H)
2. Pico variations (2A, 8A, 8D, 8E)
 - a. Oso - Pico (freeway/arterial)
 - b. Pico (Smart Street)
3. Talega Variations (2A, 8A, 8B, 8C)
 - a. Oso - Talega (freeway/arterial) (2A, 8A, 8B, 8E, or 8C, 7)
 - b. Talega - Pico - I-5 (arterial)
4. Ortega Variations
 - a. Oso - Ortega (freeway/arterial) (2A, 8A, 4)
 - b. Ortega Smart Street (4)

II. Central Corridor

1. Complete
 - a. Oso - I-5 (freeway/arterial) (2A, 6A, 6B, 6C)
2. La Pata 1 (1 Smart Street) (2A, 6A, 6B, 2)
 - a. Oso - La Pata (freeway/arterial)
 - b. La Pata - Pico - I-5 (Smart Street)
3. La Pata 3 (3 Smart Streets)
 - a. Oso - La Pata (freeway/arterial)
 - b. La Pata - Pico - I-5 (Smart Street)
 - c. Las Ramblas (Smart Street)
 - d. Ortega - San Juan (Smart Street)
4. San Joaquin arterial extension
5. Pico East connection to lower "8's" (F, G, H)

III. Smart Street Corridor

1. Oso-Antonio-La Pata-Pico (2)
2. Crown Valley variation (2, 2A)
3. Two Smart links from I-5
 - a. Ortega - San Juan - Las Ramblas (Smart Streets) to Oso - Antonio - La Pata (Smart Streets)

IV. Transit Only Corridor

1. System of train and bus service that builds on the transit foundation developed in OCTA's Fast Forward program.

V. I-5 Corridor

1. Complete expansion
2. Complete expansion with free HOV lanes
3. Tolloed HOT lanes variation
4. Hot Smarts 6 variation
5. Double decking variation
6. Reversible lanes variation

C. Identify Technical Information Needs and Data Gaps for Road Alternatives

The following key elements were identified as needing further discussion by the Collaborative:

- Should all alternatives be run in the transportation model as both tolled and untolled?
- How can the Collaborative expand beyond OCTA's Fast Forward to improve performance of any recommended alternative?

D. Next Steps: Tasks, Assignments, and Schedule for Applying Selection Criteria to Alternatives

Sylvia, Scott Spears, and Steve will meet with Fari Tabatabai and Erik Larsen at the Army Corps of Engineers' offices in Los Angeles on January 14, 2000 to review, discuss, and revise the initial recommendations from the Alternatives Subcommittee. Dave Carlson, Will Miller, and Annie Hoecker will also be present either via conference call or in person.



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MEMORANDUM

Date: January 18, 2000
To: Members of the SOCTIIP Collaborative
From: L. Scott Spears, CONCUR
Subject: Key Outcomes of the January 14, 2000 SOCTIIP Collaborative Selection Criteria and Transportation Expert Teleconference

Key Outcomes of the January 14, 2000 SOCTIIP Collaborative Selection Criteria and Transportation Expert Teleconference

I. Meeting Attendees

The following is a list of participants in the January 14, 2000 SOCTIIP Collaborative Selection Criteria and Transportation Expert Teleconference:

Collaborative Members

- Dave Carlson, US EPA
- Glenn Clinton, FHWA
- Praveen Gupta, Caltrans
- Erik Larsen, USACOE
- Will Miller, USFWS
- Denise O'Connor, Caltrans
- Fari Tabatabai, US ACOE
- Becky Tuden, US EPA
- Angela Vasconcellos, Caltrans
- Sylvia Vega, Caltrans

Observers and Other Parties

- Steve Letterly, TCA

II. Review, Revision, and Ratification of the Selection Criteria

The Criteria Subcommittee met prior to this teleconference to incorporate revisions to the Selection Criteria that would reflect the discussions of the Collaborative regarding the use of the "high, medium, and low" measurements for each Selection Criteria. These changes were faxed to all Collaborative members prior to this teleconference.

The Collaborative made textual revisions to the Selection Criteria and Ratified the Selection Criteria with the revisions.

Next Steps:

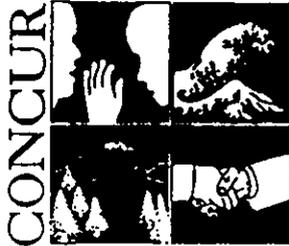
- CONCUR will provide a revised copy of the Selection Criteria to all Collaborative members by fax.
- CONCUR will develop recommendations on the implementation of the Tier 1 and Tier 2 Selection Criteria to the Collaborative. Time permitting, the Criteria Subcommittee will review and revise the recommendations.

III. Review and Selection of Neutral Senior Transportation Planning Expert

CONCUR completed its recruitment process for the Neutral Senior Transportation Planning Expert. CONCUR recommended John Long and Bill Loudon of DKS Associates. In the materials sent to the Collaborative were the score sheets CONCUR used to evaluate the candidates. These score sheets were based on the Collaborative's ratified selection criteria for the Neutral Senior Transportation Planning Expert. The Collaborative Ratified CONCUR's recommendation of the Neutral Senior Transportation Planning Expert.

Next Steps:

- CONCUR will send the Ratified List of Tasks to the Neutral Senior Transportation Planning Expert and begin negotiations on their Scope of Work and Budget.
- The Neutral Senior Transportation Planning Experts will receive background research materials and begin the process of evaluating the OCTAM model used by Austin-Foust in the development of SOCTIP Traffic Studies.
- The Collaborative will meet with the Neutral Senior Transportation Planning Expert at the January 26, 2000 Collaborative meeting in San Francisco.



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MEETING AGENDA

SOCTIIP Collaborative

January 25, 2000
9:00 AM to 4:00 PM
FHWA Western Resource Center
201 Mission Street, Suite 2100
San Francisco, California

- 8:45 (15 min.) Collaborative Members Arrive, Refreshments Served
- 9:00 (15 min.) Open Discussion: Opportunity to Raise Issues Not on the Agenda
– All Parties
- 9:15 (15 min.) Review of SOCTIIP Collaborative Next Steps - CONCUR
(Attachment 1)
1. Review Next Steps Timeline
 2. Discuss Progression of Next Steps
- 9:30 (75 min.) Review of Draft SOCTIIP Project Alternatives – Alternatives
Subcommittee
1. Discuss Steps Taken to Develop a Suite of Draft SOCTIIP
Project Alternatives - Dave Carlson, EPA and Fari Tabatabai,
USACOE
 2. Discuss Rationale for Recommendations of the Alternatives
Subcommittee
 3. Review, Discuss, and Refine Recommendations of the
Alternatives Subcommittee
- 10:45 (15 min.) BREAK

Meeting Agenda – Page Two

- 11:00 (60 min.) Resume Review of Draft SOCTIIP Project Alternatives – Alternatives Subcommittee
4. Review and Discuss Recommendations of the Alternatives Subcommittee (cont.)
- 12:00 (45 min.) LUNCH
- 12:45 (45 min.) Resume Review of Draft SOCTIIP Project Alternatives – Alternatives Subcommittee
5. Review and Discuss Recommendations of the Alternatives Subcommittee (cont.)
 6. Ratify Draft SOCTIIP Project Alternatives
 7. Next Steps: Tasks, Assignments, and Schedule for Evaluating Draft SOCTIIP Project Alternatives
- 1:30 (45 min.) Process for Applying Selection Criteria to Draft SOCTIIP Project Alternatives - Criteria Subcommittee (Handout)
1. Review Recommended Process for Applying Selection Criteria to Draft SOCTIIP Project Alternatives
 2. Discuss and Revise Recommended Process for Applying Selection Criteria to Draft SOCTIIP Project Alternatives
- 2:15 (15 min.) Break
- 2:30 (45 min.) Resume Process for Applying Selection Criteria to Draft SOCTIIP Project Alternatives - Criteria Subcommittee
3. Discuss and Revise Recommended Process for Applying Selection Criteria to Draft SOCTIIP Project Alternatives (cont.)
 4. Ratify Process for Applying Selection Criteria to Draft SOCTIIP Project Alternatives
 5. Next Steps: Tasks, Assignments, and Schedule for Implementing Process for Applying Selection Criteria to Draft SOCTIIP Project Alternatives

Meeting Agenda – Page Three

3:15 (45 min.) Structure and Format of the Community Briefing - All Parties
(Attachment 2)

1. Anticipated Outcomes of Community Briefing
 - a. Trust Building and Liaison with Community
 - b. Summarize Key Issues not Previously Discussed by SOCTIIP Collaborative
2. Review, Revise, and Ratify Agenda for Community Briefing
3. Discuss Steps to Develop List of Participants for Community Briefing
4. Next Steps: Tasks, Assignments, and Schedule for Finalizing Community Briefing

4:00 Adjourn

Attachment 1

SCHEDULE OF TASKS TO COMPLETE PHASE I OF THE SOCTIIP COLLABORATIVE PROCESS

The following is a schedule of tasks to be performed to complete Phase I of the SOCTIIP Collaborative mediation process by the agreed upon mid-March timeline. **Note:** Each step requiring ratification is noted with an asterisk (*).

Prior to January Meetings	January 25 th Meeting	January 26 th Meeting
1. Alternatives Subcommittee refines Draft SOCTIIP Project Alternatives - January 7 th and 14 th	1. Collaborative discusses No Project Alternative factors and guidance for NEPA and Section 404 review	1. Collaborative meets with transportation expert for report on model review and clarification of steps in modeling Draft SOCTIIP Project Alternatives
2. CONCUR recommends a neutral transportation expert - January 11 th	2. Collaborative reviews and Ratifies Draft SOCTIIP Project Alternatives*	2. Collaborative Ratifies Community Briefing Agenda*
3. Collaborative Ratifies neutral transportation expert recommendation and approves neutral transportation expert Scope of Work and Budget development process - January 14 th teleconference*	3. Collaborative discusses and Ratifies process for applying Tier 1 and 2 Selection Criteria to screen Draft SOCTIIP Project Alternatives*	3. Collaborative discusses memo regarding buy-in of Signatory Agencies for Final Agreement
4. Collaborative Ratifies Tier 1 and Tier 2 Selection Criteria - January 14 th teleconference*		4. Collaborative discusses Resource Pool and clarifies Signatory Agencies' reimbursement policies
5. CONCUR works with neutral transportation expert to develop Scope of Work and Budget		5. Collaborative tasks Criteria Subcommittee with review and revision of recommendations for evaluation of Alternatives during NEPA and Section 404 review
6. Collaborative receives memo regarding buy-in of Signatory Agencies for Final Agreement - January 18 th		
7. Collaborative receives memo regarding Resource Pool and Signatory Agencies' reimbursement policies - January 18 th		
8. Neutral transportation expert performs background research and reviews model assumptions		

SCHEDULE OF TASKS TO COMPLETE PHASE I OF THE SOCTIIP COLLABORATIVE PROCESS

The following is a schedule of tasks to be performed to complete Phase I of the SOCTIIP Collaborative mediation process by the agreed upon mid-March timeline. **Note:** Each step requiring ratification is noted with an asterisk (*).

February 8th or 15th Meeting	February 8th or 16th Meeting	March 14th Meeting	March 15th Meeting
1. Neutral transportation expert presents Tier 1 findings for Draft Alternatives	1. Collaborative reviews and revises recommendations for evaluation of Alternatives during NEPA and Section 404 review	1. Collaborative conducts Final Ratification of SOCTIIP Project Alternatives for NEPA and Section 404 review*	1. CONCUR and Collaborative conduct Community Briefing
2. Collaborative engages in ranking exercise to apply Tier 1 and Tier 2 Selection Criteria to screen Draft SOCTIIP Project Alternatives	2. Collaborative Ratifies CONCUR recommendations on how Community Briefing Agenda will be implemented*	2. Collaborative conducts Final Ratification of recommendations for evaluation of Alternatives during NEPA and Section 404 review*	
3. Collaborative discusses and Provisionally Ratifies the suite of SOCTIIP Project Alternatives*	3. Collaborative discusses possible structure and tasks for Phase II of Collaborative Process	3. Collaborative conducts Signing Ceremony for Final Agreement to complete Phase I	
4. Collaborative reviews and revises Draft text for Final Agreement signatory document	4. Collaborative finalizes Resource Pool negotiations*	4. Collaborative approves Phase II structure and tasks and sets Phase II meeting dates*	

Attachment 2

Prepared on November 5, 1999 by CONCUR for the agencies participating in the South Orange County Transportation Infrastructure Improvement Project (SOCTIIP) Collaborative. For review and discussion at the January 25, 2000 Collaborative meeting.

D R A F T
COMMUNITY BRIEFING AGENDA

SOCTIIP Collaborative
The Location of the Meeting
March XX, 2000
1:00 PM to 4:00 PM
Irvine, CA

- 12:45 (15 min.) Invitees Arrive and Refreshments Served
- 1:00 (15 min.) Welcoming Remarks
- 1. Purpose of the Briefing
 - 2. Agenda Review
 - 3. Introductions of Attendees
- 1:15 PM (45 min.) Introduction of SOCTIIP Collaborative Process
- 1. Presentation on NEPA/Section 404 Requirements
 - 2. Purpose of Mediation Process
 - a. Criteria
 - b. Selection of Alternatives
 - 3. Progress-to-Date of Mediation Process
 - a. Mission Statement
 - b. Groundrules
 - c. Development of Criteria
 - d. Selection of Alternatives
 - 4. Role of Joint Fact-Finding in the Mediation Process
 - 5. Role of the Project Proponents (FHWA and TCA)
- 2:00 (45 min.) Presentations of Technical Issues
- 1. NEPA Scoping Process
 - 2. Study Area
 - 3. Transportation
 - 4. Special Status Species of Biological Concern

2:45 (60 min.) Discussion of Project Alternatives with SOCTIIP Collaborative

1. Goals for This Discussion of Possible Project Alternatives
2. Comments from Public on Possible Project Alternatives
3. Question and Answer Period with Public and SOCTIIP Collaborative

3:45 Closing Comments

1. Summary of Meeting Outcomes
2. Additional Comments from SOCTIIP Collaborative and Public
3. Next Steps

4:00 Adjourn



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MEMORANDUM

Date: January 28, 2000
To: Members of the SOCTIIP Collaborative
From: L. Scott Spears and Bill Owens, CONCUR
Subject: Key Outcomes of the January 25, 2000 SOCTIIP Collaborative Meeting

Thank you all for your attendance and active participation in the SOCTIIP Collaborative.

Key Outcomes of the January 25, 2000 SOCTIIP Collaborative Meeting

I. MEETING ATTENDEES

The following is a list of participants in the January 25, 2000 SOCTIIP Collaborative meeting:

Collaborative Members

- Dave Carlson, US EPA (via video)
- Glenn Clinton, FHWA
- Annie Hoecker, USFWS
- Erik Larsen, USACOE
- Denise O'Connor, Caltrans
- Fari Tabatabai, US ACOE
- Angela Vasconcellos, Caltrans
- Sylvia Vega, Caltrans

Observers and Other Parties

- Chris Keller, View Point West
- Steve Letterly, TCA
- John Long, DKS Associates
- Bill Loudon, DKS Associates

II. REVIEW OF SOCTIIP COLLABORATIVE NEXT STEPS

A. *Discuss Progression of Next Steps*

The Collaborative reviewed the steps remaining to complete Phase I of the SOCTIIP Collaborative process. Each remaining meeting through March 2000 has milestones that need to be ratified by the Collaborative to ensure that the Final Agreement is completed by the mid-March deadline.

III. DISCUSSION WITH NEUTRAL SENIOR TRANSPORTATION PLANNING EXPERT

Note: The Agenda was revised to accommodate a discussion of traffic-related issues between the Collaborative and the Neutral Senior Transportation Planning Expert.

A. *Review of OCTAM/Austin Foust Transportation Planning Models*

John Long of DKS Associates presented his review and recommendations of the transportation planning models available to the Collaborative for Tier 1 analysis. Two very

similar models are available for Tier 1 analysis: (1) the OCTAM 2 model used by OCTA (OCTAM 3 is expected to be released soon), and (2) the locally revised model (based on OCTAM 2) used by Austin-Foust. Both models address "first-level" effects in transportation planning, yet do not address "second-level" effects, including those that permit variations in mode choice and trip distribution. Additionally, neither the OCTAM model nor the Austin-Foust model utilizes "feedback loops," a process that would account for these second-level model inputs.

DKS Associates recommended, and the Collaborative agreed, that the Austin-Foust model would be the basic tool used for the analysis of Draft SOCTIIP Project Alternatives in Tier 1. The Collaborative also agreed that the Master Plan of Arterial Highways (MPAH) is the source the Neutral Senior Transportation Planning Expert will use when modeling existing and planned roadways.

B. Level of Analysis for Tier 1

The Collaborative agreed that the reduction of traffic congestion on I-5 is the primary goal of the SOCTIIP process. While congestion relief on the arterial network is also important, congestion relief on arterials is secondary to congestion relief on I-5. As the Neutral Senior Transportation Planning Expert envisions the Tier 1 evaluation, the Collaborative will be performing a "data aided qualitative analysis" during the Tier 1 process. DKS Associates remarked that their Tier 1 analysis would be more liberal than a full traffic impacts analysis in the NEPA process, thus providing a more inclusive perspective for the evaluation of Draft SOCTIIP Project Alternatives.

The Collaborative agreed that the time constraints on this stage of the NEPA/Section 404 analysis would only permit a basic level of evaluation of Draft SOCTIIP Project Alternatives. The Neutral Senior Transportation Planning Expert expects information that would help the Collaborative determine whether the Draft SOCTIIP Project Alternatives might reduce traffic congestion and designate those Draft SOCTIIP Project Alternatives that would not meet the Purpose and Need statement agreed to by the Collaborative.

C. Discussion of Other Transportation-Related Issues

The analysis of the transit Alternative may not be able to occur within the two weeks to prepare for the next SOCTIIP Collaborative meeting. Some level of "sketch planning" is possible that would inform the Collaborative as to the mass transit options available in the south Orange County area (those options not already planned by OCTA).

The Collaborative requested that the Neutral Senior Transportation Planning Expert provide insight into options for improving existing Draft SOCTIIP Project Alternatives during the discussion of the Tier 1 analysis. The Neutral Senior Transportation Planning Expert's expertise will be especially helpful in the determination of HOT lanes and Smart Streets. The Neutral Senior Transportation Planning Expert will also recommend revisions to Alternatives that could improve the effectiveness of an Alternative in meeting Project Purpose and Need.

Next Steps:

- The Neutral Senior Transportation Planning Expert will use the Austin-Foust model to perform modeling of the Draft SOCTIIP Project Alternatives.
- The MPAH will act as the source the Neutral Senior Transportation Planning Expert will use when modeling existing and planned roadways.
- The Neutral Senior Transportation Planning Expert will provide an analysis of the Draft SOCTIIP Project Alternatives to the Collaborative on February 15th and 16th.
- The Neutral Senior Transportation Planning Expert will also recommend revisions to Alternatives that could improve the effectiveness of an Alternative in meeting Project Purpose and Need.

IV. REVIEW OF SOCTIIP PROJECT ALTERNATIVES

A. Steps Taken to Develop a Suite of Draft SOCTIIP Project Alternatives

At the December Collaborative meetings, the Collaborative tasked members of the Alternatives Selection Subcommittee with the refinement of the Draft SOCTIIP Project Alternatives. Dave Carlson of US EPA, Sylvia Vega of Caltrans, and Steve Letterly of TCA met with the neutral in New York City to discuss the alignments designed at the December meetings. Out of the New York meeting, a set of "transportation corridor" were developed to assist the Neutral Senior Transportation Planning Expert with the task of analyzing the alternatives under Tier 1 of the Selection Criteria. A list of the Corridors and variations is presented in the Key Outcomes memo from the New York meeting, dated January 10, 2000.

After the meeting in New York, Sylvia, Steve, and the neutral met with Fari Tabatabai and Erik Larsen in Los Angeles. Dave Carlson was part of this discussion via teleconference. The goal of the Los Angeles meeting was to ensure the Corps' buy-in for the corridor alignment concept. After the Los Angeles meeting, the Corps supported the corridor concept. Following Los Angeles, Sylvia met with Will Miller and Annie Hoecker of USFWS in Carlsbad, again to ensure their buy-in for the corridor alignment concept. After the Carlsbad meeting, USFWS supported the corridor concept.

B. Rationale for Recommendations of the Alternatives Selection Subcommittee

The main rationale for the recommendation that the Neutral Transportation Planning Expert use a corridor concept in the traffic modeling process was that this process would simplify the modeling process. In addition, the use of representative corridors emulates the reduction of traffic on Draft SOCTIIP Project Alternatives that are parallel to the corridors, thus including those alternatives not within the specific corridor. This corridor concept also permits the Neutral Senior Transportation Planning Expert to offer expertise on potential alignment combinations not discussed by the Collaborative.

C. Review, Discuss, and Refine Recommendations of the Alternatives Selection Subcommittee

The process for refining the corridor recommendations of the Collaborative will include the Tier 1 analysis, additional refinement in Tier 2, and development of specific alignments. These specific alignments will then be forwarded to FHWA for "preliminary engineering" before environmental review in the NEPA/Section 404 processes. The two potential benefits of the analysis in the transportation model are: (1) The Collaborative may be able to drop alternatives that don't meet Purpose and Need, and (2) the Collaborative will receive assistance in developing packages of alignments/Smart Streets that create an alignment within a corridor or area.

The Collaborative revised the list of Tier 1 Corridors by adding a Smart Street variation for the Avery Parkway. The CP alignment will be part of the NEPA/Section 404 environmental review processes because it is the proposed project.

The Collaborative ratified the Draft SOCTIIP Project Alternatives.

V. PROCESS FOR APPLYING SELECTION CRITERIA TO DRAFT SOCTIIP PROJECT ALTERNATIVES

The Collaborative reviewed a handout that discussed the steps anticipated in the evaluation of Draft SOCTIIP Project Alternatives using the Selection Criteria. The anticipated process would include the ranking of Draft SOCTIIP Project Alternatives to more easily understand those Draft SOCTIIP Project Alternatives that all members believe meet the Purpose and Need statement. No action was required for this item.

VI. STRUCTURE AND FORMAT OF THE COMMUNITY BRIEFING

A. Anticipated Outcomes of the Community Briefing

The Collaborative discussed the two main outcomes anticipated from the Community Briefing: (1) trust building and liaison with the south Orange County community, and (2) a summary of key issues not previously discussed by the SOCTIIP Collaborative. The Collaborative agreed that input and constructive suggestions to improve the SOCTIIP Alternatives recommended from the Collaborative would be helpful, but that the goal of the Community Briefing will not be to solicit new Alternatives or criticisms of the recommended Alternatives. The Collaborative does not intend to revisit the SOCTIIP Alternatives after they have been ratified. The Collaborative revised and ratified the draft Agenda for the Community Briefing.

Next Steps:

- CONCUR will provide a revised ratified copy of the Community Briefing Agenda.
- CONCUR will begin the development of presentations and develop a list of invitees to the Community Briefing.

VII. NEXT MEETING DATES

A. Possible Dates for the Next Meeting of the SOCTIIP Collaborative

The Collaborative agreed that the next meeting of the SOCTIIP Collaborative would occur on February 15th and 16th, 2000.

Next Steps:

- CONCUR will inform Becky Tuden of the next meeting dates.
- Annie Hoecker will inform Will Miller and David Zoutendyk of the next meeting dates.

B. Possible Dates for Future Meetings of the SOCTIIP Collaborative

The Collaborative agreed that the following dates would be reserved for the determination of future SOCTIIP Collaborative meetings:

- March 16th and 17th
- March 28th and 29th
- April 4th and 5th

Next Steps:

- CONCUR will check Becky Tuden's availability for March 16th and 17th and report to the Collaborative.

Developed by the SOCTIIP Collaborative during its December 10, 1999 meeting. To be reviewed and revised by the SOCTIIP Collaborative Alternatives Selection Subcommittee on January 7 and 14, 2000. For review and discussion at the January 25, 2000 SOCTIIP Collaborative meeting.

Draft Transportation System Management/Transportation Demand Management SOCTIIP Project Alternatives

1. TSM/TDM ALTERNATIVES

A. Assumptions

With the benefit of information presented by representatives of OCTA, the Collaborative articulated the following assumptions concerning TSM/TDM alternatives:

- Alternative must add to the TSM/TDM alternatives identified in the RTP (financially constrained).
- Non-RTP fast forward elements are available as TSM/TDM alternatives to SOCTIIP.
- 2020 traffic model (OCTAM) includes RTP and complete build out of MPAH.

B. Smart Streets

A number of the TSM/TDM alternatives were for certain existing roadways to be converted to smart streets:

- El Camino Real from I-5 to San Juan Creek.
- La Pata, including Antonio Parkway.
- Tribuco from El Toro to Margarite. Margarite from Tribuco to Avery.
- Pico from I-5 inland to Camp Pendleton.
- Ortega Highway.
- Camino Las Ramblas to La Pata; and La Pata/Antonio.
- Oso Parkway from I-5 to Foothill Corridor Stub.
- Crown Valley extended to Antonio Parkway.
- Camino Capistrano from PCH to Ortega Highway to Antonio.

C. Other TSM/TDM Alternatives

- HOV from PCH to San Diego County line.
- Auxiliary lane from Pico to 74 - i.e., a lane to enhance capacity (possibly two lanes). These would be mixed flow lane(s).
- Create a transportation corridor including La Pata.
- Utilize reversible lanes (although it was noted that a recent study shows that the split is too close for this to work if existing lanes are converted to reversible lanes - as compared to creating new lanes and designating them as reversible). Utilize express lanes with one entrance/exit.

- Increase utilization of buses, which would be a good form of transportation for the south county area.
 - Utilize HOV lanes.
 - Focus on area between south county and Irvine.
 - Connect to rail. Existing services local (to I-5 then up to Santa Ana).
 - Create express bus service to rail from employment areas.
- TOPS proposal from Cal Trans to increase capacity on I-5 through ITS.
- Link Cal Trans TOPS proposal to expanded bus service and smart streets.
- Increase/augment rail service.
 - Double tracking inland San Juan to San Clemente.
 - Create rail line down I-5.
 - Create rail on 405 (a recent study has been done on this).
 - Increase the number of rail trips to San Clemente.
- Finally, double decking I-5 was mentioned but it did not appear to be an alternative that anyone was proposing for serious consideration.

2. FURTHER REFINEMENT OF ROAD ALTERNATIVES AND TSM/TDM ALTERNATIVES

The Collaborative agreed that it is necessary to review the road alignments/segments and TSM/TDM alternatives elements proposed during the 12/9 and 12/10 meetings in order to create a series of packages of elements, each of which can then be evaluated in light of the Tier I and Tier II alternative selection criteria developed by the Collaborative.



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MEMORANDUM

Date: February 29, 2000
To: Members of the SOCTIIP Collaborative
From: L. Scott Spears, CONCUR
Subject: Key Outcomes of the February 25, 2000 SOCTIIP Collaborative Special Meeting

Thank you all for your attendance and active participation in the SOCTIIP Collaborative.

Key Outcomes of the February 25, 2000 SOCTIIP Collaborative Special Meeting

I. MEETING ATTENDEES

The following is a list of participants in the February 25, 2000 SOCTIIP Collaborative Special Meeting:

Collaborative Members

- Dave Carlson, US EPA (via phone)
- Glenn Clinton, FHWA
- Praveen Gupta, Caltrans
- Erik Larsen, USACOE
- Will Miller, USFWS
- Fari Tabatabai, US ACOE
- Becky Tuden, US EPA (via video)
- Sylvia Vega, Caltrans

Observers and Other Parties

- Tina Andersen, BonTerra
- Scott Bacsikin, TCA
- Kathleen Brady, BonTerra
- Ann Johnston, BonTerra
- Steve Letterly, TCA
- John Long, DKS Associates

II. AGENDA REVIEW AND ANTICIPATED MEETING OUTCOMES

At the February 16th meeting of the SOCTIIP Collaborative, the Collaborative approved the formation of the Engineering Subcommittee comprised of Caltrans, DKS Associates, and TCA. The Collaborative requested a Special Meeting of the Engineering Subcommittee to identify engineering constraints on corridor and non-corridor alternatives to support recommendations to the Collaborative for alternatives that would pass through Tier 1 of the Selection Criteria. The Special Meeting focused on defining alignments for the Draft SOCTIIP Project Alternatives and identifying the information needs and data gaps in the Tier 2 Selection Criteria Analysis.

III. REVIEW DIRECTION FROM SOCTIIP COLLABORATIVE TO ENGINEERING SUBCOMMITTEE

In the Tier 1 Selection Criteria, the SOCTIIP Collaborative required that the Neutral Senior Transportation Planning Expert review the logistical, technical, operational, and safety constraints of the Draft SOCTIIP Project Alternatives. The purpose of this special meeting of the Engineering Subcommittee was to examine these constraints and make recommendations to the Collaborative for Draft SOCTIIP Project Alternatives alignments.

IV. DEFINE ALIGNMENTS FOR THE FAR EAST CORRIDOR

A. *Far East Corridor - Complete*

The SOCTIIP Collaborative originally developed the Far East Corridor - Complete as draft alignments 2A, 8A, 8D, and 8F. The Collaborative determined that the Far East Corridor - Complete alignment would follow the proposed CP Alignment from State Route 241 at the Oso Parkway to a direct connection to I-5 south of Cristianitos Road.

B. *Far East Corridor - Cristianitos Variation*

The Collaborative originally developed the Far East Corridor - Cristianitos Variation as draft alignments 2A, 8A, 8D, and 8G. The Collaborative determined that the Far East Corridor - Cristianitos Variation alignment would follow the proposed CP Alignment from State Route 241 at the Oso Parkway to Avenida Pico. The alignment would then become a 6 lane arterial from Avenida Pico (joining and utilizing existing Cristianitos Road south of the Camp Pendleton Guard Gate) to the interchange of Cristianitos Road and I-5.

C. *Far East Corridor - Agricultural Fields Variation*

The SOCTIIP Collaborative originally developed the Far East Corridor - Agricultural Fields Variation as draft alignments 2A, 8A, 8D, and 8H. The Collaborative determined that the Far East Corridor - Agricultural Fields Variation alignment would follow the proposed CP Alignment from State Route 241 at the Oso Parkway shift easterly south of Avenida Pico and be located within the existing agricultural fields southeast of Cristianitos Road. The Far East Corridor - Agricultural Fields Variation would have a direct connection to I-5 south of Cristianitos Road.

D. *Far East Corridor - Talega Variation*

The Collaborative originally developed the Far East Corridor - Talega Variation as draft alignments 2A, 8A, 8B, and 8C. The Collaborative determined that the Far East Corridor - Talega Variation alignment would follow the proposed CP Alignment from State Route 241 at the Oso Parkway to the Ortega Highway. The alignment moves west just south of the Ortega Highway and joins the southern section of the proposed BX Alignment west of La Pata.

E. *Far East Corridor - Talega Arterial Variation*

The SOCTIIP Collaborative also developed the Far East Corridor - Talega Arterial Variation. This variation would follow the proposed CP Alignment from State Route 241 at the Oso Parkway to the Ortega Highway. The alignment is an arterial from Ortega Highway to Avenida La Pata and connects to the existing transportation system via Smart Streets at Avenida La Pata, Avenida Pico, and Avenida Vista Hermosa.

F. *Far East Corridor - Ortega Highway Variation*

The Collaborative originally developed the Far East Corridor - Ortega Variation as draft alignments 2A, 8A, and 4. The Collaborative determined that the Far East Corridor - Ortega Variation alignment would follow the proposed CP Alignment from State Route 241 at the Oso Parkway, extending to the Ortega Highway.

G. Far East Corridor - Avenida Pico Variation

The SOCTIIP Collaborative originally developed the Far East Corridor - Avenida Pico as draft alignments 2A, 8A, 8D, and 8E. The Collaborative determined that the Far East Corridor - Avenida Pico alignment would follow the proposed CP Alignment from State Route 241 at the Oso Parkway, extending to Avenida Pico.

V. DEFINE ALIGNMENTS FOR THE CENTRAL CORRIDOR

A. Central Corridor - Complete

The Collaborative originally developed the Central Corridor - Complete as draft alignments 2A, 6A, 6B, and 6C. The Collaborative determined that the Central Corridor - Complete alignment would follow the proposed BX Alignment from State Route 241 at the Oso Parkway to a direct connection to I-5 south of Avenida Pico.

B. Central Corridor - Ortega Highway Variation

The SOCTIIP Collaborative originally developed the Central Corridor - Ortega Highway as draft alignments 2A, 6A, 6B, and 6C. The Collaborative determined that the Central Corridor - Ortega Highway alignment would follow the proposed BX Alignment from State Route 241 at the Oso Parkway, extending to the Ortega Highway.

C. Central Corridor - Alignment 11 Variation

The Collaborative chose to drop alignment 11 from the list of Draft SOCTIIP Project Alternatives due excessive slide potential and high slopes within the alignment 11 area (>6%). The Collaborative also determined that a similar benefit to the transportation system was derived from alternative 8E.

D. Central Corridor - La Pata 1 Variation

The SOCTIIP Collaborative originally developed the Central Corridor - La Pata 1 Variation as draft alignments 2A, 6A, 6B, and 2. The Collaborative determined that the Central Corridor - La Pata 1 Variation would follow the proposed BX Alignment from State Route 241 at the Oso Parkway extending to Avenida La Pata, and use arterial connections from Avenida La Pata and Avenida Pico to I-5.

E. Central Corridor - La Pata 3 Variation

The Collaborative originally developed the Central Corridor - La Pata 1 Variation as draft alignments 2A, 6A, 6B, and 2. The Collaborative determined that the Central Corridor - La Pata 1 Variation would follow the proposed BX Alignment from State Route 241 at the Oso Parkway extending to Avenida La Pata, and use arterial connections from Avenida La Pata and Avenida Pico to I-5. Under this alignment, the Ortega Highway, Avenida Las Ramblas, Avenida Vista Hermosa, and Avenida Pico would also be arterials.

F. Alignment 12

The Collaborative chose to drop alignment 12 from the list of Draft SOCTIIP Project Alternatives due to excessive slide potential and high slopes within the alignment 12 area (>6%). The Collaborative also determined that a similar benefit to the transportation system was derived from alternative 8H.

VI. DEFINE ADDITIONAL ALIGNMENTS

A. Alignments 7 and 14

The SOCTIIP Collaborative originally developed alignments 7 and 14 as alternative alignments within the project study area. The Collaborative created a new alignment that would connect to State Route 241 at the Oso Parkway, extending east of the Canada Gobernadora Restoration Project. The alignment moves southwest just south of the Ortega Highway and joins the southern section of the proposed BX Alignment west of La Pata.

Variations on this alignment would be to terminate the new road at Avenida Pico and use Smart Street connections to I-5 at Avenida Vista Hermosa and Avenida Pico.

B. Alignment 7A

The Collaborative chose to drop alignment 7A from the list of Draft SOCTIIP Project Alternatives due to excessive slide potential and high slopes within the alignment 7A area (>6%). The Collaborative also determined that a similar benefit to the transportation system was derived from alternative 7.

C. San Joaquin Extension

The SOCTIIP Collaborative originally developed the San Joaquin Extension as an alternative alignment within the project study area. The Collaborative determined that the San Joaquin Extension should be studied as an Arterial/Smart Street, have a direct connection to 73, and would require improvements to I-5 and 73 interchanges with some collector facility. The Collaborative also discussed the potential that new I-5 interchange ramps must clear existing structures (73 and I-5 connections) possibly leading to a four level interchange at I-5. This alternative will be further analyzed with the Smart Street alignments.

D. Upper West Side - 2B and 2C Variations

The SOCTIIP Collaborative originally developed the Upper West Side - 2B and 2C Variations as alternative alignments within the project study area. The Collaborative chose to combine the Upper West Side - 2B and 2C Variations in the 2C Arterial Variation such that this variation would avoid the existing wildlife corridor identified south of the 2C alignment, make an arterial connection to the San Joaquin extension, and continue to the Ortega Highway. This alternative will be further analyzed with the Smart Street alignments.

VII. REVIEW SOCTIIP COLLABORATIVE NEXT STEPS

A. Review Next Steps for Review of Alignment Recommendations

The SOCTIIP Collaborative agreed to the following next steps for review of alignment recommendations:

1. The Neutral Senior Transportation Planner (DKS Associates) and BonTerra would work to agree on Tier 2 analysis areas from new facilities and improvements to existing facilities,
2. DKS Associates would continue and complete the analysis of Smart Street Alternatives,
3. DKS Associates would continue and complete the analysis of an I-5 Alternative,
4. The SOCTIIP Collaborative would meet with DKS Associates to discuss Smart Street and I-5 Alternatives and provisionally ratify the Tier 1 Draft SOCTIIP Project Alternatives to be analyzed in Tier 2,
5. The Collaborative will review the Tier 2 Selection Criteria based on Tier 2 analysis from BonTerra Consulting at the April Collaborative meetings,
6. The Collaborative will select the suite of SOCTIIP Project Alternatives for NEPA/Section 404 review.



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MEMORANDUM

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Date: April 26, 2000

To: Members of the SOCTIIP Collaborative

From: L. Scott Spears and Bill Owens, CONCUR

Subject: Key Outcomes of the April 12, 2000 SOCTIIP Collaborative Meeting

Thank you all for your attendance and active participation in the SOCTIIP Collaborative.

Key Outcomes of the April 12, 2000 SOCTIIP Collaborative Meeting

I. MEETING ATTENDEES

The following is a list of participants in the April 12, 2000 SOCTIIP Collaborative meeting:

Collaborative Members

- Dave Carlson, US EPA
- Glenn Clinton, FHWA
- Annie Hoecker, USFWS
- Erik Larsen, USACOE
- Will Miller, USFWS
- Denise O'Connor, Caltrans
- Praveen Gupta, Caltrans
- Fari Tabatabai, USACOE
- Becky Tuden, US EPA
- Angela Vasconcellos, Caltrans
- Sylvia Vega, Caltrans

Observers and Other Parties

- Kathleen Brady, BonTerra
- Ann Johnston, BonTerra
- Chris Keller, View Point West
- Steve Letterly, TCA
- Macie Cleary-Milan
- John Long, DKS Associates
- Jean LaFontaine, Caltrans

II. OPEN DISCUSSION

At the beginning of the meeting, the Collaborative discussed the potential utility of a document drafted by CONCUR, *Recommendations of the SOCTIIP Collaborative Concerning the SOCTIIP NEPA/Section 404 Process*. The question considered by the

Collaborative was whether such a document could (with the benefit of review and revision by the Collaborative) help the Collaborative to identify the alternatives to recommend for NEPA/Section 404 review, and to strengthen the link between the current phase of the Collaborative's work and the forthcoming efforts of the Alternatives Design Team. The Collaborative agreed that such recommendations could be useful, particularly given that the recommended alternatives are not fully designed, and there are a number of points the Collaborative would like for the Alternatives Design Team to consider as the alternatives are further developed and evaluated.

III. I-5 EXPANSION

To aid the discussion of the I-5 Expansion Alternatives, John Long of DKS provided a 2-page handout portraying right-of-way width requirements for several alternatives which included different combinations of mixed flow lanes, HOV lanes, and reversible HOT lanes. The Collaborative discussed these alternatives with both John Long and Joe El Harake of Caltrans to determine how best to achieve the goals of reducing traffic congestion and avoiding excessive right-of-way take.

In light of this discussion, the Collaborative agreed that the I-5 Expansion Alternative (specifically, I-5 Expansion Alternative 3 - 1 HOV lane and 1 mixed flow lane in each direction) should be included among the alternatives recommended for evaluation in the NEPA/Section 404 process. The Collaborative also developed a recommendation to the Alternatives Design Team concerning design and evaluation of the I-5 Expansion Alternative, including consideration of approaches in addition to I-5 Expansion Alternative 3. This will be included in the *Recommendations of the SOCTIIP Collaborative Concerning the SOCTIIP NEPA/Section 404 Process*.

IV. SUMMARIZE AND PROVISIONALLY RATIFY SOCTIIP PROJECT ALTERNATIVES

In light of the results of the Tier 1 and Tier 2 alternative analysis and screening process, the Collaborative discussed, identified and provisionally ratified the alternatives to be recommended for evaluation in the NEPA/404 process, as listed below.

Far East

- Complete – CP Alignment 8 lane
- Cristianitos – 4 lane arterial from Pico to I-5.
- Agricultural Field – 8 lane highway standard to connection with I-5
- Ortega
- Pico
- Talega
 - * Lane and median configuration as appropriate

CENTRAL AND 7 VARIATION

- Complete – look for optimal alignment including and between Alignment 7 and Central
- Ortega
- La Pata

Lane and median configuration as appropriate

I-5 EXPANSION – 1 HOV AND 1 MIXED FLOW LANE IN EACH DIRECTION

Smart Street Maximum (DKS), Moderate (DKS), and Minimum (DKS) - with appropriate grade interchanges

Mix and Match: Within the discussion of SOCTIIP Project Alternatives, appropriate I-5, Smart Street, and Mass Transit components are added to each Alternative to improve mobility, which may result in a new alternative.

Note: The SOCTIIP Collaborative will have a design workshop confirming the design team's recommendations for SOCTIIP Project Alternatives. This workshop should occur prior to evaluation of Project Alternatives for EIS study.

Further descriptions of and Collaborative recommendations regarding these alternatives are provided in other documents.

V. PROCEEDINGS OF PHASE I OF THE SOCTIIP COLLABORATIVE AND AGENCIES' CONCURRENCE

The Collaborative members present discussed the proposed language for the ratification of the Final Agreement of Phase I of the SOCTIIP Collaborative (meeting agenda Attachment 1). No revisions were proposed for this document.

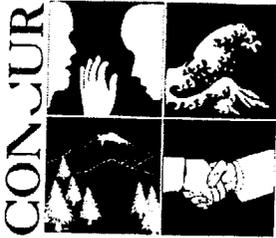
With regard to obtaining concurrence of the Collaborative members' respective agencies, it was noted that the alternatives identified and recommended by the Collaborative were conceptual in nature, and that letters of concurrence from agencies can be expected to focus in part on this aspect of the recommended alternatives. Thus, the concurrence of agencies may be issued in conjunction with noting the importance of ongoing agency input as the alternatives develop beyond the conceptual to more fully designed and defined alternatives. The discussion identified the Design Workshop involving Collaborative members and the Alternatives Design Team as a mechanism for accomplishing, in part, the necessary ongoing agency involvement.

VI. NEXT STEPS IN THE PROCESS

The following next steps were identified:

- CONCUR will prepare and distribute to the Collaborative a description of the alternatives recommended for NEPA/404 review, along with revised maps portraying the alternatives. CONCUR will also prepare and distribute a revised draft of the recommendations of the Collaborative to the Alternatives Design Team, for Collaborative members' review and revision.
- Concurrence letters from the SOCTIIP member agencies will be requested in a letter from Caltrans to the SOCTIIP Collaborative member agencies.

- A meeting to discuss and resolve any outstanding issues, formally ratify the Proceedings of Phase I of the SOCTIIP Collaborative with signatures by Collaborative members, and discuss options for cooperating agency involvement in Phase II was tentatively scheduled for May 31, 2000.



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M E M O R A N D U M

October 6, 2000

To: **Members of the SOCTIIP Collaborative**
Cc: **Macie Cleary-Milan, TCA**
Chris Keller, View Point West

From: **L. Scott Spears, CONCUR, Inc.**

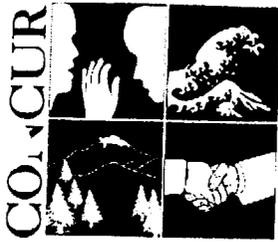
Re: **Supplemental Materials for Discussion of FHWA Request for Concurrence on SOCTIIP Project Alternatives**

Attached are the revised supplemental materials for the FHWA Request for Concurrence on SOCTIIP Project Alternatives. These materials were developed by the Alternatives Design Team (TCA, Corridor Design Management Group (CDMG), BonTerra Consulting, and DKS Associates) to assist Collaborative members in describing the design analysis performed during the SOCTIIP Collaborative's Design Workshop on July 27 and 28, 2000. The Collaborative reviewed and provided revisions to these materials at the September 21, 2000 meeting of the Collaborative.

The attached materials are not considered a work product of the SOCTIIP Collaborative. They are provided to aid the NEPA/Section 404 Integration Process MOU signatory agencies in internal agency discussions regarding concurrence of the SOCTIIP Project Alternatives provisionally ratified by the Collaborative on September 21, 2000.

If there are questions about any of these materials, please call L. Scott Spears at 707.744.1976.

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Developed on September 13, 2000 by CONCUR and View Point West for the SOCTIIP Collaborative. Revised on October 4, 2000 based on comments from the Collaborative. For review and discussion by agency staff during the review for concurrence on SOCTIIP Project Alternatives.

Alternatives to the Proposed SOCTIIP Project Considered by the SOCTIIP Collaborative, but not Brought Forward in the NEPA and Section 404 Processes

I. INTRODUCTION

The SOCTIIP Collaborative developed a number of alternatives to the proposed SOCTIIP Project between December 1999 and August 2000. The goals of this level of analysis were to develop a set of the reasonable alternatives to the proposed SOCTIIP Project and to avoid impacts to the human and natural environments. The Collaborative developed alternatives through iterative processes that considered environmental and land use data in conjunction with traffic projections for the 2020 no build scenario.

II. ALIGNMENT ALTERNATIVES

The Collaborative's facilitated process began the development of alternative alignments with a review of an aerial photo of South Orange County (August 1999: 1" = 1000') and the determination of the Project Study Area. The Project Study Area was bounded by the Oso Parkway to the north, Basilone Road to the south, west of I-5 to the west, and the Cleveland National Forest to the east. For purposes of developing alternative alignments to SOCTIIP, the existing condition was determined to include projects identified in the Regional Transportation Plan and the Master Plan of Arterial Highways.

The SOCTIIP Collaborative first outlined possible alternative alignments on overlays of the Orange County aerial photo. Refinements and modifications to these alignments were subsequently made, based upon review of environmental and land use data, engineering design safety criteria, and future traffic projections. Land use, geotechnical, and environmental data reviewed during the alignment selection process included:

- Permitted land uses,
- Vegetation,
- Sensitive species,
- Miscellaneous water resources and 100-year floodplain data,
- Miscellaneous municipal resources including schools, churches, hospitals, etc.,
- Geotechnical data with faults and landslides,
- Traffic projections for the 2020 no build scenario,
- Agency In-house documentation on water resources and sensitive species.

The iterative process originally resulted in thirty-two alignment segments that were reviewed for reasonableness as SOCTIIP Project Alternatives. Using Selection Criteria developed by the Collaborative, twenty-two of these segments satisfied the SOCTIIP Project Purpose and Need and were considered as reasonable alternatives. The segments were then patterned into three alignment alternatives, with corresponding variations on each of these alternatives, and are being carried forward in the National Environmental Policy Act and Clean Water Act section 404 (NEPA/Section 404) processes. These alignment alternatives will be evaluated in detail in the EIS/SEIR. Ten alignment segments were eliminated from further consideration due to environmental, land use, design, and/or traffic considerations.

Alignments were generally eliminated in instances where major environmental constraints could be avoided and/or minimized by selecting other reasonable alignments. Preliminary alternatives were also eliminated in some instances where the alternatives presented major engineering and geotechnical design constraints, while only minimally improving traffic congestion on I-5. The figure *SOCTIIP Alternatives Originally Considered* identifies the alignment segments originally considered by the SOCTIIP Collaborative. The figure *SOCTIIP Refined Project Alternatives* shows the alignment alternatives being carried forward in the NEPA/Section 404 processes.

Specific reasons for eliminating each of the preliminary alignment alternatives not being carried forward in the NEPA/Section 404 processes are discussed below.

A. Alignment Segment 2A

Alignment Segment 2A was originally considered as a westerly north-south link between a southerly extension of State Route 241 at Oso Parkway and Alignment Segment 2, an expanded Antonio Parkway, near the Crown Valley Parkway.

Alignment Segment 2A was not selected for consideration because Alignment Segment 2 provided improved traffic relief to I-5 and the arterial network than Alignment Segment 2A (see, *Tier 1 Traffic Analysis Memorandum* prepared by DKS Associates dated February 14, 2000). In addition, Alignment Segment 2A lacked a nexus to the existing Orange County transportation system (see, *SOCTIIP Refined Project Alternatives Report* from the Alternatives Design Team).

Additionally, impacts to Chiquita Ridge, coastal sage scrub habitat, established wildlife movement corridors, and habitat for the coastal California gnatcatcher were avoided by dropping Alternative Segment 2A from further consideration as a SOCTIIP Project Alternative.

B. Alignment Segments 2B and 2C

Alignment Segments 2B and 2C were considered as westerly north-south connectors between State Route 241 at the Oso Parkway and Alignment Segment 3 (San Joaquin Extension). Alignment Segment 2B would have traversed through existing open space between the planned Ladera Community and I-5. Alignment Segment 2C would have encircled the western edge of the planned Ladera Community and terminated at Ortega Highway.

The Collaborative dropped Alignment Segments 2B and 2C because traffic analysis performed on these segments showed only limited improvements to I-5 and the arterial network (see, *Tier 1 Traffic Analysis Memorandum* prepared by DKS Associates dated February 14, 2000). Additionally, Alignment Segments 2B and 2C would have impacted open space between Antonio Parkway and I-5 and the planned Ladera Community. The

Collaborative chose the widening of Alignment Segment 2 (Antonio Parkway) over Alignment Segments 2B and 2C because Alignment Segment 2 provided improved traffic relief (see, *Tier 1 Traffic Analysis Memorandum* prepared by DKS Associates dated February 14, 2000) and greater avoidance of potential environmental and land use impacts.

Additionally, impacts to Horno and Arroyo Trabuco Creeks, coastal sage scrub habitat, established wildlife movement corridors, planned open space, and habitat for the coastal California gnatcatcher and least Bell's vireo were avoided by dropping Alternative Segments 2B and 2C from further consideration as SOCTIIP Project Alternatives.

C. Alignment Segment 3

Alignment Segment 3 (the San Joaquin Extension) was originally proposed to extend southeasterly from the existing terminus of State Route 73 to Alignment Segment 2 (Antonio Parkway) north of Alignment Segment 4 (Ortega Highway).

Alignment Segment 3 was not selected for consideration because Alignment Segment 3 provided only limited traffic relief to I-5 and the arterial network (see, *Tier 1 Traffic Analysis Memorandum* prepared by DKS Associates dated February 14, 2000). Alignment Segment 3 also presented engineering constraints that would have required a four-level interchange with I-5 and had the potential for significant right-of-way take that would have displaced homes, public property, and businesses (see, *SOCTIIP Refined Project Alternatives Report* from the Alternatives Design Team).

Additionally, impacts to Horno and Arroyo Trabuco Creeks, and habitat for the coastal California gnatcatcher and least Bell's vireo were avoided by dropping Alternative Segment 3 from further consideration a SOCTIIP Project Alternative.

D. Alignment Segment 7A

Alignment Segment 7A was originally considered as a northerly extension of Alignment Segment 7 north of the planned Talega Community. Alignment Segment 7A was also considered as a connector from Alignment Segment 7 to Alignment Segment 12 and would have extended Alignment Segment 7, via Alignment Segment 12, to a direct connector at I-5 just north of the Orange County line.

Alignment Segment 7A was not selected because the optimum alignment connected Alignment Segment 7 to Alignment Segment 6C (the southern section of the Central Corridor Alignment) northwest of the Rancho Mission Viejo Land Conservancy. This modified alignment provided similar traffic relief as Alignment Segment 7A (see, *Tier 1 Traffic Analysis Memorandum* prepared by DKS Associates dated February 14, 2000). Excessive slide potential and high slopes were also identified as technical constraints.

Additionally, impacts to unnamed drainages, coastal sage scrub habitat, and habitat for the coastal California gnatcatcher were avoided by dropping Alternative Segment 7A from further consideration as a SOCTIIP Project Alternative.

E. The Southern Portion of Alignment Segment 8B

The southern portion of Alignment Segment 8B was originally proposed as a connector between Alignment Segment 8A (Far East Corridor – Complete) and Alignment Segment 8E (Avenida Pico), connecting to I-5 via Avenida Pico.

The southern portion of Alignment Segment 8B was dropped from consideration because it provided similar traffic relief as Alignment Segment 8C (Far East Corridor – Talega Variation) (see, *Tier 1 Traffic Analysis Memorandum* prepared by DKS Associates dated February 14, 2000), yet impacted a larger area within the Rancho Mission Viejo Land Conservancy.

F. Alignment Segment 9

Alignment Segment 9 was originally proposed to move southeasterly from I-5 just north of Alignment Segment 4 (Ortega Highway), traversing Alignment Segment 10A (Camino Los Ramblas) and Avenida Vista Hermosa, and intersecting at Avenida La Pata.

Alignment Segment 9 was not selected because traffic analysis performed on Alignment Segment 9 provided only limited improvement to I-5 and the arterial network (see, *Tier 1 Traffic Analysis Memorandum* prepared by DKS Associates dated February 14, 2000), and because Alignment Segment 9 lacked a clear nexus to the existing Orange County transportation system (see, *SOCTIIP Refined Project Alternatives Report* from the Alternatives Design Team).

G. Alignment Segment 11

Alignment Segment 11 was originally proposed as a connector from Alignment Segment 6B (Central Corridor – Complete) at Avenida La Pata to Alignment Segments 8F, 8D, or 8H.

Alignment Segment 11 was not selected for consideration due to excessive slide potential and high slopes. An alternative similar to Alignment Segment 11 has been proposed as the Alignment Segment 7/Far East Crossover north of Avenida La Pata.

H. Alignment Segment 12

Alignment Segment 12 was originally considered as a connector from Alignment Segment 7 and Alignment Segment 7A south of Avenida Pico to a direct connection at I-5 near the Orange County line.

Alignment Segment 12 was not selected for consideration because other alignments provided similar traffic relief to I-5 and the arterial network (see, *Tier 1 Traffic Analysis Memorandum* prepared by DKS Associates dated February 14, 2000). Excessive slide potential and high slopes were also identified as technical constraints. The Collaborative selected a connector from Alignment Segment 7 to Alignment Segment 6C (Central Corridor – Complete) northwest of the Rancho Mission Viejo Land Conservancy as a SOCTIIP Project Alternative.

I. Alignment Segment 14

Alignment Segment 14 was originally proposed as a parallel alignment westerly of Alignment Segment 7. Alignment Segment 14 moved southeasterly from Alignment Segment 6A (Central Corridor) intersection at Alignment Segment 4 (Ortega Highway) and then connected to and followed Alignment Segment 8C (Far East Corridor – Talega Variation) to a direct connection at I-5.

Alignment Segment 14 was not selected for because the optimum design and engineering alignment between Alignment Segment 14 and Alignment Segment 7 followed Alignment Segment 7 (see, *SOCTIIP Refined Project Alternatives Report* from the Alternatives Design Team). Thus, Alignment Segment 14 was dropped from further consideration as a SOCTIIP Project Alternative.

Additionally, unnamed drainages, coastal sage scrub habitat, and habitat for the coastal California gnatcatcher were avoided by dropping Alternative Segment 14 from further consideration as a SOCTIIP Project Alternative.

III. ARTERIAL IMPROVEMENT ALTERNATIVES

Concurrent with the selection of the Alignment Alternatives discussed above, the SOCTIIP Collaborative developed a series of Arterial Improvement Alternatives to the proposed SOCTIIP Project. Based upon transportation planning and traffic information provided by Orange County Transportation Authority (OCTA) and DKS Associates, as well as other available local planning and land use information, a number of Arterial Improvement Alternatives were identified through the facilitated Collaborative Process.

Each of the Arterial Improvement Alternatives was evaluated in terms of traffic relief to I-5 and the arterial network, potential arterial improvement configurations (e.g., expanded capacity of existing roadways, left hand turn flyovers, etc.), and likely physical disturbances to sensitive water resources, biological resources, and land uses. The Collaborative requested that DKS Associates review Arterial Improvement Alternatives using two concurrent criteria:

1. Minimizing expansion of existing facilities and minimizing construction of new facilities yet satisfying the SOCTIIP Project Purpose and Need Statement, and
2. Maximizing effectiveness of existing facilities and utilizing construction of new arterial roadways to maximize the benefit to I-5.

DKS Associates provided analysis of numerous Arterial Improvement Alternatives using the criteria above and expanding these criteria to ensure a broad review of Arterial Improvement Alternatives. Outlined below are those Arterial Improvement Alternatives that were considered, but not brought forward by the Collaborative as SOCTIIP Project Alternatives.

A. The Minimum Improvement Alternative

The Minimum Improvement Alternative included critical intersection improvements to an arterial "backbone" that included improvements to the Oso Parkway, Antonio Parkway, Avenida La Pata, and Avenida Pico. Analysis of the Minimum Improvement Alternative also considered Smart Street¹ intersection improvements to the Antonio Parkway at Ortega Highway, Camino Las Ramblas, Avenida Vista Hermosa, Avenida Pico. The Minimum Improvement Alternative also included extension of the Crown Valley Parkway to Antonio Parkway.

The Minimum Improvement Alternative provided only minimal traffic relief to I-5 and the arterial network (see, *Tier 1 Traffic Analysis Memorandum* prepared by DKS Associates dated February 14, 2000). Additionally, the Crown Valley component of the Minimum Improvement Alternative impacted environmental resources near the Oso Parkway, while providing only minimal traffic relief to I-5 and the arterial network.

¹ Combination of advanced traffic management strategies (traffic signal coordination, intensive monitoring and surveillance, and traveler information), modest physical roadway improvements (turn lanes at intersection and channelization improvements), and major improvements at some at-grade intersections, such as selective grade separations.

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B. The Moderate Improvement Alternative

The Moderate Improvement Alternative included the same level of critical intersection improvements as the Minimum Improvement Alternative. The Moderate Improvement Alternative also included Alignment Segment 3 (San Joaquin Extension), widening of the Antonio Parkway to eight lanes between Alignment Segment 3 (San Joaquin Extension) and San Juan Creek Road, and a grade separated intersection at the Ortega Highway and Antonio Parkway intersection. Analysis of the Moderate Improvement Alternative also considered additional Smart Street intersection improvements at the intersections of Antonio Parkway and Camino Las Ramblas, Avenida Vista Hermosa, and Avenida Pico.

The Moderate Improvement Alternative also provided only minimal traffic relief to I-5 and the arterial network (see, *Tier 1 Traffic Analysis Memorandum* prepared by DKS Associates dated February 14, 2000). Additionally, the Alignment Segment 3 (San Joaquin Extension) component of the Moderate Improvement Alternative impacted resources to the human and natural environments between the existing terminus of State Route 73 and the Antonio Parkway, while providing only minimal traffic relief to I-5 and the arterial network.

IV. INTERSTATE 5 (I-5) IMPROVEMENT ALTERNATIVES

Concurrent with the development of the Alignment Alternatives and Arterial Improvement Alternatives discussed above, the Collaborative also developed potential I-5 Improvement Alternatives that would satisfy the SOCTIIP Project Purpose and Need Statement. Based upon transportation planning and traffic information provided by Caltrans and DKS Associates, as well as other available local planning and land use information, a number of I-5 Improvement Alternatives were identified.

Each of the I-5 Improvement Alternative was evaluated by the Collaborative by considering the I-5 Improvement Alternative's effectiveness in providing traffic relief to I-5 and the arterial network, potential improvement configurations (e.g., expanded capacity, interchange improvements, etc.), and likely physical disturbances to the human and natural environments.

During the review and development of the I-5 Improvement Alternatives, the SOCTIIP Collaborative requested technical expertise from DKS Associates and the Alternatives Design Team. DKS Associates evaluated the effectiveness of various I-5 improvements, used in conjunction with Caltrans' planned extension of HOV lanes from State Route 1 south to Avenida Pico as a baseline for the 2020 no build scenario. The Alternatives Design Team was also requested to design potentially reasonable I-5 improvement alternatives, using the following general guidance:

- a. Achieves SOCTIIP Project Purpose and Need Statement,
- b. Minimizes right-of-way take,
- c. Provides consistency and uniformity of design,
- d. Considers use of reversible lanes,
- e. Considers a direct HOV (High Occupancy Vehicle) connection to the San Joaquin Hills Tollroad,
- f. Considers widening only portions of I-5,
- g. Considers HOV ingress and egress at existing interchanges and cross streets,
- h. Considers staggered ingress and egress to HOV lanes, and
- i. Considers elevated or grade-separated lanes.

This iterative planning process resulted in an I-5 Improvement Alternative being carried forward in the EIS Process. Outlined below are those I-5 Improvement Alternatives that were considered, but not brought forward by the Collaborative as SOCTIIP Project Alternatives.

- A. Widening of I-5 to Include Two to Three Reversible HOT Lanes in the Middle of I-5
The reversible High Occupancy Travel (HOT) lanes improvement to I-5 would have included a two to three lane expansion of I-5. These additional lanes would be configured to provide HOT travel in the peak direction on I-5 during peak traffic hours. These reversible lanes would have required barrier separation with restricted access points. Additionally, the Collaborative requested that DKS Associates review the reversible HOT lanes concept to:

1. Minimize widening of I-5 while accommodating peak hour/peak direction traffic demand,
2. Encourage carpooling with free access to HOT lanes, while ensuring uncongested travel on a reversible facility through variable pricing for SOVs, and
3. Provide a revenue source to help pay for the widening.

Due to design and safety constraints associated with a reversible HOT lanes concept on I-5 (including shoulder and merge configurations, access/egress points, and tolling facilities), this alternative was dropped as a SOCTIIP Project Alternative.

- B. Double Decking of I-5
A double decking of I-5 alternative would have included HOT, HOV, or mixed flow lanes above the existing footprint of I-5, thus avoiding impacts to the human and natural environmental by increasing the capacity of I-5 without increasing the footprint of I-5. Design analysis of a double decking of I-5 alternative by the Alternatives Design Team revealed that a single-column, cantilever design would have been required if no widening of I-5 was to occur.

Due to design and safety constraints (including third level elevation requirements, need for reversible lanes in an elevated structure, limited access, more complex interchanges, additional width at ingress/egress, and safety/traffic enforcement concerns) this alternative was dropped as a SOCTIIP Project Alternative.

V. OTHER ALTERNATIVES CONSIDERED BUT NOT BROUGHT FORWARD

As the Collaborative developed the Alignment, Arterial Improvement, and I-5 Improvement Alternatives, ways to combine various aspects of these different alternatives were also considered. These "combination" or "mix and match" alternatives were evaluated by DKS Associates. Each of these combination alternatives was discussed with respect to whether it would satisfy the SOCTIIP Project Purpose and Need Statement. The Collaborative also reviewed other available local planning and land use information in the determination of reasonableness of these alternatives.

Outlined below are those other Alternative considered, but not brought forward by the Collaborative as SOCTIIP Project Alternatives.

- A. Minimum Arterial Improvement Alternative plus one HOV on I-5
The Minimum Arterial Improvement Alternative plus one HOV on I-5 included one additional lane on I-5 in each direction for the length of the corridor. Antonio Parkway and Avenida La Pata would be expanded to a six-lane Smart Street from Avenida Pico to the Oso Parkway.

Smart Street intersection treatments would have been performed on the intersections of Antonio-La Pata and the Ortega Highway, Camino Las Ramblas, and Avenida Pico between I-5 and La Pata.

The Collaborative determined that the Minimum Arterial Improvement Alternative plus one HOV on I-5 alternative provided only limited traffic relief to I-5 and the arterial network in Orange County and that other alternatives to the proposed project that combined elements of other alternatives provided improved traffic relief (see, *Evaluation of Four New Alternatives for SOCTIP Collaborative* prepared by DKS Associates dated July 27, 2000).

B. Maximum Arterial Improvement Alternative plus Alignment Segment 3 (San Joaquin Extension)

The Maximum Arterial Improvement Alternative plus the Alignment 3 (San Joaquin Extension) alternative proposed one additional lane on I-5 in each direction for the length of the corridor. Antonio Parkway and Avenida La Pata would be an eight-lane Smart Street from San Juan Creek Road to north of the Oso Parkway and six-lanes between San Juan Creek Road and Avenida Pico. Smart Street intersection treatments would have been performed on the intersections of Antonio-La Pata and the Ortega Highway, Camino Las Ramblas, and Avenida Pico between I-5 and Avenida La Pata. State Route 73 (Alignment 3 - San Joaquin Extension) would have been extended to the Antonio Parkway, north of Ortega Highway.

The Collaborative determined that the Maximum Arterial Improvement Alternative plus the Alignment 3 (San Joaquin Extension) alternative provided only limited traffic relief to I-5 and the arterial network in Orange County and that other alternatives to the proposed project that combined elements of other alternatives provided improved traffic relief (see, *Evaluation of Four New Alternatives for SOCTIP Collaborative* prepared by DKS Associates dated July 27, 2000).

C. Minimum Arterial Improvement Alternative plus Mixed Flow on I-5

The Minimum Arterial Improvement Alternative plus Mixed Flow on I-5 alternative considered one additional lane on I-5 in each direction for the length of the corridor. Antonio Parkway and Avenida La Pata would be a six-lane Smart Street from Avenida Pico to the Oso Highway. Smart Street intersection treatments would have been performed on the intersections of Antonio-La Pata and the Ortega Highway, Camino Las Ramblas, and Avenida Pico between I-5 and Avenida La Pata. Additional mixed flow lanes would have been constructed on I-5 from the Orange County/San Diego County line north to I-405, for a total of five continuous mixed flow lanes on this portion of I-5.

The Collaborative determined that the Minimum Arterial Improvement Alternative plus Mixed Flow on I-5 alternative provided only limited traffic relief to I-5 and the arterial network in Orange County and that other alternatives to the proposed project that combined elements of other alternatives provided improved traffic relief.

D. Mass Transit Only Alternative

The Southern California Association of Governments and OCTA provided the Collaborative with a review of OCTA's Fast Forward program, which included the planned improvements to transit systems in Orange County including Metrolink Commuter Rail Service, local bus service, and Express Bus service.

During discussions of whether a transit only alternative would be a reasonable alternative to the proposed SOCTIIP Project, the Collaborative considered existing planning for transit improvements by OCTA, the nature of the existing traffic system in Orange County, and OCTA's analysis of future traffic patterns and travel mode choices by Orange County drivers. Based on this information, the Collaborative determined that a transit only alternative to the proposed SOCTIIP Project was not reasonable at this time. Consideration of the addition of transit components to each alternative will be provided in the EIS/SEIR.



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Refined on September 19, 2000 by CONCUR from DKS Associates' July 27, 2000 memo to the SOCTIIP Collaborative and discussions of the Collaborative with John Long of DKS Associates on July 28, 2000. Reviewed by the Collaborative with revisions made on October 5, 2000.

REFINED ARTERIAL IMPROVEMENT ALTERNATIVES

I. INTRODUCTION

During the SOCTIIP Collaborative's evaluation of project alternatives to the proposed SOCTIIP Project, DKS Associates developed and tested Arterial Improvement Alternative, which combined improvements to I-5 with Smart Street/arterial improvements. DKS's charge was to:

- Provide additional detail on improvements needed for the Smart Street/arterial concepts.
- Estimate the level of improvement of operations on I-5

Below are definitions of several terms routinely used in DKS's July 27, 2000 memorandum:

- **Smart Street** – Traditionally this term means a combination of advanced traffic management strategies (traffic signal coordination, intensive monitoring and surveillance, and traveler information) and modest physical roadway improvements (turn lanes at intersections and channelization improvements) applied to an arterial street. The arterials in the study corridor will have a high design standard, and most of the "smart street" strategies will be incorporated into their design. For the purposes of this memorandum, the term "smart street" is "stretched" to include major improvements at some at-grade intersections, such as selective grade separations.
- **Transportation System Management (TSM)** – In the context of environmental review of transportation projects, this term describes strategies which reduce the level of capacity expansion, especially on roadways, and increases the level of transit, traffic management, and other operational strategies for meeting future needs.
- **Mix-and-Match** – This is a catch-all description of the effort to combine varying levels of Smart Street improvements, and varying degrees of improvements on I-5, including additional HOV and/or mixed-flow lanes.
- **Future-Base Case** – Indicates the assumed roadway network that will be in place without any corridor-level improvement project. In general, roadway geometry for the future-base year was taken from the MPAH and RTP documents. The Future Base Case is utilized as a comparison point for the Arterial Improvement Alternatives.

II. ANALYSIS OF ARTERIAL IMPROVEMENT ALTERNATIVES

Analysis of the Arterial Improvement Alternatives responded to the following Project Purpose and Need categories:

- **Level of Benefit on I-5** – This category was based on total and relative vehicle miles traveled on I-5 by LOS category.

- **Level of Benefit on Arterial Streets** –This category was based on the total and relative vehicle miles traveled on major surface streets by LOS category.

The categories above, plus two additional criteria guided DKS's analysis of the Arterial Improvement Alternatives:

- Attempt to minimize expansion of existing facilities and minimize construction of new facilities, and
- Maximize effectiveness of existing facilities and utilize construction of new arterial roadways to maximize benefits to I-5

III. LEVEL OF IMPROVEMENTS NEEDED TO SMART STREETS/ARTERIALS

DKS's previous analyses were based on "link" capacities and level of service calculations. To define the level of spot/intersection improvements needed to accommodate forecasted volumes on the arterial segments, DKS conducted a detailed A.M. and P.M. peak hour intersection analysis at 16 major intersections in the project study area. To begin the analysis, DKS assumed a certain level of at-grade improvements at these intersections under the Future Base Case. Where possible, these assumptions were cross-checked with other studies.

A major conclusion of DKS's detailed analysis is that there would be no spare capacity on key portions of the arterial street system to accommodate additional I-5 travel demand under the Future Base Case. In fact, several of the major intersections on the Antonio Parkway and Avenida La Pata would operate at LOS "E" or "F" conditions under the Future Base Case without some level of improvements. DKS's testing of improvements at the identified bottlenecks indicated that aggressive at-grade improvements would provide only marginal benefits. These conclusions suggested that the previously defined "Minimum Smart Street" concept would not do much to satisfy the project's Need and Purpose (i.e., improve conditions on I-5) and that any Smart Street/arterial improvement alternative should contain some level of grade-separations at key intersections in the corridor.

DKS's previous analyses indicated that some level of grade separation would be needed at Oso/Antonio, Crown Valley/Antonio and Ortega/Antonio. This basic recommendation still holds for the Arterial Improvement Alternatives.

In the Future Base Case, some additional at-grade intersection improvements (i.e., double right turn lanes or free right turn lanes, and potentially triple left turn lanes) would be required at intersections on Antonio Parkway at the Ortega Highway, Crown Valley Parkway, and Oso even to maintain LOS "E" during peak hours.

Suggested left turn grade separations would provide significant increases in the capacities of the four key intersections identified below. However, with the additional travel demand attracted by the Smart Street concepts, these four intersections would continue to operate at poor service levels.

DKS assumed that the Future Base Case included 3 lanes in each direction on Avenida Pico through the I-5 interchange (under I-5). DKS recognized that this would represent a major improvement over existing conditions. If such an improvement were not part of the Future Base Case, it would be required as part of any effective Smart Street/arterial improvement concept.

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DKS did not include any improvements on the Ortega Highway at I-5 due to their understanding of potential construction and design constraints at this location. This interchange would be a bottleneck under the Future Base Case and any of the Arterial Improvement Alternatives. Additional analysis will be performed during the study and evaluation of SOCTIIP Project Alternatives in the EIS/SEIR.

IV. ALTERNATIVES SELECTED FOR ANALYSIS IN THE NEPA/SECTION 404 PROCESSES

The Collaborative selected the following Arterial Improvement Alternatives for analysis in the NEPA/Section 404 processes:

- A. **Arterial Improvement** – Expansion of Antonio Parkway/Avenida La Pata to an eight lane Smart Street¹ from Oso Parkway south to San Juan Creek Road and a six lane Smart Street from San Juan Creek Road south to Avenida Pico. Smart Street treatments at Future Base Year Width² to Ortega Highway, Camino Las Ramblas, and Avenida Pico between I-5 and Avenida La Pata with two possible scenarios at key intersections: left turn flyovers and full, grade separated interchanges.
- B. **Arterial Improvement Plus HOV and Spot Mixed Flow Lanes on I-5** – Arterial Improvement Alternative from above plus one additional HOV lane on I-5 in each direction between the I-5/I-405 confluence to Cristianitos Road, and spot mixed flow lanes added to I-5 between State Route 73 and the Ortega Highway.

Each of the Arterial Improvement Alternatives outlined above will be analyzed in detail during the evaluation of SOCTIIP Project Alternatives.

¹ Combination of advanced traffic management strategies (traffic signal coordination, intensive monitoring and surveillance, and traveler information) and modest physical roadway improvements (turn lanes at intersection and channelization improvements), and major improvements at some at-grade intersections, such as selective grade separations.

² Indicates the assumed roadway network in place without any corridor-level improvement project.

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**South Orange County
Transportation Infrastructure
Improvement Program**

Refined Alternatives

October 5, 2000

Introduction:

The purpose of this report is to provide the South Orange County Transportation Infrastructure Improvement Program (SOCTIIP) collaborative participants with the necessary information to substantiate approval of reasonable refined alternatives to be included in the preparation of the Environmental Impact Report/Supplemental Environmental Impact Statement (EIS/SEIR). The proposed corridor alignments and arterial improvement alternatives are those described in Caltrans NEPA/404 MOU Conceptual Alternatives Concurrence request letter dated May 9, 2000. Each of the Agencies represented in the SOCTIIP collaborative provided either conditional approval of these alternatives in concept or support for the process. The findings discussed in this report are based on the best information available from various sources. It should be noted that the reasonable refined alternatives approved will undergo further refinement and study in the EIS/SEIR as more substantial geotechnical and bioresource data becomes available. This process may result in further changes to the alternatives presented as a part of this report.

Approach:

For the purpose of discussion, the refined alternatives are broken down into four categories: corridor alternatives, arterial alternatives, I-5 widening and no-build. Each category and its respective alternatives are defined and discussed below.

The refined corridor alternatives were established by first adjusting the horizontal alignments as necessary to avoid the resource areas identified as being of concern. The next step further refined the horizontal alignment by complying with applicable design standards. Then the vertical alignment was established in accordance with design standards. The vertical alignment in conjunction with the required number of lanes, established the footprint of each corridor. The footprint depicts the cut and fills limits of construction for each corridor alignment and is based on 2020 traffic forecasts and lane requirements for a toll free facility, hereafter referred to as ultimate. The provisions for the ultimate footprint are listed below. The requirement to implement HOV lanes is based on a signed Memorandum of Understanding by and between the Southern California Association of Governments (SCAG), Foothill/Eastern Transportation Corridor Agency (TCA) and the State of California Department of Transportation (Caltrans) dated September 12, 1991. As part of SCAG's adopted Regional Mobility Plan (RMP) a component of their adopted Air Quality Management Plan (AQMD), HOV lanes would be implemented by the year 2010. The maintenance of full HOV facilities in the median will provide space for future conversion to fixed rail required by state law unless proven to be infeasible. With the ultimate footprint established, each corridor alignment was then rechecked against resource areas of concern and adjustments were made where feasible.

The corridor alternatives footprints considered the inclusion of climbing lanes, but the exact limits have not been determined. Caltrans' methodology for determining the limits of climbing lanes for both mixed flow and HOV traffic along significant grades is very

involved, requires additional technical data, and has not been attempted for this report. The analysis will be completed and any footprint revisions will be provided in the SEIS/SEIR.

For each variation where the corridor alignment ends at an existing arterial and traffic then traverses existing arterials i.e. La Pata Variation, Ortega Variation, etc., the respective arterials would require Traffic System Management (TSM) Improvements and possibly further mitigation. TSM Improvements are strategies which reduce the need for physical capacity expansion, especially on roadways, and increases the level of transit, traffic management, and other operational strategies for meeting future needs. Further study is necessary to determine the type and extent of existing arterial widening and intersection improvements. Further traffic modeling is also necessary to determine if the number of corridor lanes could be reduced for these variations.

The arterial alternatives were established upon recommendation by DKS Associates. Essentially the arterial alternatives utilized existing roadway networks and also assumed full implementation of the Master Plan of Arterial Highways (MPAH) for Orange County. For those alternatives utilizing existing roadway networks with improvements exceeding the MPAH, the footprint depicting cut and fill limits is shown. In order to maintain the integrity of the existing arterial network, shifting the existing alignments was not considered. For those alternatives exceeding the MPAH, the expanded improvements were established by avoiding those resource areas of concern. The next step further refined the alignment by complying with applicable design standards. The vertical alignment essentially conformed to existing. The footprints depict the cut and fill limits of construction for each corridor alignment. With the footprint established, each alternative was then rechecked against resource areas of concern and adjustments were made where feasible.

Attached are exhibits for the SOCTIIP alternatives originally considered, SOCTIIP Conceptual Project Alternatives, and SOCTIIP Refined Project Alternatives.

Design Standards and Specifications:

The refined alternatives were designed in accordance with the latest following criteria:

- California Department of Transportation Highway Design Manual
- California Department of Transportation Traffic Manual
- California Department of Transportation Standard Plans
- California Department of Transportation Standard Specifications
- California Department of Transportation High Occupancy Vehicle (HOV) Guidelines
- American Association of State Highway and Transportation Officials (AASHTO) Policy on Geometric Design of Highways and Streets
- County of Orange EMA Highway Design Manual

In addition the following list of assumptions apply to all corridor alignment alternatives:

- The median width of the corridor refined alternatives was established for the initial construction so that there would be sufficient space to allow the construction of the ultimate number of through traffic lanes plus the required HOV lanes, buffer, and CHP enforcement shoulder. Alternatively, the HOV space could be used for future fixed rail. The two directions of traffic are separated by a concrete median barrier which requires the least separation allowed by Caltrans/FHWA standards.
- The refined alternatives footprint provides for slopes consistent with Caltrans Slope Bench Criteria (including 7.0 meter (23 feet) wide grassy swale/catchment area) and estimated remedial excavation. Further geotechnical investigations in the EIS/SEIR will provide information to the establish limits of remedial grading of unstable areas.
- The refined alternatives footprint provides for required Caltrans maintenance access roads within the right-of way. The footprint does not provide for utility, fire, ranch, and other local access / maintenance roads, but will be established and included in the EIS/SEIR.
- Walls are provided where necessary and practical to reduce footprint.
- The refined alternatives corridor configurations are based on year 2020 forecasts for a toll free facility, referred to as ultimate, per DKS Associates Overview of Methodology as required to meet SOCTIIP Tier 1 Analysis dated February 14, 2000.

Ultimate Footprint

The refined alternatives ultimate footprint includes provisions for:

- Year 2020 Traffic Forecasts
- RMP Best Management Practices
- Toll Facilities
- High Occupancy Vehicle (HOV) (SCAG Requirements) or transit
- Slope Rounding
- Caltrans Maintenance Access Roads

Geotechnical Investigation

The intent of the geotechnical investigation program is to drill the minimum number of borings and trenches which are necessary to collect geological and geotechnical information required for developing remedial as well as project grading limits for each alignment. The data procured by this program may result in changes to the footprint.

References:

The Flood Plain data was provided by Federal Emergency Management Agency (FEMA) of Orange County. FEMA is responsible for inventory and mapping of flood plains and any modification to such requires an amendment submitted to FEMA. The data presented includes all such amendments. This data was also supplemented with a study prepared by Schaaf & Wheeler titled "FTC-S Location Hydraulics Study."

Geology data was prepared utilizing USGS mapping, various local reports and California Divisions of Mines & Geology mapping.

Vegetation Impact Analysis mapping was prepared from the following references:

Foothill Transportation Corridor-South Natural Environment Study. 1998.

County of Orange Southern Subregion Natural Communities Conservation Plan, Geographic Information System (GIS) Files of the Vegetation Communities of the Subregion. (Dudek & Associates)

Final Talega Biological Technical Report. (BonTerra Consulting, April 19, 2000)

Personal communications with Tony Bomkamp and Rueben Ramirez, biologists currently conducting various biological surveys on Rancho Mission Viejo. (January through July 2000)

Bloom, P.H. Herpetological Records from the County of Orange Southern Subregion Natural Communities Conservation Plan. Unpublished Reports. 1996.

Bloom, P.H. Personal communication regarding raptor data on Rancho Mission Viejo. 1996.

Gray, J. and D. Bramlett. 1992. Habitat Classification System Natural Resources Geographic Information System (GIS) Project. Prepared for the County of Orange Environmental Management Agency.

Michael Brandman Associates. May 1997. Ladera Planned Community Development Area Focused Survey Results. Prepared for Rancho Mission Viejo.

Michael Brandman Associates. May 1995. Appendix F Biological Resources Technical Report for the Draft Environmental Impact Report No. 555. Prepared for the County of Orange.

Murphy, D. and T. Bomkamp. April 1999. Habitat Assessment and Focused Survey Results for Quino Checkerspot Butterfly Rancho Mission Viejo. 1995-1999.

Impacts

Attached in Appendix A are Tables which summarize potential impacts of each alternative. These analyses and summaries were performed solely to determine the reasonableness of alternatives to the proposed project. Detailed analyses of biological resources and socio-economics within the project area, using the best and most current information will be performed during the SEIS/SEIR analysis. This analysis may require

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further revisions to the alternatives with respect to geometry. Also, the updated traffic model and demographic data may result in changes to the respective alternatives' footprints, as well as geotechnical investigation data as discussed above.

CENTRAL CORRIDOR

ALIGNMENT

The Central Corridor proceeds southerly from the existing terminus of the Foothill Transportation Corridor-North (FTC-N) at Oso Parkway, traversing southerly along Canada Chiquita to San Juan Creek, crossing Canada Chiquita approximately 2.1 km (1.25 miles) south of Oso Parkway, and crosses San Juan Creek and Ortega Highway (SR 74) approximately 0.4 km (1/4 mile) east of Antonio Parkway/Avenida La Pata. This portion of the Central Corridor north of Ortega Highway requires six lanes (3 in each direction) plus two HOV lanes (one in each direction) in ultimate condition.

The Central Corridor - Complete alignment then traverses southerly from Ortega Highway approximately parallel to and east of Avenida La Pata and the city limits of San Juan Capistrano. The alignment traverses through the Prima Deshecha Sanitary Landfill, enters the City of San Clemente, and continues southerly to Avenida Vista Hermosa traversing along the westerly edge of the Talega development. It then crosses Avenida Vista Hermosa approximately 1.1 km (3/4 mile) northwest of Avenida Pico, swings southwesterly, traverses through Laing-Forster Ranch development, continues parallel to and northwest of Avenida Pico, and terminates at I-5 between Avenida Pico and Avenida Presidio in San Clemente. This portion of the Central Corridor south of Ortega Highway requires four lanes (two in each direction) plus two HOV lanes (one in each direction) in ultimate condition.

MAJOR FEATURES

The Central Corridor – Complete includes interchanges at Oso Parkway (completion of existing ½ diamond), Crown Valley Parkway (partial cloverleaf), Ortega Highway (partial cloverleaf), Avenida Vista Hermosa (partial cloverleaf), Calle del Cerro (Avenida Pico connection), and I-5 (directional connectors to and from the south), as well as reconstruction of the existing Avenida Pico/I-5, Avenida Palizada/I-5, Avenida Presidio/I-5, and El Camino Real/I-5 Interchanges.

A mainline toll plaza is located approximately 4 km (2.5 miles) south of Ortega Highway.

In addition to the interchange structures, the Central Corridor – Complete includes major bridge structures at San Juan Creek and I-5/Avenida Pico and minor bridge structures for wildlife crossings, agricultural road crossings, and the Avenida La Pata/Via Onda, Camino Vera Cruz, and Calle Frontera undercrossings.

The Central Corridor - Complete alignment includes retaining walls north of Camino Vera Cruz, north and south of Calle Frontera, and several along the I-5 connectors and Avenida Pico, Avenida Palizada, Avenida Presidio, and El Camino Real Ramps.

GEOLOGICAL CONSIDERATIONS

The Central Corridor – Complete crosses major landslide complexes along its alignment both south and north of Ortega Highway. Some of the landslide areas have shown signs of recent movement and cannot be remediated without grading beyond the required ultimate corridor footprint.

ASSUMPTIONS

Climbing lanes are required for both mixed flow and HOV traffic along significant grades. Northbound climbing lanes may be required north of Avenida Vista Hermosa (1600m +/- 5200-ft +/-) and south of Oso Parkway (3000m +/- 9800 ft +/-). Southbound climbing lanes may be required south of Ortega Highway (2400m +/- 7900-ft +/-).

The interchanges at Crown Valley Parkway, Ortega Highway, and Avenida Vista Hermosa are assumed to be a partial cloverleaf configuration for ultimate condition.

ISSUES

Realigns and paves approximately 0.7 miles of Canada Chiquita

Traverses through the existing back up operations area and along the west side of the future operations area of the Prima Deshecha Sanitary Landfill

Traverses through Talega Master Plan development including existing and planned development

Traverses through Laing-Forster Ranch Master Plan development including existing and planned development

Causes ingress/egress and emergency service accessibility disruption

VARIATIONS

The La Pata Variation follows the Central Corridor alignment to just north of the city limits of San Clemente where the freeway ends and traffic then traverses Avenida La Pata and Avenida Pico to I-5. This variation requires TSM improvements on Avenida La Pata from the city limits to Avenida Pico and on Avenida Pico from Avenida La Pata to I-5.

The Ortega Variation follows the Central Corridor alignment to Ortega Highway where the freeway ends and traffic then traverses westerly on Ortega Highway to I-5. This variation requires TSM improvements on Ortega Highway from the Central Corridor to I-5.

ALIGNMENT 7

ALIGNMENT

The Alignment 7 proceeds southerly from the existing terminus of the Foothill Transportation Corridor-North (FTC-N) at Oso Parkway, traversing southerly along and to the east of Canada Chiquita to Crown Valley Parkway, then southeasterly to pass east of the reclaimed water facility, then southerly to San Juan Creek, and crosses San Juan Creek and Ortega Highway (SR 74) approximately 1.7 km (1.1 mile) east of Antonio Parkway/Avenida La Pata. This portion north of Ortega Highway requires six lanes (3 in each direction) plus two HOV lanes (one in each direction) in ultimate condition.

The Alignment 7 – Complete alignment traverses southerly from Ortega Highway through the Prima Deshecha Sanitary Landfill approximately parallel to and 0.3 km (0.2 miles) west of the easterly property line. It then enters the City of San Clemente approximately 1.4 km (0.9 miles) east of the San Juan Capistrano city boundary, traversing southerly through the Talega development, and swings southwesterly to Avenida Vista Hermosa, crossing Avenida Vista Hermosa approximately 0.5 km (0.3 miles) northwest of Avenida Pico. It then continues southwesterly traversing through the Laing-Forster Ranch development, proceeding parallel to and northwest of Avenida Pico, and terminates at I-5 between Avenida Pico and Avenida Presidio in San Clemente. This portion of Alignment 7 south of Ortega Highway requires four lanes (two in each direction) plus two HOV lanes (one in each direction) in ultimate condition.

MAJOR FEATURES

The Alignment 7 – Complete includes interchanges at Oso Parkway (completion of existing ½ diamond), Crown Valley Parkway (partial cloverleaf), Ortega Highway (partial cloverleaf), Avenida Vista Hermosa (partial cloverleaf), Calle del Cerro (Avenida Pico connection), and I-5 (directional connectors to and from the south), as well as reconstruction of the existing Avenida Pico/I-5, Avenida Palizada/I-5, Avenida Presidio/I-5, and El Camino Real/I-5 Interchanges.

A mainline toll plaza is located approximately 2.4 km (1.5 miles) south of Ortega Highway.

In addition to the interchange structures, Alignment 7 – Complete includes major bridge structures at San Juan Creek and I-5/Avenida Pico and minor bridge structures for wildlife crossings, agricultural road crossings, and the Avenida La Pata/Via Onda, Camino Vera Cruz, and Calle Frontera undercrossings.

The Alignment 7 - Complete alignment includes retaining walls north of Camino Vera Cruz, north and south of Calle Frontera, and several along the I-5 connectors and Avenida Pico, Avenida Palizada, Avenida Presidio, and El Camino Real Ramps.

GEOLOGICAL CONSIDERATIONS

Alignment 7 – Complete crosses numerous landslide complexes along its alignment south of Ortega Highway, some of which may require grading beyond the required ultimate corridor footprint for remediation. The interchange with Ortega Highway may require additional grading due to existing large landslide complexes in the immediate area.

Also, south of Ortega Highway, there are existing drainage channels with potentially liquefiable soils that may require removal or treatment.

ASSUMPTIONS

Climbing lanes are required for both mixed flow and HOV traffic along significant grades. Northbound climbing lanes may be required from just south of Avenida Vista Hermosa north (4000m +/- 13,000-ft +/-). Southbound climbing lanes may be required from north of Ortega Highway south (3000m +/- 10,000-ft +/-).

The interchanges at Crown Valley Parkway, Ortega Highway, and Avenida Vista Hermosa are assumed to be a partial cloverleaf configuration for ultimate condition.

ISSUES

Requires 100 meter (300 foot) cut approximately 1.2 km (0.7 miles) south of Ortega Highway

Traverses through the future operations area of the Prima Deshecha Sanitary Landfill

Traverses through Talega Master Plan development including existing and planned development

Traverses through Laing-Forster Ranch Master Plan development including existing and planned development

Causes ingress/egress and emergency service accessibility

VARIATIONS

The 7 Swing (7/Central Crossover) follows the Alignment 7 alignment to just south of the northerly property line of the Prima Deshecha Sanitary Landfill. It then swings southwesterly and enters the City of San Clemente approximately 0.8 km (0.5 miles) east of the city limits of San Juan Capistrano and swings southerly to join the Central

Corridor alignment just north of Avenida Vista Hermosa. Due to geotechnical constraints and an effort to reduce biological resource and Canada Chiquita Creek impacts, this location was the most feasible at this time. The alignment then follows the Central Corridor to its termination at I-5.

The 7/Far East Crossover follows the Alignment 7 alignment to just south of the northerly property line of the Prima Deshecha Sanitary Landfill. It then swings southeasterly and enters the City of San Clemente approximately 2.0 km (1.3 miles) east of the city limits of San Juan Capistrano traversing through the Talega development and the southwesterly corner of the Rancho Mission Viejo Land Conservancy. It then swings southerly crossing Avenida Pico and crosses the Orange/San Diego County line 0.3 km (0.2 miles) east of the San Clemente city limits and joins the Far East Corridor alignment just south of the County line. The alignment then follows the Far East Corridor or its Agricultural Field Variation or Cristianitos Variation to its termination at I-5. This alignment may require northbound climbing lanes north of Avenida Pico (3600m +/- 12,000-ft +/-).

The La Pata Variation follows the Alignment 7 alignment to Avenida La Pata just north of Avenida Pico where the freeway ends and traffic then traverses Avenida La Pata and Avenida Pico to I-5. This variation requires TSM improvements on Avenida La Pata from Alignment 7 to Avenida Pico and on Avenida Pico from Avenida La Pata to I-5.

The Ortega Variation follows the Alignment 7 alignment to Ortega Highway where the freeway ends and traffic then traverses westerly on Ortega Highway to I-5. This variation requires TSM improvements on Ortega Highway from Alignment 7 to I-5.

FAR EAST CORRIDOR

ALIGNMENT

The Far East Corridor proceeds southerly from the existing terminus of the Foothill Transportation Corridor-North (FTC-N) at Oso Parkway, traversing along Canada Chiquita, then southeasterly south of Coto de Caza, crossing Canada Gobernadora approximately 4 km (2.5 miles) north of San Juan Creek, and crosses San Juan Creek and Ortega Highway (SR 74) approximately 4 km (2.5 miles) east of Antonio Parkway/Avenida La Pata. This portion north of Ortega Highway requires six lanes (3 in each direction) plus two HOV lanes (one in each direction) in ultimate condition.

The Far East Corridor – Complete alignment traverses southerly from Ortega Highway to the east of the Rancho Mission Viejo Land Conservancy and Cristianitos Creek. The alignment swings southwesterly and crosses Blind/Gabino Creek and Cristianitos Creek approximately 1.5 km (one mile) north of the Orange/San Diego County line and traverses through the southeastern corner of the Talega development. The alignment crosses Avenida Pico and then crosses the county line immediately west of the SDG&E substation and 0.4 km (1/4 mile) east of the San Clemente city limits. It then continues southerly in San Diego County through San Onofre State Park and Camp Pendleton Marine Corps Base, crossing Cristianitos Road approximately 1.1 km (0.7 miles) north of I-5, and terminates at I-5 in the vicinity of Basilone Road in San Diego County. This portion of the Far East Corridor south of Ortega Highway requires four lanes (2 in each direction) plus two HOV lanes (1 in each direction) in ultimate condition.

MAJOR FEATURES

The Far East Corridor – Complete includes interchanges at Oso Parkway (completion of existing ½ diamond), Crown Valley Parkway (partial cloverleaf), Ortega Highway (partial cloverleaf via a new connector road), Avenida Pico (partial cloverleaf), Cristianitos Road (1/2 diamond), and I-5 (directional connectors to and from the south), as well as reconstruction of the existing Basilone Road/I-5 Interchange.

A mainline toll plaza is located approximately 1.6 km (1 mile) south of Ortega Highway.

In addition to the interchange structures, the Far East Corridor – Complete includes bridge structures over Canada Gobernadora, San Juan Creek (Mainline and Ortega connector road), Blind/Gabino Creek, Cristianitos Creek, I-5/San Mateo Creek, and bridge structures for wildlife crossings and agricultural road crossings.

The Far East Corridor Complete alignment includes retaining walls north of Blind/Gabino Creek, south of Cristianitos Creek, north of Cristianitos Road, north of I-5, and several along the I-5 connectors and Basilone Ramps.

The Far East Corridor provides for a 1.4 km (0.9 mile) realignment of Ortega Highway (SR 74) and a 1.8 km (1.1 mile) connector road from Ortega Highway to an interchange with the mainline.

GEOLOGICAL CONSIDERATIONS

The northern segment of the Far East Corridor – Complete crosses two, possibly three landslide areas, which may extend beyond the required ultimate corridor footprint and can be removed or remediated. The southern portion from Avenida Pico Interchange to the middle of the State Park crosses a landslide complex, which has not shown any significant movement within the last three years of monitoring, but may extend beyond the required ultimate corridor footprint and require local remediation.

ASSUMPTIONS

Climbing lanes are required for both mixed flow and HOV traffic along significant grades. Northbound climbing lanes may be required north of I-5 (3600m +/- 12,000 ft +/-), north of Avenida Pico (1700m +/- 5600 ft +/-), north of Ortega Highway (2000m +/- 6500 ft +/-), and south of Oso Parkway (2900m +/-). Southbound climbing lanes may be required south of Avenida Pico (1600m +/- 5200-ft +/-) and north of Ortega Highway (2100m +/- 6900 ft +/-).

The interchanges at Crown Valley Parkway, Ortega Highway (connector road), and Avenida Pico are assumed to be a partial cloverleaf configuration for ultimate condition.

ISSUES

Traverses through San Onofre State Park and Camp Pendleton.

VARIATIONS

The Talega Variation (Far East/Central Crossover) follows the Far East Corridor alignment to just south of Ortega Highway, then swings southwesterly, traverses through the northern portion of the Rancho Mission Viejo Land Conservancy, enters the City of San Clemente approximately 3.2 km (2.0 miles) east of the city limits of San Juan Capistrano, and traverses through the Talega development crossing Avenida Vista Hermosa approximately 0.5 km (0.3 miles) north of Avenida Pico. It then joins the Central Corridor alignment southwest of Avenida La Pata and follows the Central Corridor to its termination at I-5. This alignment will require northbound climbing lanes from south of Avenida Vista Hermosa north (2500m +/- 8000-ft +/-).

The Agricultural Field Variation follows the Far East Corridor alignment to Avenida Pico. It then swings slightly east of the Far East Corridor as it crosses the Orange/San Diego County line and traverses southerly in San Diego County through San Onofre State Park and Camp Pendleton Marine Corps Base parallel to and just west of Cristianitos Creek. It then crosses Cristianitos Road 0.8 km (1/2 mile) southwest of San Mateo

Road, crosses San Mateo Creek just west of Cristianitos Creek, traverses through the agricultural lease land east of San Mateo Creek, and terminates at I-5 in the vicinity of Basilone Road in San Diego County. This variation includes a ½ diamond interchange at Cristianitos Road and the southern segment crosses potentially liquefiable areas within the agricultural field. The remediation for liquefaction in this area may impact the existing aquifer in San Mateo Basin.

The Cristianitos Variation follows the Far East Corridor alignment to Avenida Pico. It then becomes a four-lane arterial and follows the Agricultural Field Variation alignment to existing Cristianitos Road. It then follows existing Cristianitos Road alignment and terminates at I-5 with a reconstructed interchange in a partial cloverleaf configuration. This variation includes an at-grade intersection with the east leg of existing Cristianitos Road.

The Pico Variation follows the Far East Corridor alignment to Avenida Pico where the freeway ends and traffic then traverses Avenida Pico to I-5. This variation requires TSM improvements on Avenida Pico from the Far East Corridor to I-5.

The Ortega Variation follows the Far East Corridor alignment to Ortega Highway where the freeway ends and traffic then traverses westerly on Ortega Highway to I-5. This variation requires TSM improvements on Ortega Highway from the Far East Corridor to I-5.

INTERSTATE 5 (I-5) WIDENING

ALIGNMENT

The I-5 widening Alignment would add additional lanes between the I-5/I-405 confluence (El Toro Y) and Cristianitos Road to accommodate future traffic projections. The required number of lanes is in accordance with DKS Associates recommendations, peak hour directional analysis by Austin-Foust Associates, Inc. and Caltrans reviews and concurrence. These determinations were discussed with Caltrans Traffic Operations staff, and it was determined that any improvements needed to begin at Cristianitos Road to the south and extend as far north as the El Toro Y. Caltrans has provided preliminary concurrence with the traffic volume projections and general design approach.

MAJOR FEATURES

Utilizing the projected traffic volumes described above and Caltrans design criteria, the required number of lanes was determined by trying to achieve a minimum acceptable level of service and, then, discussing with Caltrans staff. It was determined that two lanes in each direction would generally be needed, consisting of one general-purpose lane and one High Occupancy Vehicle (HOV) lane. With the addition of the lanes discussed, the resultant number of lanes along the I-5 in each direction at various locations is as follows:

- Cristianitos Road to SB off-ramp at Avenida Calafia, six lanes
- Cristianitos Road to NB on-ramp at El Camino Real, six lanes
- Off-ramp at Avenida Calafia to SB on-ramp at El Camino Real, six lanes + one auxiliary lane
- SB off-ramp at El Camino Real to SB on-ramp at Avenida Esperanza, six lanes + one auxiliary lane
- NB on-ramp at El Camino Real to NB off-ramp at Avenida Esperanza, six lanes + one auxiliary lane
- Avenida Esperanza to Avenida Palizada, six lanes
- Avenida Palizada to Avenida Pico, six lanes + one auxiliary lane
- Avenida Pico to Camino Estrella, seven lanes

Due to the required widening and existing interchanges that do not meet current Caltrans standards and currently operate at unacceptable levels of service, most interchanges would require complete reconstruction. The interchanges would be redesigned utilizing the above described traffic volumes in accordance with Caltrans geometric standards, including sight distance requirements, to improve capacity and eliminate, where needed, the current substandard configurations.

GEOLOGICAL CONSIDERATIONS

The I-5 crosses two landslide complexes around Avenida Presidio. Even though they are remediated for construction of I-5 and surrounding development, it may require additional remediation beyond the current footprint for widening of I-5. Widening of existing bridges on I-5 may require remediation of liquefiable and soft soils within drainage areas for bridge abutments or piers.

ASSUMPTIONS

- Reconstruct the El Camino Real and Avenida Pico interchanges.
- Reconstruct or remove existing ramps at five arterials.
- Remove and replace overcrossing structures at Avenida San Luis Rey, Avenida Mendocino, Reeves Ranch Road (Vista Hermosa), and Camino De Estrella.
- Replace or widen undercrossing structures at El Camino Real, and Avenidas Pico, Presidio, Palizada, and Vaquero.
- Adjust profile to provide Caltrans required sight distance.

ISSUES

- Maintenance of traffic during construction will be complex and difficult.
- Permanent traffic patterns would change due to the closing of on-off ramps and the reconfiguration of existing interchanges.
- Taking the required right-of-way from the State Park on the west side or from the commercial stores on the east side. The proposed alignment takes all right of way from the east side.

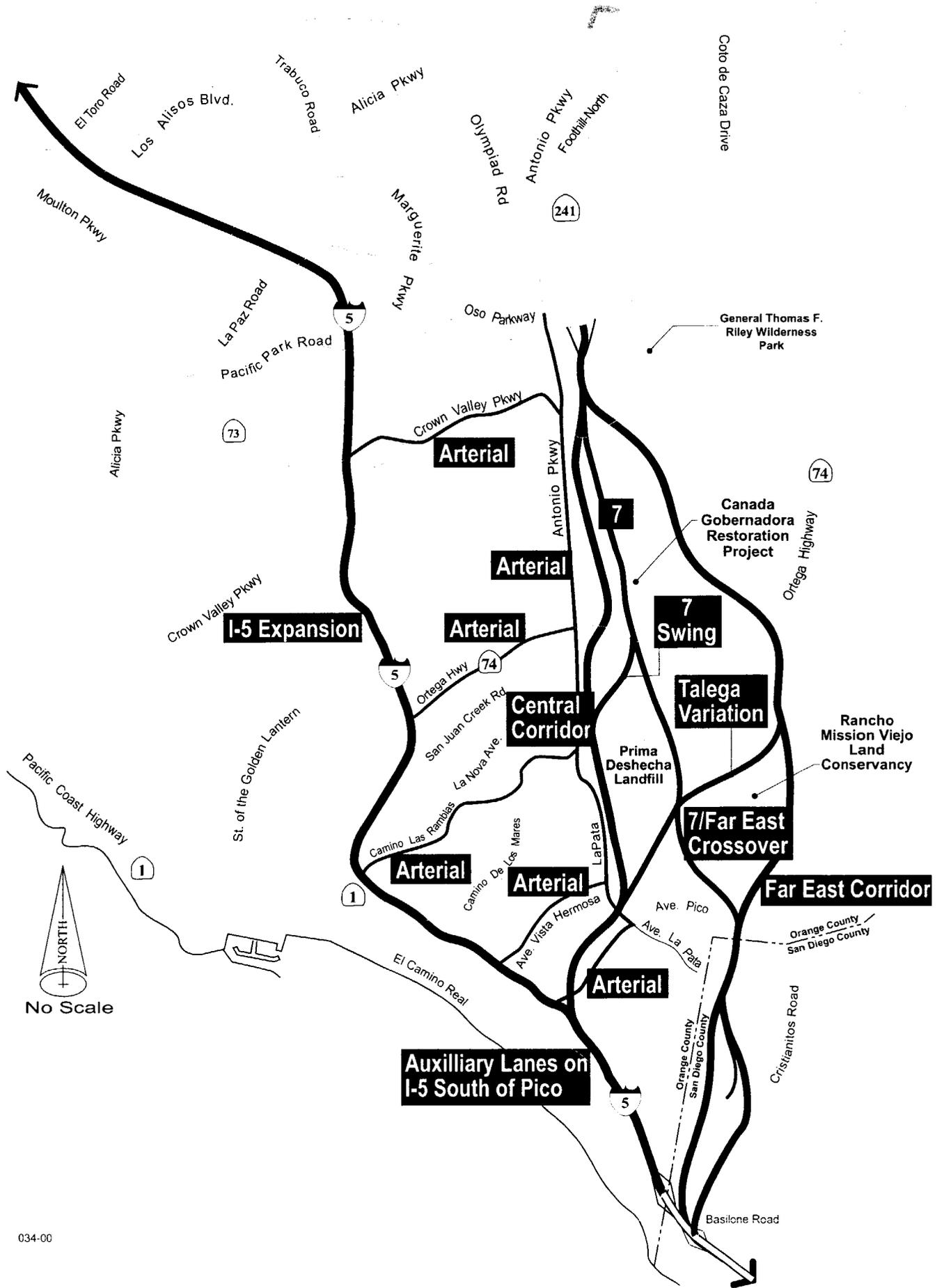
NO ACTION

The EIS/SEIR will include two No-Action alternatives for consideration. In addition an analysis will be performed in the EIS/SEIR Traffic Technical Report.

A traditional No Action/No Build Alternative (1.a) will be evaluated and will include complete implementation of the Regional Transportation Plan (RTP) and the MPAH. It will also include General Plan elements and land use projections including the latest growth projections from the Orange County Transportation Authority's (OCTA) demographic database, OCP-2000.

The second No Action/No Build Alternative (1.b) to be evaluated will include complete implementation of the RTP and the MPAH and potential mitigation that may have been identified in the 1.a Alternative and any potential changes/improvements not previously programmed. It will also include adopted levels of growth in lieu of full implementation of the General Plan.

The additional analyses to be performed will not be studied to the full extent as typically required. This analysis will be included in the Traffic Technical Report of the EIS/SEIR. The study will assume complete implementation of the RTP and MPAH and potential mitigation that may have been identified in the 1.a Alternative and any potential changes/improvements not previously programmed. It will only include those developments that have procured the necessary local, state and federal permits at the time of the study. Traffic will be projected based on standard ambient growth. The evaluation will determine the available capacity along I-5 and determine when system failure may occur.



034-00

SOCTIIP Refined Project Alternatives

Appendix A

Design Workshop Alignment Alternatives Analysis

Alignments

<i>Biological Resource*</i>	<i>Central Complete</i>	<i>Central La Pata Variation</i>	<i>Central Ortega Hwy Variation</i>	<i>Align. 7 Complete</i>	<i>Align. 7 Swing</i>	<i>Align. 7 T/Far East Crossover</i>	<i>Align. 7 La Pata Variation</i>	<i>Align. 7 Ortega Hwy Variation</i>	<i>Far East Complete</i>	<i>Far East Talega Variation</i>	<i>Far East Agricultural Variation</i>	<i>Far East Cristianitos Rd Variation</i>	<i>Far East Avenida Pico Variation</i>	<i>Far East Ortega Hwy Variation</i>
End./Th. Species and/or Critical Habitat Thread-leaved brodiaea San Diego fairy shrimp Riverside fairy shrimp Tidewater goby Southern steelhead Arroyo toad SW willow flycatcher California gnatcatcher Least Bell's vireo Swainson's Hawk Peregrine falcon Pacific pocket mouse	Arroyo toad gnatcatcher vireo Swainson's Hawk Peregrine falcon	Tidewater goby Southern steelhead Arroyo toad SW willow flycatcher California gnatcatcher Least Bell's vireo Swainson's Hawk Peregrine falcon Pacific pocket mouse	Arroyo toad gnatcatcher vireo Swainson's Hawk Peregrine falcon	Arroyo toad gnatcatcher vireo Swainson's Hawk Peregrine falcon	Tidewater goby Southern steelhead Arroyo toad SW willow flycatcher California gnatcatcher Least Bell's vireo Swainson's Hawk Peregrine falcon Pacific pocket mouse	Arroyo toad California gnatcatcher Least Bell's vireo Swainson's Hawk Peregrine falcon	Tidewater goby Southern steelhead Arroyo toad California gnatcatcher Least Bell's vireo Swainson's Hawk Peregrine falcon	Tidewater goby Southern steelhead Arroyo toad California gnatcatcher Least Bell's vireo Swainson's Hawk Peregrine falcon Pacific pocket mouse	Arroyo toad California gnatcatcher Least Bell's vireo Swainson's Hawk Peregrine falcon	Arroyo toad California gnatcatcher Least Bell's vireo Swainson's Hawk Peregrine falcon				
Habitat Fragmentation and/or Degradation	Major	Major	Major	Major	Major	Major	Major	Major	Major	Major	Major	Major	Major	Major
Wildlife Corridors/Linkages	Major	Major	Major	Major	Major	Major	Major	Major	Major	Major	Major	Major	Major	Major
Preclude NCCP	To be determined	To be determined	To be determined	To be determined	To be determined	To be determined	To be determined	To be determined	To be determined					
Wildlife Refuges	No	No	No	No	Yes	Yes	No	No	No	Yes	No	No	No	No
Coastal Sage Scrub	93.78 acres	93.78 acres	60.97 acres	98.55 acres	93.19 acres	231.87 acres	98.55 acres	57.18 acres	341.98 acres	203.05 acres	259.05 acres	310.82 acres	178.73 acres	143.41 acres
Riparian/Riverine	41.65 acres 6,000 linear feet	41.65 acres 6,000 linear feet	25.39 acres 1,050 linear feet	16.50 acres 6,000 linear feet	22.08 acres 4,350 linear feet	14.69 acres 2,100 linear feet	16.50 acres 3,300 linear feet	12.86 acres 1,050 linear feet	42.75 acres 3,450 linear feet	52.12 acres 4,050 linear feet	36.81 acres 3,600 linear feet	35.94 acres 2,550 linear feet	40.92 acres 2,400 linear feet	26.26 acres 1,500 linear feet
Seep and Slope Wetlands (vernal pools, seeps, and wet meadows)	To be determined	To be determined	To be determined	To be determined	To be determined	To be determined	To be determined	To be determined	To be determined					
Marshes	1.28 acres	1.28 acres	1.28 acres	0.58 acres	0.58 acres	0.58 acres	0.58 acres	0.58 acres	0.58 acres	0.58 acres	0.58 acres	0.58 acres	0.58 acres	0.58 acres
Other Potential Waters of the U.S.	0.73 acres	0.73 acres	0.73 acres	0.26 acres	0.26 acres	0.18 acres	0.26 acres	0.26 acres	2.51 acres	0.97 acres	3.69 acres	2.23 acres	0.97 acres	0.97 acres

* Information contained within this table is based on best available information at the time of its preparation. This information will be up-dated as additional biological and wetland surveys are conducted for the SOCTIIP study area alignments.

Response to Comments on Draft SOCTIIP Refined Alternatives (2)

1. Please briefly outline SCAG Requirements (HOV/transit).

This will be provided.

2. What traffic/growth/population projections are the requirements based upon?

Requirements based on SCAG's RMP & AQMP and the SCAG/TCA/Caltrans MOU.

3. Is the requirement for HOV lanes, transit, either/or both?

Per page 4; "or."

4. Ultimate p.2, "the footprint depicts the cut and fills limits of construction for each corridor alignment and is based on 2020 traffic forecasts for a toll free facility, hereafter referred to as ultimate. P. 4, The corridor configurations are based on year 2020 forecasts for a toll free facility, referred to as Ultimate.

Please clarify ultimate/Ultimeate.

No difference; Upper and lower case will be clarified.

5. Is this the ultimate traffic forecast and/or the ultimate corridor configuration?

Traffic forecast for year 2020, which yields requirements for ultimate footprint.

6. Will the EIS analyze ultimate/Ultimeate?

Year 2025 will be analyzed.

7. How does ultimate/Ultimeate relate to the median width?

As mentioned, ultimate is for study year. Median width is determined by Caltrans standards for lane shoulders, buffers and barrier widths.

8. How much of the ultimate corridor configuration is driven by requirements (e.g. SCAG, Caltrans, etc.) and how much of it is discretionary?

Configuration is based on design standards and agency requirements.

9. Will EIS analyze utility, fire, ranch, and other local access/maintenance roads that are associated with ultimate/Ultimeate project?

Yes.

10. Existing v. planned development

This will be further refined in the EIR/SEIS.

11. Where the document indicates that a proposed alignment traverses through Talega/Laing-Forster Ranch Master Plan development, please include a note that “Master Plan development” includes both existing and planned, but not built development.

This will be clarified.

12. There was no traffic data presented as part of this report and hence it is difficult to evaluate any of the alternatives due to lack of traffic information. Evaluation of the merit of each proposal would depend solely on forecasted demand.

Forecasts were made and presented by DKS. The collaborative accepted DKS analysis and projections.

13. As for the La Pata and Ortega Highway variations, it is worth noting that historically terminating a freeway at an arterial highway could only work if the arterial highway system has the capacity to carry the expected traffic volume.

Duly noted.

14. Any proposal to widen the I-5 in lieu of extending the Foothill South toll road needs to take into consideration the non-compete Zone Agreement between Caltrans and TCA. Our interpretation of the agreement shows that it will be in force until 2012 even if the Foothill South is not built and beyond that date if it is constructed.

The Non-Compete Zone Agreement does not prohibit improvements to I-5. This will be further discussed in the EIS/SEIR I-5 alternative.

**MEETING SUMMARY
SOCTIIP COLLABORATIVE
January 17, 2001**

In attendance:

FHWA: Robert Cady, Jeff Kolb, Mary Ann Rondinella, Stephanie Stoermer
CalTrans: Praveen Gupta, Henry Bass, Angela Vasconcellos, Sylvia Vega, Lesley Ballou,

EPA: Nova Blazej

USFWS: Annie Hoecker, David Zoutendyk

USACE: Fari Tabatabai, Erik Larsen, Susan DeSaddi

TCA: Macie Cleary-Milan, Scott Bacsikin, Pete Ciesla

Observers: None

Consultants:

CDR Associates: Louise Smart and Mike Harty

Viewpoint West: Chris Keller

P&D Environmental Services: Michael Benner and Christine Huard Spencer

Ground Rules Accepted by the Group for this Meeting

- One person speaks at a time
 - Avoid interruptions
 - Be recognized before speaking
 - Avoid sidebars (take a break if a conversation is needed)
- Speak with honesty and courtesy
- Call for a break or caucus at any time
- If possible, put cell phones on "silent" or "off"
- Dress comfortably – casual is OK

I. History of the Project

Chris Keller of Viewpoint West briefly reviewed the past milestones of this project.

- A. Beginning in the 1980's, TCA prepared the EIR#3 (certified in 1991 by the TCA Board) which identified a preferred project ("the Modified C Alignment") and identified a series of mitigation measures. The mitigation commitments are carried forward to the SOCTIIP project as requirements.
- B. Following certification, a lawsuit was filed by several environmental groups. The settlement agreement set forth a description of issues, methodologies, and approaches that need to be carried forth in the EIS, including workshops with the petitioners and the public (held in the mid-nineties when the original NEPA work on this project began).
- C. The NEPA/404 MOU was signed in 1993-94.
- D. In December of 1993, the NEPA process started with the NOI being published in the Federal Register. During 1994-95, TCA, CalTrans, and FHWA had a series of public

scoping meetings which generated many comments, which are carried forward to this project. Two alternatives were being evaluated: CP (the modified C, now called the Far East) and the BX (now being called the Central). During 1995-98, about 12 technical reports were produced on those two alternatives. Input was provided by local, state, and federal agencies and FSAC. Those reports were provided to the agencies, comments were received, and an effort was made to resolve as many of the issues raised in the comments as possible.

- E. As part of the implementation of the NEPA/404 MOU, the signatory agencies jointly developed the Purpose and Need Statement for this project and developed a set of alternatives to be evaluated in the EIS/SEIR (Phase I of the SOCTIIP process).

Relevant information from the earlier process includes: the mitigation measures from the EIR, the settlement agreement, the technical reports developed on the CP and BX alignments, and the comments received on the technical reports. These are starting points for the EIS/SEIR. The next phase, based on the new set of alignments, will consist of recomplying with CEQA (the SEIR), complying with NEPA (the EIS), and complying with Section 404.

Scott Bacsikin reviewed the alternatives that were selected in Phase I.

II. Agreements of the Collaborative related to Phase II

A. Points of Contact for Each Agency. The points of contact for the Collaborative are:

FHWA – Bob Cady

CalTrans – Praveen Gupta or Jean LaFontaine for District 12, Henry Bass for Headquarters

USFWS – Annie Hoecker

USACE – Fari Tabatabai

TCA – Macie Cleary-Milan

B. Relationship of Collaborative to NEPA/404 MOU. The NEPA/404 Integration process is being revised. In the meantime, the Collaborative agreed to use the existing MOU, including the decision points identified in the MOU, as a framework for its efforts.

C. Cooperating Agencies. FHWA will issue letters of invitation to the MOU signatory agencies, by 1/31, to serve as Cooperating Agencies. This letter will spell out what cooperating agency status will mean on this project, specifically referencing participation in the Collaborative. FHWA will circulate a draft letter to the agencies for review.

D. Decision-Making Authority. The Collaborative process will recognize and respect each agency's separate decision-making authority (e.g., FHWA's decision on the NEPA document, CalTrans' authority to issue permits pertaining to right-of-way and encroachment permits and CalTrans' role as the responsible agency for CEQA, USACE's 404 permitting authority, EPA and USACE agreement on the LEDPA).

E. Goals for Phase II of the SOCTIIP Collaborative. The Collaborative agreed on the following goals:

1. To arrive at a NEPA document (DEIS) that:
 - Is acceptable to or adoptable by the agencies which are members of the Collaborative
 - Is clear and complete
 - Lays out the information in a way that enables comparison/evaluation of alternatives
 - Addresses key issues
 - Satisfies legal requirements
2. To provide early input on how to avoid impacts
3. To raise and resolve issues related to the EIS, within the Collaborative process.

The Collaborative also agreed to re-consider additional goals for Phase II at a later date, possibly including:

- Working together as a Collaborative to accomplish all the steps of the NEPA/404 MOU, up to and including a ROD.
- Agreement on a “preliminary preferred alternative” as described in the MOU.
- Agreement on the LEDPA.

The TCA stated that TCA’s goal is to arrive at an “applicant preferred alternative” that is the LEDPA (least environmentally damaging practicable alternative).

F. Roles of the Collaborative. In order to achieve a NEPA document (DEIS) that is acceptable/adoptable, the Collaborative members agreed to:

1. Provide advice to TCA on the engineering level of detail
2. Provide advice to P&D Environmental Services, within the Collaborative forum, on the scopes of work and the reports (recognizing TCA’s supervisory/contracting role with P&D). The Collaborative will provide input to ensure that all the issues the members want addressed are included, that there is clear biological information, that surveys are complete, that acceptable methodologies are used, and that there are useful means of presenting information. The goal is to be able to say, “From where we sit and with the information we have at this time, this is the right direction and the scopes will address all our issues.” TCA is seeking certainty that when the consultants complete the scopes of work, the reports will be inclusive of the issues that must be addressed.
3. Resolve, within the Collaborative, disagreements related to direction on the document between or among member agencies in order to avoid delivering conflictive messages.
4. Provide complete and timely comments on documents and issues within the scope of Phase II, with the goal of supporting the Collaborative process. The Collaborative will set deadlines/expectations regarding turnaround times. If any agency has a crisis that will interfere with these deadlines, the agency will let TCA know (however, this should not be seen as an invitation to the agencies to not meet the deadlines). The TCA requests that, where possible, the agencies do their work faster than the

deadlines require. TCA will provide technical reports in pieces and parts, as segments are produced, with the expectation that the member agencies will review these segments as they are released.

5. Put forth good faith effort to represent respective agencies' interests to ensure that the document will be acceptable/adoptable.
6. Review public comments and respond to comments/issues that arise.
7. Review draft reports, give recommendations on how to avoid impacts, and bring those recommendations forward into the DEIS.
8. Review the DEIS.

G. Relationship between Phase II and USFWS Functions. The USFWS agrees that the SOCTIIP Collaborative will serve as informal consultation under ESA Section 7. USFWS comments from Phase I will be carried forward into Phase II.

H. Relationship between the Collaborative and other Agencies/Organizations.

The members agreed to the following regarding other agencies/organizations:

1. The Department of Defense (Camp Pendleton) is a Cooperating Agency under an agreement with FHWA and will be invited to meet with the Collaborative in reviewing the Scopes of Work (February meeting of the Collaborative). MCB-Camp Pendleton will receive all relevant information in advance of the meeting. TCA will take the lead in this process.
2. The Collaborative will ask NMFS how and whether they want to participate. Earlier in the process, the NMFS received an invitation to join the Collaborative, and they declined. It is anticipated that NMFS may be interested now, given information about steelhead trout in San Mateo Creek.
3. OCTA will have a role if the preferred alternative is not a toll road. TCA, FHWA, and CalTrans will meet to discuss how to deal with OCTA and make a recommendation to the Collaborative. One option is to invite them to participate as a cooperating agency. OCTA's status will be discussed at a future Collaborative meeting.
4. Other organizations which are interested in the EIS include: State Parks, Rancho Mission Viejo, San Clemente, San Juan Capistrano, California Fish and Game, the Coastal Commission, and environmental advocacy groups. These groups will have an opportunity to participate in reviewing scopes of work and providing input and comments through the formal scoping process (FHWA will re-issue a Notice of Intent for the EIS, and the TCA (with CalTrans concurrence) will re-issue a NOP for the SEIR. The NOI will go out at the end of January, and formal scoping meetings will be held on March 14 and 15). Following formal scoping, the Collaborative will review the comments from other organizations, identify significant issues, and make decisions about whether and when to invite individual organizations to make presentations to the Collaborative. Another possibility for future consideration is to include any of these organizations on working groups.

III. Other Discussion Points related to the Goals of Phase II

1. FHWA will rely heavily on CalTrans in the review of documents. In the interest of ensuring timely exchange of information and receipt of comments, TCA requests that reviews be concurrent.
2. Member agencies have responsibilities other than this project and have resource constraints. The Collaborative will attempt to manage available resources effectively, recognizing the competing demands on members' time.
3. Availability of the new Orange County Transportation Management model influences timing. As soon as TCA receives it (perhaps February), TCA will start running it on this corridor.
4. TCA is not seeking formal approval or concurrence from Collaborative members on the scopes of work for the technical reports. TCA wants good-faith efforts by the Collaborative members to ensure that the technical reports will address their issues and needs to avoid additional work later on.

IV. Schedule for Next Meetings of the Collaborative

February 21, 22, and 23. To review and provide input on scopes of work for priority technical reports and to consider whatever public comments have come in to date as a result of the NOI/NOP.

Feb 21 (10:00 to 5:00) Scopes: Traffic, air, noise

Feb 22 (8:30 to 5:00) Scopes: Biological, run-off management plan, location hydraulic studies, geotechnical

Feb 23 (8:30 to 3:00) Scopes: Socio-economic, land use, cultural

March 6 (10:00 to 5:00) **and March 7** (8:30 to 3:00). To review remaining scopes of work and preliminary reports on the design of alternatives and provide input on additional key issues:

- Level of engineering desired by the Collaborative
- Framework for displaying data and comparing alternatives
- The EIS schedule

April 24 (10:00 to 5:00) **and April 25** (8:30 to 3:00) Review of technical reports (pieces and parts) and review of comments from formal scoping

May 15 (10:00 to 5:00) **and May 16** (8:30 to 3:00) Review of technical reports (pieces and parts)

V. Geotechnical Boring

The goal of geotechnical boring is to be able to estimate the footprint of alternative alignments by identifying the limits of unstable ground. TCA conducts field reconnaissance using a team. Scott Bacsikin described TCA's approach to sensitive borings. USFWS will do a Section 7 consultation through an FHWA letter. TCA will prepare a boring package containing a map, picture book, description of types of borings, and an impacts assessment. This package will go to FHWA, USFWS, USACE,

CalTrans, and California Fish and Game. Regarding Section 7 and geotechnical boring, TCA will draft a letter, on FHWA letterhead, for CalTrans review prior to forwarding to FHWA. TCA will determine the need for NMFS involvement related to the presence of steelhead trout in San Mateo Creek. All the borings are for remedial grading only, to map out the slide areas, not for design.

VI. Action Items

1. **All Collaborative members** will review the Ground Rules from Phase I and will be prepared to discuss/modify/re-adopt them for Phase II at the February meeting
2. **TCA** will send copies of documents to Collaborative members, including:
 3. The settlement agreement
 4. Mitigation measures from the 1991 EIR
 5. Quality Assurance memos and comments on the technical reports on the CP and BX alignments
 6. Public Information Packet
7. **Viewpoint West** (Chris Keller) will make a list of agreements reached prior to and during Phase I as a basis for the Collaborative's work in Phase II.
8. **TCA** will send out draft Scopes of Work prior to the February meeting
9. **FHWA** will circulate a draft letter of invitation (to participate as cooperating agencies, with language related to anticipated cooperating agency status, including specific reference to the Collaborative process) to the Collaborative members. After approval, the FHWA will issue letters of invitation.
10. **FHWA, TCA, and CalTrans** will meet to discuss how to deal with OCTA and bring a recommendation to the Collaborative.
11. **TCA** will invite MCB-Camp Pendleton to the Feb 21-23 Collaborative meetings and will send advance information to Camp Pendleton.
12. **FHWA** will ask NMFS whether and how NMFS would like to participate in the Collaborative during Phase II (Anthony Spina at NMFS – 562-980-4045, Craig Wingert – 462-980-4021)
13. **CDR Associates** will send out (a) a roster of Collaborative participants and (b) a draft summary of this meeting.

Evaluation of this Meeting

The group liked:

1. The pace
2. Facilitators making sure that everyone got a chance to talk

3. Realistic agenda
4. The tabling of issues the group was not ready to agree upon
5. The refreshments

Suggestions for change:

1. Have a better seating arrangement
2. Conduct specific check-ins with the group (but not rigidly) in order to ensure that all have had a chance to say what they want to say

**MEETING SUMMARY
SOCTIIP COLLABORATIVE
Feb 21-23, 2001**

In attendance (Feb 21):

FHWA: Robert Cady, Stephanie Stoermer

Caltrans: Praveen Gupta, Henry Bass, Sylvia Vega, Jean Lafontaine, Paul Chang, Smita Deshpande, Philippe Lapin, Marta Haiabi, Arman BehTash, Firooz Hamedani, Nam Vo, Paul Neve, Habib Temori, Maureen El Harake, Hector Salas, Prakash Gaikwad, Joe El Harake, Wayne Chiou

EPA: Nova Blazej

USFWS: Annie Hoecker, Jill Terp

USACE: Fari Tabatabai, Susan DeSaddi

TCA: Macie Cleary-Milan, Scott Bacsikin, Pete Ciesla

Camp Pendleton: Larry Rannals, Stan Norquist, Sherwood Tubman, Bruce Goff (Anteon Corporation)

P&D Environmental Services: Christine Huard-Spencer, Michael Benner, Ron Siecke

Austin-Foust Assoc., Inc.: Kendall Elmer

Mestre Greve Assoc.: Fred Greve, Matt Jones

Viewpoint West: Chris Keller

CDR Associates: Louise Smart

I. Overview of TCA

Macie Cleary-Milan briefly described the history, purpose, and structure of the Transportation Corridor Agency. She noted:

- A. TCA issues non-recourse toll road bonds for construction of toll roads and collects tolls to pay off the bonds. Through an impact fee program, areas of benefit pay for the implementation and planning of roads. TCA has no taxing authority. It is TCA's intent to retire the bonds and sunset.
- B. TCA is not affiliated with 91TR, although transponders work on both 91 and TCA toll roads.
- C. TCA is meeting its debt on both toll roads.
- D. TCA turns its toll roads over to Caltrans the day they are opened, except for the toll facility and toll collection operation.
- E. TCA has an active environmental mitigation program, including conservation, restoration, and revegetation. TCA contributed \$6.6 million (of the total \$10 million) to start up NCCP.
- F. 78% of the growth in Orange County is internal growth (children growing up and staying in Orange County).
- G. If toll roads fail, the state's tax payers are not responsible.

Macie asked that the participants call her if they have questions at any time, as information in the newspaper is not always correct.

II. Update on NOI/NOP

FHWA published the "Notice of Intent" in the Federal Register (February 20). Copies were distributed to the participants. This announces that the EIS/SEIR will be prepared and requests that federal, state, and local agencies and the public participate by providing comments. The NOP will be published in March. The public scoping meetings will be held on March 26, 27, and 29.

III. Approach to Review of Scopes of Work

The facilitator reviewed the key questions to be addressed in the discussion of the Scopes of Work:

- A. Does the Scope of Work adequately address the issues of concern to your agency?
- B. What are your agencies' questions that need to be answered by this analysis and report?
- C. Are the study areas appropriate for documenting the existing resource conditions and assessing direct and indirect impacts under NEPA and CEQA?
- D. Are the data sources and methods proposed for documenting the existing conditions and assessing impacts suitable to your agencies' review needs?
- E. What data/studies do you have or can you obtain which would be useful for this Scope?

The intent of the discussion:

- A. To capture all current comments
- B. To get the input in an organized fashion
- C. To avoid repetition
- D. To include comments both on written Scopes of Work and the presentations on the Scopes

The listings of comments and questions, below, is not comprehensive. Many questions received immediate response or were very specific in nature and were addressed and/or noted by the report presenters. TCA also audio-taped the sessions in order to ensure that all comments and questions would be captured.

IV. General Content of Technical Reports

Christine Huard-Spencer (P&D) presented the framework that will be used for technical reports. Comments/questions from the participants included:

- A. Cumulative impacts analysis (including Section 7 definition)
 - 1) Does not need to be done extensively for each impact
 - 2) Guidance is available (Nova provided handout)
 - 3) Begin with written description of cumulative impacts
 - 4) Provide opportunity (if needed) for discussion
 - 5) EPA provided a memo on cumulative impacts

- B. Agencies want a list of existing technical reports (TCA provided copies.)
- C. Existing technical reports will be updated and superceded
- D. TCA will give Purpose and Need statement to Camp Pendleton
- E. How will questions/issues that are raised by the public and the agencies be put into the reports?
 - 1) The information requested through the questions/comments will be folded into the technical studies
 - 2) The environmental document will have a table that summarizes the comments and identifies where in the document they are addressed
 - 3) Build in a feedback loop so the agencies can see how their issues were addressed
- F. A request was made that the consultants display relationships graphically in summary form – the goal is to make the information accessible
- G. Include a roadmap to show what is the current, active information being used (P&D: The technical authors will describe the history of the information that is being used.) Larry Rannals will provide historical information to Bruce Goff.
- H. Quality Assurance Plan – Chris Keller will get input from the agencies to update the MBA QA scope of work for Viewpoint West. Chris will provide this (in early April) and review this information at the upcoming April Collaborative meeting.

V. Issues related to Arterial Alternatives/Variations

- A. TCA will establish a list of TSM's and types of improvements (quantified if possible), that can be anticipated.
- B. TCA will draft and circulate an approach to the arterial alternatives.
Comments included:
 - 1) Need to treat each alternative equally
 - 2) Address: who will quantify impacts of unbuilt parts of MPAH?
 - 3) Will footprint of build-out of MPAH be included?
 - 4) Does MPAH build-out constitute a no-action alternative? MPAH is an alternative to the project.
- C. Procedures for analysis on Camp Pendleton property (other than for Far East alignment):
 - 1) Will not do geo-technical borings or biological surveys of the variations.
 - 2) Will do analysis of Camp Pendleton alternatives, using photo analysis and making geotechnical assumptions from other areas
 - 3) Camp Pendleton perspective:
 - a) Camp Pendleton is not part of Collaborative, was not part of creating these variations, and is not represented on Board of TCA
 - b) Marine Corps (in 1980's) agreed to development of one on-base alignment, so long as other off-base alignments were evaluated. The Marine Corps continues to commit to a single alignment.

- c) Marine Corps sent a letter that the Marine Corps would not support other routes on base and will not cooperate with the evaluation of those other alignments.
- d) Camp Pendleton prefers the Far East alignment because it puts it as close as possible to the northern boundary.
- 4) FHWA requested other members of the Collaborative to speak with legal counsel, to see if we can/should drop these alternatives. Regarding condensing the alternatives, Macie noted that the Collaborative determined this set of alternatives after much discussion and effort, with a caveat about revisiting the top of central corridor after information is available. The assumption of TCA is that all the alternatives will be studied. The Collaborative met to discuss this issue further. (The Collaborative will discuss this during a Collaborative caucus in the March meeting.)
- 5) TCA believes it is possible to provide an evaluation of all the alternatives.
- 6) TCA has received existing biological information from Camp Pendleton.
- D. Procedures for analysis on Mission Viejo Land Conservancy
 - 1) TCA requested permission to conduct geotechnical boring on MVLC land – permission is anticipated to be denied.
 - 2) TCA will make assumptions, using data from Talega development and historical data
 - 3) TCA has not heard back from RMVC regarding permission to do biological survey
 - 4) P&D recommends that the study err on the size of the area, to assume worst-case for slides

VI. Traffic Scope of Work

Kendall Elmer of Austin Faust presented an outline of the Traffic and Circulation Technical Study describing the tasks the consultant will undertake. Comments included:

- A. Use Federal Highway Capacity Manual definitions for LOS (as well as state and local capacity differences). P&D will document the different capacity standards. It would be desirable to have one unified set of standards.
- B. Present a new written outline of the information that will be covered in the report (the oral presentation in written form). Austin Foust has specific reports that will be listed under each topic and has planned work sessions. The agencies want an identification of the proposed methodologies.
- C. Which LOS thresholds will this model use? Will it be in sublevels?
- D. Present traffic data in form of cost-benefit analysis.
- E. EPA suggested hiring an independent consultant and provided a memo from EPA. – Discussion reflected the following interests: to have an independent check on the work of the TCA consultant, to avoid duplication of work, to avoid unnecessary cost, to create buy-in of the agencies to the traffic study, to ensure that reviewer is familiar with the area.

1. Function of consultant – to review Austin-Foust methodology, to ensure that comments are addressed, to review results, and to provide objective interpretation of the data.
2. Cost of reviewer – Caltrans cannot pay for consultant work for work that Caltrans has an ability to do themselves. Need to minimize expense by using the third-party reviewer only at key points.
3. Options for providing this review:
 - a) Hire independent consultant – with clear definition of work and clarity about source of funding
 - b) Provide Caltrans review, with the input of concerns from the resource agencies. A lot of national methodologies are written by Caltrans. Caltrans has its specialists, separate from staff who participate on Collaborative.
 - c) Use a Technical Review Committee that is a subset of the Collaborative. This group could challenge each other's thinking and work together to arrive at answers.
4. TCA will discuss this further and report back to the Collaborative.
- F. Austin-Foust will give specific information on how they will address each of the points that were raised in the EHL letter.
- G. At key points in the study, Austin-Foust will provide review cycles for the Collaborative.
- H. The Traffic Study is intended to:
 - 1) Help design the alternatives
 - 2) Inform the air/noise studies and other studies that depend on traffic information
 - 3) To document the degree to which each alternative would alleviate congestion on I-5.
- I. The Study area should be identified in the document and should cover all of I-5 in South Orange County. The Collaborative should review the study area and get buy-in on this.
- J. Include traffic crossing out of San Diego County, including looking at the weekend factor.
- K. Compare apples with apples when looking at alternatives (don't change too many variables in the comparisons).
- L. Will the arterial alternatives include toll/no toll options? (No, not feasible). If no, then document why a tolled option is not being included as an option.
- M. HOV's (and assumptions of 2-plus or 3-plus) – need to develop the volumes coming from San Diego – whether there will be HOV on the toll road.

VII. Air Quality

Fred Greve of Mestre Greve Associates presented an outline of the air quality study. Comments included:

- A. Update background levels
- B. State the parameters of timeframes (EMFAC2000)

- C. Will you capture emissions data from induced travel, as part of the growth-inducing scenario?
- D. Who will do conformity analysis? (conformity will be confirmed)
- E. Include criteria for selection of 15 receptor locations and bring these locations back to the Collaborative.
- F. Distinguish the difference between cumulative impacts and growth-inducing impacts.
- G. Will you be looking at impacts on existing roadways as well as new?
- H. Use of Caltrans construction specifications (will reference them) – mitigation measures will feed into specifications

February 22, 2001

In attendance (Feb 22):

FHWA: Robert Cady, Stephanie Stoermer, Mary Ann Rondinella, Jeff Kolb
Caltrans: Henry Bass, Sylvia Vega, Jean Lafontaine, Wayne Chiou, Sharid Amiri
EPA: Nova Blazej
USFWS: Annie Hoecker, Jill Terp, David Zoutendyk
USACE: Fari Tabatabai, Susan DeSaddi
TCA: Macie Cleary-Milan, Scott Bacsikin, Pete Ciesla
Camp Pendleton: Larry Rannals, Sherwood Tubman, Deborah Bieber, Jennifer Ash, Bruce Goff (Anteon Corporation)
P&D Environmental Services: Christine Huard-Spencer, Michael Benner, Betty Dehoney
Mestre Greve Assoc.: Fred Greve, Matt Jones
Glenn Lukos Associates: Tony Bomkamp
Pete Bloom
CDMG: Paul Bopp
GeoPentech: Yoshi Moriwaki, John Waggoner

Viewpoint West: Chris Keller
CDR Associates: Louise Smart and Mike Harty

VIII. Noise Impacts

Matt Jones of Mestre Greve Associates presented the noise outline. Comments included:

- A. FHWA to discuss criteria with Caltrans
- B. MGA will provide information to biologists
- C. Will discuss specific model with FHWA and Caltrans
- D. Discuss reasoning around update or not
- E. FHWA – important to reflect all changes (including at interchanges) along I-5; more than mid-link receptors
- F. Document will show projected/approved land use
- G. FHWA needs contours even for areas not shown for development (in cumulative impacts section)
- H. FHWA formatting comments will be given to Stephanie for the Friday 2/23 noise meeting

IX. Natural Environmental Study

Betty Dehoney (P&D) presented the approach to the natural environmental study. Comments are as follows (A through H relate to the impact of noise on wildlife):

- A. Will incorporate noise technical information

- B. Need to differentiate between noise abatement criteria (which has been set for humans) and the calculation of noise and levels of concern for wildlife
- C. Need specific sample stations to address biological resources
- D. Fish and Wildlife has used 60 db as a standard, in the past
- E. Request for noise contours (LEQ)
- F. Would like to see workplan – including map with proposed receptors and narrative
- G. What is the baseline, and how is it determined?
- H. Need to translate from human noise impacts to wildlife noise impacts and explain methodology (see B. above)
- I. Aerial photos – from 3/99, have been ortho-rectified, at 400 scale
- J. Reviewers will have access to digitized output
- K. TCA to clarify study area for arterials
- L. 200 foot Spec derivation vs. ½ mile – need a better rationale, need to seek consistent treatment, need to ensure that indirect and cumulative impacts are adequately addressed
- M. Distinguish “survey area” from “study area”
- N. Clarify BSA
- O. Other agencies have responsibility on CEQA: Fish & Game and California Coastal Commission need to have input on SOW (TCA to develop a proposal on how they should be involved)
- P. Follow-up is needed with NMFS (FHWA sent a letter)– need NMFS concurrence on approach for fish
- Q. P&D to send methodology to USFWS on herptiles
- R. Follow-up with Camp Pendleton on toad data (week of 2/26); TCA will send letter to USMC-CP
- S. MCB-CP has bird data; TCA will request
- T. Confirm that USFWS accepts the approach to surveys/trapping for small animals (previous list)
- U. Explain existing database for wildlife corridors
- V. Review NCCP for currency with latest developments
- W. Important to distinguish NEPA significant impacts from CEQA significance thresholds
- X. Review Tier 2 criteria from Phase I
- Y. What tool(s) will be used to measure impacts? P&D will prepare White Paper that can be circulated and then revised
- Z. Include 4 species that were not mentioned (southwestern willow flycatcher, tidewater goby, thread-leaved brodiaea, Steelhead); spell out 2 species of fairy shrimp (Riverside fairy shrimp and San Diego fairy shrimp)
- AA. Decision: To write the NES (on all the alternatives) and then separately do a biological assessment (on the preferred alternative)
- BB. There is an expectation that there will be an equal presentation of information for all alignments/alternatives
- CC. Be clear what surveys will happen, including when and where (in table form) and identifying old and new surveys

- DD. What level of engineering will the impact assessment be based on?
Preliminary drawings will be done in approximately 2-3 months. They will not include remedial grading.
- EE. Provide clear tabulation of species and their regulatory status and why they are being discussed in the document.
- FF. The agencies want the consultant to identify methodologies and reference protocols for their review.
- GG. Instead of a requested outline for the NES, the agencies should look at Caltrans guidance and the 1998 NES to see what the NES will look like.

P&D Next Steps on the Natural Environment Study:

1. P&D will get back to the Collaborative on the approach for the arterials issues.
2. P&D will prepare White Papers on:
 - Small mammals
 - Bats
 - Deer Telemetry and wildlife movement
 - Tier2/significance criteria for CEQA
 - Quantification of functions and values of wetlands (Fari will provide guidance for functional assessment of wetlands)
3. Formal request to Camp Pendleton for database
4. Identification of methodologies
5. Refine methodology for herptiles
6. Identification of means for quantifying impacts for natural sensitive issues (including Tier 2 criteria and Nov 20, 2000 spiral-bound document as a starting point)

X. Earth Resources

John Waggoner (GeoPentech) described the approach to the earth resources study.

XI. Geotechnical Borings

Scott Bacsikin reviewed TCA activities related to geotechnical borings.
Comments:

- A. Caltrans role in boring program. Geotechnical Design South (previously called Roadway Geotechnical Engineering-South) needs to review: (1) the *geotechnical exploration program* prior and during its duration and (2) the subsequent *Geotechnical Report* that will be prepared by the consultants where the data collected from the exploration will be incorporated in that report. The *environmental document* that will also be prepared by the consultants will contain in its Geology/Geotechnical section a summary of the topics that have been incorporated in the geotechnical report.

B. TCA prepares a map/picture book of boring locations, following reconnaissance

February 23, 2001

In attendance (Feb 23):

FHWA: Robert Cady, Stephanie Stoermer, Mary Ann Rondinella, Jeff Kolb
Caltrans: Henry Bass, Jean Lafontaine, Wayne Chiou, Maureen El Harake,
Philippe Lapin, Kathy J. Anderson, Phillip Brierly
EPA: Nova Blazej
USFWS: Jill Terp, David Zoutendyk
USACE: Erik Larsen
TCA: Macie Cleary-Milan, Scott Bacsikin, Pete Ciesla
Camp Pendleton: Larry Rannals, Sherwood Tubman, Stan Berryman, Bruce Goff
(Anteon Corporation)
P&D Environmental Services: Christine Huard-Spencer, Michael Benner, Warren
Sprague, Romi Archer, Anne Pietro
Greenwood Associates: John Foster
Viewpoint West: Chris Keller
CDR Associates: Louise Smart and Mike Harty

XII. Confidentiality agreements from Phase I and affirmed by participants (such confidentiality fosters more open discussion)

- A. Meeting discussions and documents presented as drafts remain within the Collaborative until they are "finalized." Meeting summaries and working documents are not "final" until the end of the Phase of Collaborative work. (The exception are official agency communications).
- B. Boards/supervisors may be briefed. They also must adhere to these confidentiality ground rules.

XIII. General

A description of the Collaborative process and selection of alternatives will be included in the Environmental Document.

XIV. Land Use Scope of Work

Romi Archer (P&D) presented the approach to the land use scope of work. Comments included:

- A. Consider MCB-CP Strategic Plan, Master Plan and Integrated Natural Resources Management Plan
- B. Provide feedback loop with growth-inducing technical report and socio-economic technical report (to ensure that we capture indirect impacts and cumulative impacts)

- C. MCB-CP: Address impact to national defense mission, and link this to the land use report
- D. Will use current, updated information
- E. Cite/ensure consistency with the settlement agreement
- F. Consult Caltrans guidance document on Community Impact Assessment
- G. Agricultural lands requirements (add to threshold)
- H. Identify Williamson Act conservation easements
- I. Look at patterns of land ownership will may be indicators of future land use changes
- J. South Sub-region HCCP has 7 alternatives: update may be coming
- K. Include conservation areas even if not 4(f)
- L. Gather permit information from resource agencies, Orange County, cities
- M. ACOE SAMP coordination with HCCP
- N. Include Rancho Mission Viejo mitigation areas
- O. Add mitigation areas to thresholds

XV. Socio-Economics and Growth Inducement Scope of Work

Warren Sprague (P&D) presented the approach for socio-economics and growth inducement. Comments included:

- A. Look at composition of communities that will be impacted.
- B. Conduct outreach via public participation program/scoping to low-income and minority communities. Public participation plan should include an extraordinary effort to bring in participation from environmental justice communities. Need to establish and document these efforts.
- C. How will you survey low-income and minority groups to determine their own sense of impacts?
- D. Use FHWA guidance on Environmental Justice for outreach (go to FHWA web site). The FHWA Western Resource Center has interim guidance on environmental justice, included an outline that should be included in a report.
- E. Address settlement agreement requirements, including methodology for addressing growth inducing analysis
- F. Identify the study area
- G. Explain the approach for two no-action alternatives – possibly, meet with Collaborative on this
- H. Growth-inducing impacts will be addressed in each technical report and then be combined in the EIR/EIS
- I. Request for revised SOW for review, given lack of detail
- J. Discuss growth inducing impacts with Collaborative at early point
- K. TCA/P&D agreed to recirculate the revised SOW for comments.

XVI. Cultural Resources

John Foster (Greenwood Associates) presented the cultural resources approach. Comments included:

- A. Substitute “cultural resources study area” for “APE” to be able to look at all the corridors and resources. Wait to delineate APE until preferred alternative is identified, due to National Register implications for Caltrans.
- B. A phased process is a good concept.
- C. Initiate consultation with tribes using a team approach. Set up a “Native American Coordination Team”:
 - Team will consist of FHWA, Camp Pendleton, Caltrans (Philippe)
 - FHWA will coordinate
 - Camp Pendleton will give FHWA contacts for 19 tribes
 - FHWA will send out (with approval of Camp Pendleton) a notification letter (TCA will draft this, using Camp Pendleton’s sample letter) – this will go to the 19 tribes that Camp Pendleton works with, plus other tribes
 - FHWA will schedule scoping meetings (3 dates/locations)
 - Stan may be cited as is point of contact for Camp Pendleton
 - Camp Pendleton and FHWA will jointly determine sufficient level of effort
- D. Contact Native American Heritage Commission (for sacred sites)
- E. Try to use Caltrans/SHPO MOU
- F. Possible flow chart for processes, including phases, products, fit with EIS schedule, and interrelationships (roles – who will do what)

XVII. View Simulations

Ann Pietro described the view simulations that are being proposed. P&D will start with the view simulations from the 1996 document and supplement those. P&D will present the Visual Scope of Work at the March meeting.

XVIII. Agenda for March 6/7 Meeting

March 6: 10:00 to 5:00

- 10:00 – 11:00 *Collaborative Caucus* on Arterial Alternatives
- 11:00 – 3:00 Water Resources Scopes of Work
 (Lunch break will include a *Collaborative Caucus* to report back on consultation with legal counsel regarding reduction of alternatives)
- 3:15 – 4:00 EIS Schedule
- 4:00 – 4:30 Update on preliminary engineering
- 4:30 – 5:00 Other issues (if needed)

March 7: 8:30 to 3:00

- 8:30 – 11:00 4(f) Scope of Work
- 11:00 – 11:30 Updates on Action Items from Feb 21-23 meeting
- 11:30 – 12:15 Other issues that arise, Action Items, Agenda for April meeting, Schedule for future meetings, meeting evaluation
- 12:15– 12:45 Lunch
- 12:45 – 1:45 Paleontology Scope of Work
- 1:45 – 2:45 Visual Scope of Work
- 2:45 – 3:00 Wrap Up

XIX. April 24-25 Meeting Agenda Items

- Right-of-way, costs Scope of Work
- Relocation Scope of Work
- Hazardous Materials Scope of Work
- Public Services and Utilities Scope of Work
- Military Impacts Scope of Work
- Framework for Data Presentation (proposal by P&D, including example and/or sample)

Evaluation of Meeting

Things that worked well	Things to change; suggestions
<ul style="list-style-type: none">• Clip-on name tags• Pace was good• Refreshments (thanks!)• Using "thumbs up/down"• Break-out session discussions• Including speakers' names on outlines of presentations• Having participants identify their agency before speaking• Facilitator recording and carrying discussion along	<ul style="list-style-type: none">• Need speakers to be louder/more lively• Add affiliations to name tags• Provide list of who is doing what reports• Participants should move closer together to make it easier to hear their comments/questions• Format documents to make it easier to comment (headers and footers, dates, numbering system)• Change rooms for discussion meetings

ACTION ITEMS

1. The agencies will provide written comments on the scopes that were presented at the February 21-23 meeting by March 6. P&D's preference is for the agencies to provide comments directly on the paper document, using footnotes if needed for substantial comments that will not fit in the text.
2. Following receipt and review of the comments, P&D will revise the Scopes of Work and distribute them to the Collaborative as Final Scopes of Work. If issues raised during the February meeting or the written comments are not addressed in the Scopes of Work, P&D will bring these issues back to the Collaborative with an explanation. The agencies may comment in writing on the Final Scopes, but there will be no Collaborative meetings for review of these Final Scopes.
3. Kendall Elmer will provide his presentation in writing, to the Collaborative, including his responses to issues raised in EHL letter (Michael Benner will request that Kendall do this by 2/26).
4. TCA will prepare a better definition of the arterial alternatives, the study area for the biological report on these alternatives, and noise issues for these alternatives (for the March 6-7 meeting)
5. Fred Greve will provide his full Air Quality outline to Pete Ciesla for distribution to the group (by 2/26).
6. The Collaborative will respond to FHWA's request that each agency consult their respective legal counsel to obtain advice on the Camp Pendleton alternatives (by 3/6).
7. TCA will give the Purpose and Need Statement to Camp Pendleton (by 2/23).
8. CDR will prepare and distribute a draft Meeting Summary (by 2/27).

9. The resource agencies will consider options for review of traffic analysis (independent 3rd party reviewer, review by Caltrans and FHWA, use of a technical review committee) (by when?).
10. Chris Keller will produce a draft Quality Assurance plan for the Collaborative (by early April).
11. Caltrans will provide a written decision on which noise model should be used (TNM or Sound 32)
12. TCA will make a recommendation to the Collaborative on how to include Fish and Game, NMFS, and the California Coastal Commission in the review of the biological Scope of Work (Caltrans wants to be included in this review) (by 3/6)
13. FHWA will obtain documentation from NMFS regarding the decision to not conduct fish surveys (by 3/6).
14. Camp Pendleton will inform the EIS consultants regarding the availability of toad data and other data (by 2/28) (TCA will write a letter requesting the information - done).
15. TCA will provide a map of sensitive and non-sensitive borings and access roads for the resource agencies.
16. TCA will determine whether to distribute the Final Scopes of Work to the settlement parties (by 3/6).
17. Caltrans (Henry) will check on the use of the Caltrans/SHPO MOU related to post 1953 properties (by 3/1)
18. FHWA will set up Native American Coordination Team. TCA will draft notification letter. FHWA will send out notification letter, with approval of Camp Pendleton. Camp Pendleton to provide contact information for 19 tribes. Schedule 3 scoping meetings.
19. Camp Pendleton to provide to P&D 2 copies of the Camp Pendleton Strategic Management Plan and the Base Master Plan (by 3/6) and to seek permission to provide draft of the Integrated Natural Resources Management Plan (Camp Pendleton will get back to P&D on this).
20. EPA to provide input on cumulative impacts (by 3/6)
21. White papers and other interim information from P&D will be sent to Collaborative by 4/1, with response expected from resource agencies by 4/24 (if info was received by 4/1).
22. P&D will provide definitions of traditional and non-traditional no action/no project alternative and questions for the Collaborative to help resolve (in the future).
23. P&D will provide list: who is doing what study, writing what report.
24. Fari will provide guidance for functional assessment of wetlands.
25. P&D to make formal request to Camp Pendleton for database.

ACTION ITEMS (As of March 7, 2001)

WHO	WHAT	By?	Done
<u>New Action Items</u>			
TCA	Provide map and written description to Collaborative, showing: a. Current roads b. MPAH c. Additions, as part of "arterial improvements alternatives" A&B	March 31	
TCA	Provide cross-sections of arterial improvements alternatives at key locations, showing existing roadway, MPAH width, and improvement width.	Later	
Camp Pen.	Provide existing water quality sampling data and information on groundwater wells.		
TCA -Macie	Send a letter to Larry Rannals requesting information on groundwater wells and water surveying.)		
P&D and TCA	Determine who will be responsible for notifying the whole Collaborative on coordination meetings with individual agencies, so that other agencies can participate if they so desire. This will be done by a weekly e-mail of meetings and significant conference calls and topics to be addressed. This will be sent to the Collaborative and Camp Pendleton.	4/24	
P&D	Determine how to keep written track of <u>major outcomes</u> of coordination discussions with the agencies (these could be captured in monthly decision reports). P&D will think about how to do this and will report back to the Collaborative.	4/24	
TCA	Provide a list of technical reports and anticipated dates of completion.	Before 4/24	
Collaborative and Camp Pen	Provide written comments on the Scopes of Work presented 3/6 and 3/7 to TCA by 3/31	3/31	
TCA	Prepare recommendations on how to include: CDFG, NMFS, CCC, RWQCB, State Parks, and others (e.g., other FSAC members and other responsible agencies under CEQA), especially in the review of the biological Scope of Work	4/24 mtg	
FHWA	Provide members of the Collaborative with copies of the MOA between FHWA and the Marine Corps.	3/16	
FHWA	Provide to TCA and the Collaborative definitions and language for thresholds of significance under 4(f).		
P&D	P&D will put together a complete list of all 4(f) resources, including ownership and public access, for the Collaborative to review and FHWA to approve.		
Philippe Lapin	Take the lead in submitting the Paleontology scope of work to Caltrans Headquarters.		
<u>Update on Prior Action Items</u>			
Collaborative	Provide written comments on the scopes that were presented at the Feb 21-23 meeting. Additional comments will be	4/24, if papers	

	provided after the agencies have received Kendall Elmer's write-up of his traffic scope presentation and the white papers on the biological scope.	are recv'd by 4/1	
P&D	Provide to the Collaborative Kendall Elmer's write-up of his traffic scope presentation and Betty Dehoney's white papers on the biological scope	4/1	
TCA	Provide a written statement on why the arterial alternative(s) cannot be tolled. Provide a brief write-up of these alternatives.	3/7	
Chris Keller	Produce a draft Quality Assurance Plan for the Collaborative	Early April	
Caltrans	Provide a written decision to TCA on which noise model should be used (TNM or Sound 32)	3/12	
FHWA	Obtain documentation from NMFS regarding the decision to not conduct fish surveys	Pend'g	
Camp Pen	Inform EIS consultants regarding availability of data (GIS people are working on providing this data)	Pend'g	
TCA	Provide a map of sensitive and non-sensitive borings and access roads for the resource agencies	Pend'g	
TCA	Determine whether to distribute the Final Scopes of Work to the settlement parties	Pend'g	
FHWA	Set up Native American Coordination Team; send out notification letter, with approval of Camp Pendleton; schedule 3 scoping meetings.	Pend'g By 4/24	
Camp Pen	Seek permission to provide draft of the Integrated Natural Resources Management Plan	Pend'g	
TCA	Provide definitions of traditional and non-traditional no action/no project alternative and questions for the Collaborative to help resolve	Future	
P&D	Provide list of who is doing what study and writing what report	3/16	

**MEETING SUMMARY
SOCTIIP COLLABORATIVE
March 6-7, 2001**

March 6

In attendance:

FHWA: Robert Cady, Jeff Kolb, Stephanie Stoermer

CalTrans: Jean Lafontaine, Henry Bass, Gail Farber, Angela Vasconcellos, Dave Bualla, Hector Salas

EPA: Nova Blazej

USFWS: Annie Hoecker, Jill Terp, David Zoutendyk

USACE: Erik Larsen, Susan DeSaddi

TCA: Macie Cleary-Milan, Scott Bacsikin, Pete Ciesla, James Brown

Camp Pendleton: Larry Rannals, Larry Carlson, Sherwood Tubman, Bruce Goff(Anteon)

Consultants:

CDR Associates: Louise Smart and Mike Harty

Viewpoint West: Chris Keller

P&D Environmental Services: Michael Benner and Christine Huard Spencer

PSOMAS: Gabor Vasarhelyi and Ken Susilo

RBF Consulting: Laura Hansen

I. Arterial Alternatives

Scott Bacsikin presented information on the Arterial Improvements Alternatives to be analyzed in the NEPA/Section 404 processes, reading from the October 5, 2000 document in the Collaborative Proceedings. The description combines both the MPAH plan and some additional improvements agreed to by the Collaborative. From the October 5, 2000 document:

- A. **Arterial Improvement** - Expansion of Antonio Parkway/Avenida La Pata to an eight lane Smart Street from Oso Parkway south to San Juan Creek Road and a six lane Smart Street from San Juan Creek Road south to Avenida Pico. Smart Street treatments at Future Base Year Width to Ortega Highway, Camino Las Ramblas, and Avenida Pico between I-5 and Avenida La Pata with two possible scenarios at key intersections: left turn flyovers and full, grade separated interchanges.
- B. **Arterial Improvement Plus HOV and Spot Mixed Flow Lanes on I-5** - Arterial Improvement Alternative from above plus one additional HOV lane on I-5 in each direction between the I-5/I-405 confluence to Cristianitos Road, and spot mixed flow lanes added to I-5 between State Route 73 and the Ortega Highway.

TCA will provide the Collaborative with a map and written description which indicates: current roads, MPAH improvements, and additional improvements for the Arterial Improvements Alternatives. Both Arterial Improvement Alternative A and Arterial Improvement B will be analyzed. If A works, B will be assessed to measure additional traffic benefits. If A does not work, B will be added to the alternative to create an alternative that works for traffic purposes.

Macie Cleary Milan told the group that the TCA will conduct a biological survey for the Arterial Improvements Alternatives, including the MPAH portion as well as additional improvements included in these alternatives. For the purposes of study and evaluation, TCA will assume that the day after the ROD, some agency would build the full MPAH immediately and that TCA would build the incremental improvements. In reality, the MPAH will be built jurisdiction by jurisdiction on a demand-driven basis, and there are no set time frames for implementation of the MPAH. TCA will look at the incremental construction in lieu of Foothills South. The baseline condition will not assume the construction of MPAH. The evaluation will be plan to ground and plan to plan. TCA will evaluate the traffic benefit of the combination of MPAH and the improvement.

Discussion on the Arterial Improvements Study Area for Biological Survey included:

- A. Q: What level of preliminary engineering will be done? TCA is still thinking about this. TCA will make assumptions based on cross-sections, even if the specific actual footprint is unknown. TCA will use the planned widths and the locations of landslides as a basis for assumptions.
- B. TCA will document all the assumptions it uses.
- C. TCA will provide a cross-section, at key locations, that shows existing roadway, MPAH width, and improvement width.
- D. TCA will conduct bio-surveys, based on the widths of the cross-sections.
- E. Factors/principle to consider in setting the widths of the study area:
 - 1) The Settlement Agreement said that the indirect effects area should be based on specific physical features adjacent to the project, equal to or greater than 1/2 mile for corridor width (this Agreement is not specific to the new alternatives).
 - 2) The study area for the other tollroads built by TCA was 1000' from the centerline.
 - 3) The width of the study area may vary, depending on the current state of disturbance.
 - 4) All alternatives should be evaluated equally - proportionately to the magnitude of impacts.
 - 5) Recognize that impacts/erosion will be less for the arterial improvements alternatives than for other alternatives.
 - 6) There must be a coherent rationale/justification, which must be documented, for the width of the study area [On March 7, USFWS requested that the justification be provided prior to initiation of surveys so that the Collaborative can mutually agree on the study area.]
 - 7) It is important to avoid the risk of legal challenge due to different widths of the study area.

- 8) Consider setting a width based on potential biological impacts.
- 9) Ensure there is a consistent analysis of all alternatives and provide a rationale (e.g., condition of disturbance) for a narrower width.
- 10) Ensure direct and indirect aquatic impacts are addressed.
- 11) Treat undeveloped sections of the alternative equally with other new alignment alternatives.
- 12) For developed areas, use a narrower width (with documented rationale) and bubble out where we find impacts.

On March 7, Annie Hoecker e-mailed the Collaborative with her understanding of the agreement reached on the biological study area. On March 7, the Collaborative reviewed this, made changes that reflected their understanding of the agreement, and developed this statement of their agreement:

1. In undeveloped areas, the biological study area will encompass .25 miles from the centerline of the alternative (a 1/2 mile swath). If there are developed pockets within the larger undeveloped area, then the study area can be reduced at those development points (this would require justification).
 2. In developed areas, the biological study area will be reduced based on similar justification. If there are applicable resources, then the study area will be bubbled out to accommodate them.
 3. Within the study area, focused surveys for sensitive plant and animal species (including T&E) will occur. These surveys will be comparable to those for the alignment alternatives.
- F. "Tweaking" of the alignment of the arterial alternative will occur to avoid impacts, e.g., taking into account obvious factors like landfills or pockets of gnatcatchers
- (1) Tweaking of the MPAH would be only within the geometric design criteria of the county design standards.
 - (2) Need to demonstrate the effort to avoid and minimize impacts (Corps)
 - (3) Don't go too far in preliminary engineering of the arterial improvements that you can't make adjustments due to impacts.
 - (4) Between the baseline surveys and prior to the Draft EIS, TCA will come back to the Collaborative with alignment recommendations.
- G. P&D will look at each reach of the MPAH and come back with recommendations on the width of the study area and information about impacts so the Collaborative can decide on avoidance priorities. [On March 7, USFWS requested that TCA provide a map showing the study area of the arterial alternatives, to prevent confusion.]

II. Location Hydraulic Study and Run-off Management Plan

Ken Susilo of PSOMAS (with back-up by Gabor Vasarhelyi, also of PSOMAS) presented the Location Hydraulic Study Scope of Work and the Run-off Management Plan Scope of Work. Comments included:

- A. Caltrans recommendation: Take a conservative approach and use a high confidence level (TCA will verify the past method).
- B. Clarify the overtopping flood definition.
- C. Take into account hydrologic impacts when you do final design, in order to ensure that fine-tuning of design won't alter hydrology. (Mitigation measures will take into account these implications.)
- D. Determine the use of local versus FEMA standards. Orange County has its own flood standards. San Mateo Creek is in San Diego County - should FEMA/Orange County/San Diego County standards be applied? Need a consistent approach.
- E. How will the results of the flow study fit in with the biological study? It will be handled in the biological study if the impact is on a biological resource.
- F. Maintenance and operations of structural BMP's is important (don't believe everything you hear from vendors). Caltrans has approved standards for BMP's.
- G. Sediment needs to be considered for new highway alignment. Use BMP's to address this. PSOMAS will not be developing an erosion control plan as part of the study but will establish criteria. Erosion will be covered in the biological study as a mitigation requirement.
- H. 0.7" in 24 hours is the Caltrans District 12 water quality volume (this has not yet been approved). This may be different for District 11.
- I. SAMP - WES can recalculate, using information on new developments.
- J. Why was >30% of time for wetlands/WOU's selected? SAMP is covering Fish and Game jurisdiction. Corps will advise on this. It is important to identify and include wetlands that are outside Corps jurisdiction but may be significant to Fish and Game.
- K. Define "significant natural issues".
- L. The Regional Water Quality Control Board may not accept basins as mitigation if they are maintained.
- M. When cumulative impacts analysis is done, the study must set a baseline and time frame (not just existing conditions).
- N. Use existing water quality sampling data (Camp Pendleton will provide this).
- O. Surveying will be needed on the base to look at up- and down-stream impacts. Physically measure cross-section at the bridge to get the one-foot FEMA impact.
- P. PSOMAS would like any information available on groundwater wells (Macie will send a letter to Larry Rannals requesting information on groundwater wells and water surveying.)
- Q. The Collaborative would like to review the assumptions for the calibration of the HEC-RAS (the Corps has HEC-RAS information).
- R. The potential impacts to listed species due to run-off will be covered in the biological study.
- S. Q: Why isn't San Onofre Creek included? P&D will check into this.

III. P&D Next Steps on Technical Reports

Christine Huard-Spencer distributed a memorandum describing the next steps that will occur as the P&D Project Team prepares the technical reports. She explained that the

Revised scopes of work would include a summary table of how the verbal and written comments from the Collaborative are addressed/covered in each scope of work. Prior to the April meeting, Tables of Contents for the individual technical reports will be sent to the Collaborative. P&D plans to provide individual "pieces and parts" of some of the technical reports to the Collaborative on an ongoing basis.

Discussion regarding the expectations related to the "pieces and parts" included:

- A. When P&D sends out portions of the technical reports, P&D will be looking for verification that they are going in the right direction (not a detailed review of that product).
- B. P&D will identify specific questions that they are seeking a response to or looking for feedback on. Key feedback topics may include, for example:
 - 1) Study area definition
 - 2) Assumptions
 - 3) MethodologyP&D will not be seeking feedback on the evaluation or results of the study based on portions of the reports. Such feedback will not be sought until the study is completed.

Discussion on P&D's plans to meet with individual agencies:

- C. P&D will hold coordination meetings with individual agencies regarding specific issues of the technical reports.
- D. P&D will notify the whole Collaborative on coordination meetings with individual agencies, so that other agencies can participate if they so desire. This will be done by a weekly e-mail of meetings and significant conference calls and topics to be addressed. This will be sent to the Collaborative and Camp Pendleton. TCA and P&D will figure out how to do/who will do these notifications.
- E. P&D will keep written track of major outcomes of these discussions (these could be captured in monthly decision reports). P&D will think about how to do this and will report back to the Collaborative.

IV. DKS Statement of Work

TCA has decided to hire DKS to serve as an independent advisor to the agencies on the traffic study.

- A. The nature of the work to be performed by DKS:
 - 1) Austin-Foust will generate the work. DKS will verify the work and make comments to the Collaborative at key points.
 - 2) Key review points include:
 - (a) Statement of Work for Austin-Foust
 - (b) Traffic study response to EHL comments
 - (c) Traffic study methodology

- Traffic study
 - Baseline no action
 - Sensitivity analysis
- (d) Methodology for traffic forecasting
 - (e) Refinements to alternatives
 - (f) Draft traffic study
- B. The agencies (Collaborative) can raise questions for DKS to answer.
 - C. Any disagreement between Austin-Foust and DKS will be brought to the Collaborative for discussion.
 - D. EPA will check internally regarding the Scope of Work for DKS and get back to the TCA with their approval or concerns.
 - E. TCA does not yet have cost estimates from DKS on the Scope of Work draft and is hoping that the above-listed tasks will be possible from a cost standpoint.

V. Non-traditional, no-action alternative

Since Action Item #22 from the February 21-23 meeting noted that "TCA will provide definitions of traditional and non-traditional no action/no project alternative and questions for the Collaborative to help resolve," the facilitator asked the Collaborative if they wanted to give any direction/input to TCA on the no-action alternative. Discussion included:

- A. The no-action alternative is described in the SOCTIIP Phase I Proceedings, II, page 17 in the "Refined Alternatives" section.
- B. There will be two no-action alternatives.

VI. Display of Data/Use of Criteria - Preliminary discussion

At the April Collaborative meeting, the Collaborative will discuss how they would like to see data displayed in the environmental document, to provide a means to easily compare alternatives.

- A. Christine Huard-Spencer explained that the display of data will identify comparative impacts.
- B. Christine said she will re-send the criteria developed by the Collaborative in Phase I to the report authors to ensure that the scopes address each of the criteria-related questions raised by the Collaborative.
- C. At the April meeting, P&D will present an example of how the comparative data will be displayed, for review by the Collaborative.
- D. The Collaborative will revisit the criteria when the study data is available.

VII. EIS Schedule

Macie Cleary-Milan presented to the Collaborative a schedule for the EIS work. Discussion included:

- A. Q: How will we know our comments have been incorporated in the draft?

- (1) P&D will highlight the answer.
- (2) The Quality Assurance manager (Chris Keller) will review the draft for this and provide a summary to the Collaborative of what has/has not been addressed.
- B. Where issues are raised by the Collaborative, facilitated Collaborative meetings will be held to address them.
- C. TCA will provide a list of technical reports and anticipated dates of completion.
- D. Need to include milestone/formal concurrence points in this schedule, including:
 - (1) Delineation of wetlands (Corps verifies and sends formal concurrence letter)
 - (2) USFWS biological opinion time frame
- E. Caltrans does not identify the preferred alternative in the draft EIS. The preferred alternative is identified after public comment has been received.
- F. Camp Pendleton will review the technical reports along with the Collaborative.
- G. Written comments on the Scopes of Work presented on 3/6 and 3/7 are due to TCA by 3/31.

VIII. Agenda items for April 24-25 Collaborative meeting

- A. April 24 will be 10:00 AM to 5:00 PM. April 25 will be 8:30 AM to 3:00 PM.
- B. Scopes of Work to be presented (all on April 24):
 - (1) Right-of-way
 - (2) Relocation
 - (3) Hazardous materials
 - (4) Public services and utilities
 - (5) Military Impacts
- C. Framework for data presentation (example to be presented by P&D, with review/discussion by Collaborative to assure that we are on the right track)
- D. Preliminary summary of issues raised at public scoping meetings
- E. Recommendations from TCA on how to include: CDFG, NMFS, CCC, RWQCB, State Parks, and others (e.g., other FSAC members and other responsible agencies under CEQA)
- F. Report on Native Coordination team
- G. Review of progress on Action Items
- H. Upcoming meeting schedule (based on schedule for completion of technical reports)

IX. Public Scoping Meetings

The public scoping meetings will be held:

- A. Monday, March 2, 2001 6:30 PM to 9:30 PM in San Clemente
- B. Tuesday, March 27, 2001 7:00PM to 10:00 PM in Rancho Santa Margarita
- C. Thursday, March 29, 2001 6:30PM to 9:30 PM in Oceanside

March 7

In attendance:

FHWA: Robert Cady, Jeff Kolb, Stephanie Stoermer

CalTrans: Jean Lafontaine, Henry Bass, Angela Vasconcellos, Philippe Lapin

USFWS: Jill Terp, David Zoutendyk

USACE: Erik Larsen, Susan DeSaddi

TCA: Macie Cleary-Milan, Scott Bacsikin, Pete Ciesla

Camp Pendleton: Larry Rannals, Bruce Goff (Anteon Corp),

Consultants:

CDR Associates: Louise Smart and Mike Harty

Viewpoint West: Chris Keller

P&D Environmental Services: Michael Benner, Christine Huard Spencer,
Bob Rusby, and Anne Pietro

RMW Paleo Associates: Cara L. Burres

X. 4(f) Scope of Work

Bob Rusby of P&D presented the 4(f) Scope of Work. Discussion included:

- A. P&D wants to know how FHWA and Caltrans want to be involved in coordination meetings between P&D and the cities, etc. regarding 4(f) issues.
- B. Need to identify activities in the parks, their proximity to the project, and any master plan for development/use of the parks.
- C. Get official statement (a letter) from the owner/operator of the facility with information about the use, purpose, and impacts on the facility - OR, in the absence of such a letter, write a confirmatory letter stating your understanding of the use, purpose, and impacts on the facility.
- D. For schools, identify whether they have a publicly-used facility (including casual use).
- E. Include in 4(f) report a description of 4(f) resources and why they fall into 4(f) categories.
- F. FHWA web site has 4(f) advisory paper and guidebook.
- G. Include in 4(f) only those properties which are determined to fit 4(f) criteria. Put other related properties that do not fit 4(f) in the recreation report.
- H. Refer to CEQA impacts in the recreation report, not in the 4(f) report.
- I. Add San Onofre recreational beach (1-5 may not impact this).
- J. How to handle a non-existing, planned park? If it is in public ownership, is publicly dedicated land, or is leased long-term for public use, then include it. If not, don't include it in the 4(f) report. It may be included in other reports, such as land use. Provide clear definitions in the 4(f) report about what is included under 4(f).
- K. Q: Since we already have a set of alternatives, do we need to develop a new 4(f) avoidance alternative? A: First, look at the other existing alternatives to serve as the potential avoidance alternatives. Then, look at tweaking of alternatives to create avoidance ("tweaking" = geometric alterations to avoid a resource).

- L. Include beneficial cumulative impacts (as well as adverse impacts). This principle applies to all issues throughout the environmental document.
- M. Archaeological sites - include both historic and pre-historic.
- N. Refer back to the USFWS comments in the joint USFWS and CDFG letter of 4/9/97 (copies were distributed to the Collaborative).
- O. Discussion on "prudent and feasible" alternatives should be left to the ROD.
- P. Thresholds of significance under 4(f) - FHWA needs to define this and provide language.
- Q. Segregate thresholds for 4(f) and CEQA.
- R. FHWA/Caltrans have prepared "guidance on 4(f) and NEPA." However, this is a compilation of regulations. It is not itself official guidance/policy.
- S. P&D will put together a complete list of all 4(f) resources, including ownership and public access, for the Collaborative to review and FHWA to approve.
- T. Land and Water Conservation Fund (6f) properties are considered to be 4(f). Identify these. There is a requirement to replace any land taken from these properties. Such taking and replacement requires an agreement from the Land and Water Conservation Fund.

XI. Visual Resources Scope of Work

Anne Pietro of P&D Environmental presented the Visual Resources Scope of Work. Discussion included:

- A. Question: Is this based on existing viewers? Yes. What about future viewers who may occupy future development which is currently committed and entitled? Yes - where the developments are both entitled and under construction. Other developments are too speculative. P&D will look at the land use study to recognize any obvious to-be-developed residential area (but won't do a view simulation for it).
- B. Present photos of before and after mitigation at the same scale for comparison purposes.
- C. P&D will carry forward photos from the prior report to this report (unless there has been significant change). P&D will re-take the photos of the San Mateo family housing location if it looks different.

XII. Paleontology Scope of Work

Cara L. Burres of RMW Paleo Associates presented the Paleontology Scope of Work. Discussion included:

- A. List "identification of the resources" as the first objective. Mitigation should not be listed as an objective. We will revisit EIR mitigations after doing the investigation. Describe a more systematic approach, beginning with assessment.
- B. A description of the research design is needed, to guide work when you identify resources.

- C. Orange County does not have a resource collection agency. Deal with the question of a repository for significant specimens.
- D. Use a representative sample of common resources. Built this into the threshold of significance.
- E. Address how you will coordinate with San Diego county information.
- F. Submit Scope of Work to Caltrans Headquarters for review (Caltrans will submit this - Philippe Lapin will take the lead).
- G. TCA has a roving trunk of fossils that goes to schools.

XII. Meeting Evaluation

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<ul style="list-style-type: none"> • Review of action items • Flexibility of Collaborative and consultants regarding the agenda 	<ul style="list-style-type: none"> • Need more breaks (facilitator requested that participants request breaks when needed) • If there are more breaks, then have shorter breaks

XIII. Action Items

The group reviewed and updated the Action Items from the March 6 and 7 meeting. Please see the new and updated list attached at the beginning of this document).

ACTION ITEMS - April 24-25, 2001

WHO	WHAT	By?	Done
TCA,P&D,A-F	A-F write up the assumptions for the traditional No Action Alternative and the Refined No Action Alternative, including maps and provide to TCA and DKS	5/11 5/16	
Collaborative	TCA to distribute to the Collaborative; DKS will be asked to review assumptions and comment. Comments on the Refined go to Pete Ciesla, with cc: to Christine.	5/30	
Agencies	Each agency will review Phase 1 Proceedings and talk with predecessors to clarify intent of Refined No Action Alt; Be prepared to discuss this at June meeting	1 st wk June; 6/14	
A-F/P&D	Re-draw the traffic study area map and send to Collaborative	6/12	
P&D (Betty)	Prepare and send a map and written justification for the biological focused survey area	5/8	
P&D (Betty)	Prepare and send to FWS a map showing location of arrays	4/30	
P&D (Betty)	Provide to Collaborative a species matrix	5/8	
FWS	Provide comments to TCA (Macie) on NES White Paper	5/8	
P&D	Revise NES SOW and take to CDFG	5/15	
P&D	Provide electronic copies to Collaborative of: growth-inducing outline, cumulative impacts outline, and report schedule	5/7	
P&D	Prepare a separate SOW section in the socio-economic SOW on growth-inducing impacts		
P&D	Provide to the Collaborative a table that shows CEQA thresholds of significance for all the resources This will be possible agenda item for June 14 meeting	5/29	
P&D (John Foster)	Send out e-mail to Native American Coordination Team (Philippe, Stephanie, Stan, Steve Conkling, Macie, Jean, Larry, Bob, Christine) describing status and anticipated process		
TCA	Provide to Collaborative a summary description of the public scoping meetings (attendance, number of commenters, identification of the concerns that were raised)	5/9	
Chris Keller	Review NEPA/404 MOU and identify concurrence points. Send info to Collaborative, including what the Collaborative has/has not concurred on.	5/18	
TCA,P&D,CDR VPWest	For <u>all</u> info/memos/reports sent to the Collaborative, include: the action requested, the question to be addressed, the date when an answer/comment is needed.	ongoing	
Collaborative	Respond to Macie regarding concurrence on tolled arterial option	5/9	
TCA	Send to Collaborative the revised schedule	prior to 6/14 mtg	
Caltrans (Gail Farber), TCA	Coordinate with TCA and provide to Collaborative a paper on no-compete		
Collaborative	RSVP to Macie for changes in numbers of participants for 6/13 field trip	5/9	
TCA	Provide Collaborative with P&D Contractors' list		

P&D	Provide Collaborative with Table of Contents of all Reports		
CDR	Send updated contact list to P&D and Collaborative		X
	ACTION ITEMS CARRIED FORWARD FROM PRIOR MTGS		
FHWA	Provide TCA and the Collaborative definitions and language for thresholds of significance under 4(f)	begun 4/25	
P&D	Put together a complete list of all 4(f) resources including ownership and public access for FHWA; send later to Collaborative as FYI	begun 4/25	
FHWA	Obtain documentation from NMFS regarding the decision to not conduct fish surveys	pending	
Camp Pen	Provide draft of the Integrated Natural Resources Management Plan to P&D/TCA	end of May	
	ALL OTHER PAST ACTION ITEMS HAVE BEEN COMPLETED		

ANTICIPATED COMMENTS ON CURRENT SCOPES OF WORK

Scope of Work	Agencies who plan to comment	Due Date
Traffic (need study area map)	COE, Caltrans, FHWA, EPA, FWS	5/9
Air quality	none	
Noise	FHWA and TCA need to talk	talk 4/25
NES 1. TCA needs to give revised maps and desc. of study area 2. COE wetlands decision; give info to agencies 3. EPA will comment on wetlands values and functions	CampPen, FWS, FHWA, EPA	5/8 5/22 comments later
Earth resources	Caltrans	5/9
Land Use	none	
Water resources (location hydraulics and RMP)	FWS	5/9
4(f)	none	
Paleontology	none	
Visual	Caltrans	5/9
Cultural	none	
Military impacts	FHWA (and others?)	5/9
Right-of-way	FHWA (in)	
Relocation	Caltrans, FHWA (in)	5/9
Hazardous materials	FHWA, FWS, EPA, Caltrans, CampPen	5/9
Public services and utilities	Caltrans, FHWA	
Socio-economics and growth inducing	FHWA, EPA	5/16

Note: If any agency listed above decides not to comment, let TCA (Macie) and P&D (Christine) know.

Comments on the Refined Alternative go to Pete Ciesla, with a cc: to Christine.

**MEETING SUMMARY
SOCTIIP COLLABORATIVE
April 24-25, 2001**

In attendance (April 24):

FHWA: Robert Cady, Mary Ann Rondinella

CalTrans: Jean Lafontaine, John Hebner, Angela Vasconcellos, Sylvia Vega, Philippe Lapin, Ferdinand Agbayani, Paul Neve, Firooz Hamedani, Nam Vo, Hector J. Rangel, Lynne Gear, Maureen El-Harake

EPA: Nova Blazej

USFWS: Annie Hoecker, Jill Terp

USACE: Susan DeSaddi

TCA: Macie Cleary-Milan, Scott Bacsikin

For TCA Board: Bob Goedhard

For TCA (Nossaman, Guthner, Know and Elliott): Carollyn B. Lobell

Camp Pendleton: Larry Rannals, 1st Lt. J.L. Ash, Ron Pitman (Anteon)

Consultants:

CDR Associates: Louise Smart and Mike Harty

Viewpoint West: Chris Keller

P&D Environmental Services: Michael Benner, Christine Huard Spencer, Betty Dehoney

Austin-Foust: Kendall Elmer

In attendance (April 25):

FHWA: Robert Cady, Mary Ann Rondinella

CalTrans: Jean Lafontaine, John Hebner, Angela Vasconcellos, Philippe Lapin, Ferdinand Agbayani, Lynne Gear, Maureen El-Harake, Clarence Ohard, Kathy Anderson, Marta Halabi

EPA: Nova Blazej

USFWS: Jill Terp

USACE: Susan DeSaddi

TCA: Macie Cleary-Milan, Scott Bacsikin

For TCA Board: Bob Goedhard

Camp Pendleton: Larry Rannals, 1st Lt. J.L. Ash, Ron Pitman (Anteon)

Consultants:

CDR Associates: Louise Smart and Mike Harty

Viewpoint West: Chris Keller

P&D Environmental Services: Michael Benner, Christine Huard Spencer, Tom McKerr, Anne Pietro

LSA Associates: Steve Conkling

APRIL 24, 2001

I. Agenda Review

The facilitators reviewed the agenda for this 1-1/2 day meeting and made adjustments in response to input from the group. The group said they liked the new written agenda format and suggested that it include a column to reference relevant documents. A strong suggestion was made to hold future meetings in a smaller room rather than in the auditorium.

II. Traffic Scope of Work (revised)

- A. Kendall Elmer of Austin-Foust was available to receive comments and answer questions regarding the revised Scope of Work for the Traffic Study. Austin-Foust has received additional comments as a result of the NOI. These are not yet reflected in the revised SOW. Austin-Foust will address all the comments in their study, including those in recent letters.
- B. Kendall noted the list of products, or work tasks, for Austin-Foust included at the end of the Scope of Work. DKS will be asked to comment on the Scope of Work and on work tasks 3, 4, 5, and 7. The expectation for DKS is:
- If DKS has issues for discussion, DKS will attend a Collaborative meeting and the issue(s) will be on the agenda.
 - DKS will review assumptions as well as outputs.
 - DKS will provide explanations for its conclusions regarding the traffic study.
 - DKS will receive all the information put together by Austin-Foust.
- EPA commented that it was useful in the past to have DKS walk the Collaborative through the methodology.

III. No Action Alternatives

- A. There are two no-action scenarios:
1. The Traditional No Action Alternative will assume full infrastructure build-out (the construction of the RTIP and the MPAH absent the proposed alternatives) and planned development. This needs to be defined very specifically, using the CEQA definition parameters.
 2. The Refined No Action Alternative will assume limited infrastructure construction and reduced growth. The intent is to articulate a more realistic development level than full build-out. Scott Bacsikin stated that the Refined No Action Alternative would actually be a scenario for sensitivity analysis within the Traffic Study.
- The assumptions for the No Action Alternatives will be spelled out for the Collaborative and reviewed by the Collaborative and DKS.
- B. Comments on the no action alternatives included:
1. The baseline must be defined clearly for both of the no-action alternatives.

2. There is a difference between committed and non-committed improvements. Austin-Foust will address these differently.
3. TCA plans to use the most recently adopted RTIP.
4. P&D is concerned that the Refined No Action Alternative will be too close to the present-day conditions to be useful, as the increment may be too small. It may be difficult for the public to understand the difference between existing conditions and the Refined No Action Alternative because there won't be much change.
5. It would be good to link the No Action Alternative to the growth-inducing impacts study.
6. The assumptions that form the basis for the Traditional No Action Alternative are set by CEQA. Although they should be reviewed by the Collaborative, they are not really negotiable, as the requirements of CEQA must be met.
7. It would be speculative to assume where any additional development would occur.
8. TCA has considered these alternatives as a means of assessing how much more development could be approved and built before the traffic system fails.
9. If the Traditional No Action Alternative and the Refined No Action Alternative are "alternatives," there are significant implications for NEPA about the level of environmental analysis that is needed on these alternatives.

C. Action: TCA/P&D will distribute a description of the Traditional No Action and Refined No Action Alternatives (including maps) to the Collaborative by 5/16. DKS will be asked to review and comment on the assumptions The Collaborative will provide comments by 5/30.

D. Discussion on the Purpose of the No Action Alternatives

There were differing views on what the No Action Alternatives would be used for in the environmental documents. The differing concepts are:

1. The Refined No Action Alternative will be used as part of the traffic study analysis. A comparison with the Traditional No Action Alternative will answer the question of how much additional land can we afford to develop before the transportation system fails? When does the I-5 start to break down? What other land use decisions could be made that would affect the traffic analysis? The Refined No Action Alternative would show how much more development/growth can be permitted before the whole system comes to a standstill. It is primarily a traffic sensitivity analysis.
2. Impact mitigation for all the alternatives will be defined against the two no-action alternatives for 2025.
3. The No Action Alternatives will be used to credibly inform the growth-inducing impacts analysis.
4. The No Action Alternatives are substantive alternatives that will be carried forward into the EIS.

E. Action: To resolve these different views of the No Action Alternative, the group agreed that Collaborative members would review the Proceedings from Phase I and would hold discussions with their predecessors about the intent for the No Action Alternatives, as described in the Proceedings. This will be a topic for discussion at the June 14 Collaborative meeting.

IV. Arterial Alternatives

- A. Two arterial alternatives will be studied. Some attributes are common to both. The second arterial alternative includes improvements on I-5, including an additional lane. The extension of LaPlata to Christianitos Road is already on the MPAH, but according to Larry Rannals, "It is not on the MCB-CP Master Plan and isn't going to happen."
- B. The arterial alternatives will be studied at the same level of detail as the other alternatives.

V. Other Alternatives that may be Suggested

The Collaborative noted that Phase I had resulted in a set of alternatives to be carried forward to Phase II. If a new or different alternative is suggested through the Public Scoping process, it must be considered, and if not accepted as an alternative to be considered, there needs to be a formal response as to why that alternative is not being selected for study.

VI. Study Area for Traffic Analysis

- A. Questions, answers, and comments related to the study area included:
 - 1. How will inter-regional travel factors be included? Answer: There will be a map for the inter-regional study
 - 2. The designated area is where negative impacts would be expected
 - 3. It would be helpful to define the study area for the different SOWs. Answer: Each technical report will explain the study area for each parameter/resource
 - 4. Expand the Traffic study area to the El Toro Y. Answer: Yes. A new map will be prepared and distributed.
 - 5. A suggestion was made to include the immigration checkpoint (Onofre) because it may impact a decision to use I-15 or I-5. There are plans to expand this facility. Will the alternative(s) create more traffic through this point as a secondary impact? The immigration checkpoint will not be part of the study.
 - 6. A concern was expressed that the OCTAM forecasting model stops at the county line and limits the ability to model San Diego County. The cutoff on the map includes some of San Diego County. Is there consistency between the traffic models of the two counties?

7. P&D clarified that there are different study areas for different resources/issues. The traffic study area is a huge bubble over south Orange County. The biological survey area is a specific band in relation to the center line and may narrow, depending on the location of impacts. The 4(f) study area begins as a large bubble and narrows if and as analysis shows that there are areas with no 4(f) impacts. The land use study area will be almost identical to the traffic study area. Caltrans has already commented on the cultural resources study area.

B. Action: A-F/P&D will redraw the traffic study area map to show the area expanded to the El Toro Y and distribute this to the Collaborative by June 12. There will also be a map showing the regional relationships (no date designated).

VII. Biological Focused Survey Area

- A. Survey area for arterial alternatives: Betty Dehoney of P&D described P&D's plan for establishing a focused survey area for the arterial alternatives. The proposed focused survey area width will vary, depending on the number of existing lanes, the additional MPAH lanes, and the additional SOCTIIP lanes. Betty Dehoney presented the following chart:

Existing Lanes	Buildout of MPAH	SOCTIIP	Study Width
#	#	0	No study since SOCTIIP will not be adding lanes.
#	#	#	200 feet from edge of improvement (e.g., Antonio)
0	4	#	.5 mile swath (.25 mile from centerline) (e.g., La Pata)
0	4	0	No study since SOCTIIP will not be adding lanes.

- B. Key points of P&D's proposal included:

1. The swath will extend 200 feet from the edge of existing improvements (for arterial improvements).
2. The focused survey is intended to cover direct and indirect effects
3. Some adjustment will be made to accommodate landscape features, e.g., watershed
4. **Action: TCA/P&D will prepare and distribute a map showing survey areas and justification for their choices in study areas.**
5. P&D will develop qualitative information where no focused surveys will be conducted, using best available databases. No biological survey will be conducted and no impact analysis will be done where no SOCTIIP improvements are contemplated.

6. Federal agencies will be asked to provide guidance following a review of the map of survey areas.
7. For new-build corridors, the width of the focus survey area will be 1/4 mile from the centerline on both sides.
8. The study area and the focused survey area are not the same. The study area is larger than the focused survey area, to take a landscape/watershed view.

C. Comments regarding P&D's proposal included:

1. The swath should be measured from the edge of the right-of-way (TCA) rather than the edge of improvements.
2. The width of the focused survey area should encompass impacts of construction activity as well as of the improvement itself.
3. The Collaborative will be looking for comparability of alternatives. The arterial alternatives must be compared to the other alternatives.
4. The Collaborative needs to have the survey area shown on a map and a justification of the survey area recommendation in order to determine the appropriateness of the width. It is important to have a defensible rationale for whatever width is used.
5. Where there is an expansion of an existing roadway, USFWS typically requests a width of 500 feet from the edge of the proposed (not existing) improvement, to define the focused survey area. FHWA also has concerns that the focused survey area may not be wide enough. **Action: FHWA will meet with TCA and P&D to discuss this on 4/25.**

D. The biological focused survey area will be discussed at the June 14 meeting.

VIII. Growth-Inducing Impacts

- A. Christine Huard-Spencer presented P&D's approach for studying growth-inducing impacts. The analysis of the growth-inducing impacts will be included as part of the socio-economic study and will have its own Scope of Work. Warren Sprague will conduct this analysis.
- B. Comments related to the growth-inducing impacts approach included:
1. The study needs to look at the potential for zoning changes, as zoning changes can happen "overnight."
 2. "Underplanned areas" are at risk for development (such as agricultural land which can be sold and developed)
 3. Unplanned land is at risk for development because it is privately held and owners can pursue General Plan amendments.
 4. We need to avoid seeing general plans as static.
 5. Data suggest an additional 700,000-800,000 people in Orange County by 2025.
 6. There is no history of success with growth limits in Orange County.

7. EPA suggested the use of a subcommittee of local experts to give advice on the prospects for growth. This subcommittee could lend credibility as an on-the-ground reality check (after the draft technical report has been written). The committee could include such people as realtors, bankers, business leaders, planners, anti-growth people. The product of this meeting could be a white paper. **Action: TCA will consider this idea and respond to the Collaborative by the June meeting.**
8. The Revised No Action Alternative will be discussed in the growth-inducing analysis.
9. Growth-inducing impacts is a critical issue. It will be important to have a clear presentation of this analysis.

APRIL 25, 2001

IX. Scopes of Work/Comments/Revisions

- A. The facilitator reminded the group that during this phase, the goal is to provide input to TCA and P&D in order to ensure that the technical studies are sufficient and useful, address the questions or concerns the Collaborative and the public may have, and provide a sound basis for comparison of alternatives. Members of the Collaborative commented that they have been asked to provide input to very general scopes of work. Final scopes of work are being prepared. The Collaborative will have an opportunity to review them and provide comments. These final scopes will not be revised; however, any additional comments will be addressed in the reports.
- B. Rather than just assume that no response means that no comments will be forthcoming, TCA asked the group to indicate which SOWs they intended to provide comments on and when those comments could be expected. (See "Anticipated Comments on Current Scopes of Work" following the Action Items at the beginning of this document.)

X. Cumulative Impacts

- A. P&D has used an EPA memo on cumulative impacts to define their approach. Key points of this approach include:
 1. Cumulative impacts occur when two or more projects compound or increase impacts. This includes past projects as well as future projects.
 2. The study area for cumulative impacts depends on the parameter being evaluated. The cumulative impacts area for traffic is far-reaching. For biology, cumulative impacts may be far-reaching in terms of wildlife movement.
 3. The baseline condition is comprised of what exists plus projects that are currently under construction but not yet completed. We have not yet realized the impacts of those projects. The next condition is committed projects, the land use element of the general plan and the MPAH and related transportation projects. For

SOCTIIP alternatives, the potential for land development will be assessed and its potential for leading to a cumulative impact.

4. There will be an interface between cumulative impact assessment and the growth inducing impacts study.
5. Cumulative impacts will be analyzed for resources of concern, which will constitute the environmental parameter.
6. Cumulative impact analysis may identify an adverse effect, but the effect may not be significant. The effect will need to be examined in conjunction with other adverse effects to see if it triggers a threshold of significance and then determine what is the SOCTIIP alternative's contribution to this effect.
7. Besides looking at impacts, it will be necessary to look at mitigation that has been identified for a particular impact on other projects, in order to determine whether there is a residual adverse impact after mitigation. If so, we will need to identify TCA's and FHWA's plan to mitigate for that impact.

B. Comments regarding cumulative impacts included:

1. CEQA's thresholds of significance for cumulative impacts is different than the NEPA requirements. In NEPA we do not compare cumulative impacts to thresholds of significance. It is important to keep the CEQA and NEPA discussions separate. (Mary Ann Rondinella has sent a NEPA checklist that will help identify this.)
2. Is the temporal parameter current, or will the study look at historical impacts (e.g., for wetlands)? Setting a temporal baseline at what is happening today doesn't take into account what has happened farther back in time, such as past loss of wetlands or how the population of a given species has changed over time as a consequence of human impacts. Answer: A description of what has occurred over time could be helpful because the scarcity of the resource could help define the severity of the impact.
3. The Corps would like the cumulative effects to wetlands to be looked at at a watershed level, similar to the methodology for the SAMP.
4. Cultural resources are non-renewable resources and have been lost at a drastic rate in Orange County. Therefore they need particular attention.
5. Will a significance finding be made in each technical report? Yes. How will you determine what constitutes significance and who will make this determination? Answer: P&D will define proposed thresholds which the Collaborative will review. Then the Collaborative will make significance findings which are acceptable to Caltrans and FHWA. The report authors will identify the impacts of significance (labeled as CEQA), which will enable P&D to put the environmental document together. (A distinction will need to be clearly made between CEQA thresholds of significance and NEPA evaluation criteria.)

Action: P&D will create a table of all the thresholds and provide this to the Collaborative for review.

XI. Military Scope of Work

Tom McKerr of P&D answered questions about the military scope of work. The scope will focus on the military mission of Camp Pendleton. Larry Rannals of Camp Pendleton noted that the Marine Corps is very satisfied with this scope and has made some minor word-smithing comments.

XII. Other Scopes of Work

- A. The Hazardous Materials SOW is consistent in format with the earlier study. It was suggested that this scope include information on how pesticides and herbicides are addressed in maintenance. USFWS reported that there is a new study on a new form of introduction of lead into the environment through the use of lead weights in tires.
- B. Right-of-Way SOW - The reference should be deleted: "Camp Pendleton may use this information."
- C. Relocation SOW - The tie-in between relocation and socio-economics was noted.
- D. Public Services and Utilities SOW - There were no comments.

XIII. Native American Coordination Team

Steve Conkling of LSA Associates reported on efforts to initiate the Native American coordination process, including the following:

1. Draft letters have been prepared for the Native American Heritage Commission and the tribes.
2. A cover letter will be drafted for FHWA to sign and send out, with coordination with Stan from Camp Pendleton.
3. Maps have been prepared for all the alternatives, for the sacred lands search and list of Native Americans. The tribes will have 30 days to respond and there will be follow-up with non-responding entities.
4. There have been informal meetings with Native American forums. There is Native American concern especially with south and far-east alternatives.
5. **Action: An e-mail will be sent to the "Native American Coordination Team" by John Foster, updating the group on what is happening, describing the status and anticipated process, and giving them an opportunity to comment.**
6. FHWA and Camp Pendleton (Stan) need to coordinate. Stan wants to be the point of contact for tribes which interface with Camp Pendleton.

XIV. Scoping Meetings - March 26, 27, and 29

Macie Cleary-Milan reported on the public scoping meetings that were held March 26 (San Clemente), March 27 (Rancho Santa Margarita), and March 29 (Oceanside). The format for all the meetings included a technical exhibit for people to look at, a moderator, a presentation by Macie and Scott Bacsikin, and an opportunity for public

comment. Two court reporters were used - one for public comments, the other for private individual comments. In addition, comment cards were available for written comments. [The numbers below reflect updated figures provided subsequent to the Collaborative meeting.]

- A. San Clemente: 282 people signed in, 137 wrote comment cards, 38 spoke publicly, 51 spoke privately to the court reporter. Most spoke in opposition to a toll road. People were concerned about growth and development and impacts to the creek.
- B. Rancho Santa Margarita: 32 wrote comment cards, 5 spoke publicly, 2 spoke to the court reporter. People spoke in support.
- C. Oceanside: 31 people signed in, 5 wrote comments cards, 28 spoke publicly, 1 spoke to the court reporter. The people were split in their views.
- D. Following the meetings, TCA has received approximately 50 comment cards, 19 web site comments, and 19 letters that were addressed to FHWA.
- E. Copies of original documents (transcripts and comment cards) will be given to FHWA and P&D. TCA will send a card to each person acknowledging their input.
- F. FHWA noted that public involvement needs to be discussed in the environmental document, with a description of the meetings that were held, an identification of the issues and suggested alternatives that were raised. The comments and concerns need to be covered in the technical reports.
- G. The NOP will go out in May to elicit comments from the agencies.
- H. **Action: TCA will provide to the Collaborative a summary description of the public scoping meetings (attendance, number of commenters, identification of the concerns that were raised) by 5/9.**

XV. Tier 2 Evaluation Criteria

Chris Keller, the Quality Assurance Coordinator, asked the Collaborative about their intention regarding Tier 2 evaluation criteria. She explained that the draft Tier 2 criteria were for the purpose of identifying the alternatives but were never finalized to serve as evaluation criteria for the purpose of comparing the alternatives. The SOWs are addressing CEQA significance criteria. Chris suggested that the question of NEPA evaluation criteria be placed on a future Collaborative agenda. The Corps added that the Corps wants to have a dialogue on how to evaluate wetlands in terms of functions and values and how to treat such things as vernal pools. Discussion resulted in the following:

- A. The Collaborative needs to follow the NEPA/404 MOU milestones which identify specific points where agencies must concur. **Action: Chris Keller will review the NEPA/404 MOU and identify concurrence points and what the Collaborative has/has not concurred on to date and will send this information to the Collaborative by 5/18.**
- B. The Collaborative needs to determine whether they want to have a set of criteria. The criteria needs to be congruent with what the agencies have been using on other projects. The agencies need to be explicit about what criteria they will be using to compare alternatives. FHWA noted that FHWA needs to begin with whether the alternative meets the purpose and need and whether it is practicable, and then apply

the NEPA criteria. There was discussion about the original proposed criteria having been focused on biological resources and that the criteria needs to address human resources as well.

XVI. Geotechnical Boring

Scott Bacsikin provided a handout on the geotechnical boring. He explained that a geologist, a geotechnical engineer, and a biologist looked at each site. Steven Conkling reviewed the sites for cultural resources. The borings are being performed to identify the remedial grading requirements only. Borings on the A list have no identifiable impacts. Borings on the B list will require further investigation. TCA is using existing data where it is available.

XVII. Tolled Arterial Option

The conclusion of the TCA 3/20 memo to the Collaborative was: It would be infeasible to continue analyzing the tolled option on the arterial improvement. TCA is seeking a response from the Collaborative to this conclusion. **Action: The Collaborative should respond to Macie regarding concurrence on the tolled arterial option by 5/9.**

XVIII. Schedule

- A. Macie handed out a list of the draft technical reports showing the dates when these reports will be available.
- B. The NEPA/404 concurrence points and MCB-CP MOU need to be incorporated into the big schedule. The plan is to distribute the schedule in advance of the June meeting and to discuss these milestones at the June meeting.
 1. **June 14th meeting - 8:30-5:00 at the TCA office**
 2. June 13 - field trip (to look at the study area and mitigation area)

(Camp Pendleton and USFWS-Carlsbad offered meeting space for future meetings if needed or desired)

XIX. June 14 Agenda Items

- Refined No Action Alternative - What is the purpose of this alternative? What are the assumptions? How does this link to assumptions for growth-inducing impacts?
- TCA's response on establishing a "Growth-Inducing Impacts" subcommittee or focus group
- Biological survey area - What is the appropriate width of this area and why?
- CEQA Thresholds of Significance - Collaborative concurrence
- NEPA/404 concurrence points
- Evaluation criteria - How will the Collaborative compare and evaluate alternatives?
- Wetlands

- DKS comments on traffic methodology and Refined No Action Alternative assumptions

XX. Meeting Evaluation

The group liked:

- + Revised agenda format
- + Food
- + Between-meeting calls with facilitators

Suggestions/needs:

- More contact with facilitators between meetings
- Meeting rooms to match the format
- Need to respect review times

NEXT MEETING DATES

A. August 8 (8:30 to 4:30)

B. September 25 (10:00 to 5:00) and September 26 (8:30 to 3:30)

C. October 23 (10:00 to 5:00) and October 24 (8:30 to 2:30)

ACTION ITEMS (revised 7/2/01)

	WHO	WHAT	When Due?	Done
1		Cumulative Impacts and NCCP/RMV/SAMP Assumptions		
1a	P&D	Write proposed approach on cumulative impacts projects and NCCP and send to Collab by e-mail. Done 6/22- "Additional Information Regarding Cumulative Impacts" sent to Collaborative, with cover memo.	6/22	X
1b	Collab	Collaborative to e-mail their responses to 6/22 memo and 5/31 memo ("Proposed Cumulative Projects for SOCTIIP Analysis") to all Collab members, and identify other projects that should be included	7/6	
1c	CDR	CDR to consult with P&D about responses received from Collaborative and make a decision on whether (a) to schedule a conference call to discuss this with the Collab or (b) to prepare a statement that there is agreement (to be prepared and sent by CDR)	7/9	
2	USFWS and TCA	Biological Study Area - USFWS will identify undeveloped areas along I-5 for 500' study area	done 6/14	
3	TCA,P&D, Corps,FWS, EPA,FHWA	No Action Alternative a. Create small group to take P&D approach to next step b. All read memo and forward key issues/concerns to CDR for consideration by small group c. Meet Tues 6/19 PM in Sacramento (Corps and FWS by phone)		
4	TCA and Corps	Wetlands a. Corps to coordinate with MCB-CP about data gaps b. TCA and Corps to be meeting further to discuss timeframe and whether to proceed with WES		
5	P&D and Collab	Measurements for inclusion in reports. a. P&D - Put together memo of Tier 2 criteria and note whether those <i>measurements</i> will be included in the technical reports. "Summary of Phase I Evaluation Criteria and How those Criteria are included in the current studies" and 6/25 cover memo sent to Collaborative by Macie on 6/28. b. Collaborative - review this document and see if there are any missing measurements. Send comments to	done 6/28 by 7/11	X

		Pete Ciesla.		
6	All	Documents. a. In future, provide key information on all docs: author, date, intended purpose (e.g., review, FYI, draft, or final) and distribution b. Primary contacts for receiving X copies of reports: FHWA - Cady - 4 Caltrans - Jean LaF - 7 (8 for traffic FWS - Jill - 3 EPA - Nova - 2 MCB-CP - Larry - 10 c. Mark documents as "Draft-Working document, for Collaborative discussion only" to preserve appropriate confidentiality	6/18	
7	CDR	Number the Action Items	6/14	
8	DKS	Traffic a. Highlight recommendations in memos/reports for ease of reference b. Provide a future revision of DKS 5/29 memo to document the response to issues raised in initial document		
9	TCA	Distribute to Collab fresh project schedule, including all the decision/sign-off points		
10	TCA	Schedule a second field trip, especially for Corps		
11	CDR	At all meetings, provide handout of confidentiality agreement from Phase I, give to all newcomers, and remind participants of their responsibility to this agreement.		
12	AustinFoust, Caltrans	Meet to discuss Draft Performance Criteria. Austin Foust will then prepare a revised report for review by the Collab.		
13	FHWA	Send FHWA comments on traffic to TCA		X7/9

**MEETING SUMMARY
SOCTIIP COLLABORATIVE
June 14, 2001**

In attendance:

FHWA: Robert Cady, Mary Ann Rondinella, Stephanie Stoermer, David Ortez
CalTrans: Jean Lafontaine, John Hebner, Smita Deshpande, Philippe Lapin, Firooz Hemedani, Nam Vo, Maureen El Harake, Joe El Harake, Lynn Gear
EPA: Nova Blazej, Steven John
USFWS: Jill Terp, David Zoutendyk
USACE: Fari Tabatabai, Susan DeSaddi
TCA: Macie Cleary-Milan, Scott Bacsikin, Pete Ciesla, Bob Goedhart, Carollyn Lobell, David Lowe
Camp Pendleton: Larry Rannals, Richard Kramer, Jennifer Ash, Ron Pitman
OCTA: Ron Taira, Shohreh Dupuis
Consultants:
 CDR Associates: Louise Smart and Mike Harty
 Viewpoint West: Chris Keller
 P&D Environmental Services: Christine Huard-Spencer, Betty Dehoney, Romi Archer
 Austin-Foust: Kendall Elmer, Terry Austin
 DKS: John Long

Revised Agenda Sequence:

- Approach to Cumulative Impacts
- Biological Survey Area
- Refined No Action Alternative/Scenario
- Impact Analysis for Wetlands
- Traffic SOW and methodology
- NEPA/404 Concurrence Points
- Evaluation Criteria for LEDPA
- CEQA Thresholds of Significance

I. Approach to Cumulative Impacts

Christine Huard-Spencer reviewed P&D's list of projects to be used in the cumulative impacts analyses and asked the Collaborative for input regarding assumptions related to the NCCP and the development of Rancho Mission Viejo (RMV). Christine explained that although RMV's development application is anticipated soon, there is no available information about how many dwelling units will be included or approved. P&D has limited biological resource data on RMV. Discussion included the following comments:

- A. TCA recommended using previous Reserve design and development bubbles.

- B. FWS has been told that all the previous reserve and development designs are off the table. FWS is working with Orange County and RMV to coordinate the SAMP and the NCCP so all projects are operating with the same assumptions and there is comprehensive planning for all upland and wetland impacts.

- C. The development of RMV is important not only for the NCCP but also for forecasting development and travel that will exist in southern Orange County in 2025.

- D. **Timing.** FWS recommended waiting until the Fall when a preferred Reserve design is anticipated. TCA has been waiting for a couple of years for information on RMV and is reluctant to postpone studies until the Fall, since there is no assurance that the information will be forthcoming in the Fall. Some of P&D's technical reports which need the inclusion of a cumulative impacts analysis are due at the beginning of July.

- E. **Options.**
 - 1. Wait until Fall to see if RMV submits its development application.
 - 2. Proceed now on the basis of assumptions agreed to by the Collaborative.
 - 3. Prepare technical reports now, without the cumulative impacts analysis, including placeholders for this analysis to be included at a later date.
 - 4. Prepare the draft EIS using a set of assumptions. Write the Final EIS with updated and improved information.
 - 5. Calculate the types of resources that are present that would be at risk from development and the mitigation that would be required. However, this option does not take into account that there is an existing NCCP process which should be respected. In addition, TCA/P&D do not have access to RMV for checking resource information.

- F. **P&D Proposal.**
 - 1. First, P&D will select 2 of the 7 reserve design alternatives to provide a range of the type of resources that would be protected under the NCCP, in order to calculate NCCP benefits. Next, P&D will assume that the part of RMV which is not the NCCP will be developed, in order to look at the cumulative impacts of developing RMV. This analysis will be included in the technical reports. If the NCCP is identified in August, P&D will adjust the relevant technical reports.

2. The agencies want to see the proposal in writing and discuss it within their agencies. The EPA noted that this approach seems headed in the right direction.

G. Action.

1. P&D will write up the proposed approach for cumulative impacts, related to the NCCP, RMV, and the SAMP, and send it to the Collaborative by e-mail, including identification of all the projects currently listed on Table 1 in the 5/31 memo ("Proposed Cumulative Projects for the SOCTIIP Analysis") for the agencies to use for internal review (by 6/22).
2. The Collaborative will e-mail their response to this proposal and their suggestions for other projects to include in the cumulative impacts analysis to all the Collaborative members, including Christine Huard-Spencer (by 7/6).
3. CDR will consult with P&D about responses received and will make a decision on whether (a) to schedule a conference call for Collaborative members to discuss this issue or (b) to prepare a statement that there is agreement and acceptance of this proposal, which CDR will write and send to the Collaborative.

H. Other comments related to cumulative impacts.

FHWA stated that P&D will need to look at the past as well as the future as part of the document's cumulative impacts discussion.

II. Biological Survey Area

Betty Dehoney explained that P&D has expanded the survey areas **along each of the arterials** to 500 feet on both sides of the roadway, extending from the outside edge of planned improvements. Where there is no existing specific road plan, P&D will assume a width of fifty feet and go beyond that 500 feet on both sides. The survey area will be 200 feet on either side of Interstate 5. Marblehead will have a study area that extends 1/4 mile in both directions, from the centerline. P&D believes that this will be a sufficient area to calculate wildlife and other biological impacts (see Betty Dehoney's 5/16 memo, "SOCTIIP Clarifications").

- A. The Collaborative members and Camp Pendleton were polled for their approval, with the following results:

Approval was received from Camp Pendleton, FHWA, EPA, Caltrans. The Corps expressed approval, with the understanding that wetlands will be dealt with as a separate agenda item. The FWS approved, with the additional identification of specific locations along I-5 where there is natural undisturbed area where the study area should extend 500 feet on both sides of existing or planned improvement. (By the end of the meeting, FWS identified these locations).

- B. Existing information related to MPAH construction (where no SOCTIIP construction is being considered) will be covered in the cumulative impacts discussion.
- C. P&D noted the "Survey Matrix" in the 5/16 memo, which identifies the type of survey that will be used for each alternative. The matrix is intended to complement the NES Scope of Work, to clarify P&D's source of data for each alternative.
- D. P&D, TCA, and Caltrans will be briefing Fish and Game on 6/26, to provide an introduction to the project, information on how P&D will be handling the surveys, and a review of mitigation programs P&D will consider.
- E. P&D provided to the Collaborative copies of the current revision of the NES SOW (one marked-up version to enable readers to easily see changes, and one clean version). The NES SOW will be finalized **after** meeting with California Fish and Game. In addition, if there are special issues that arise in the discussions with the Corps on wetlands issues, P&D will incorporate them as an adenda to the NEW SOW.
- F. P&D reminded the group that P&D will document where, in each SOW, the comments on the SOW have been addressed.

III. Refined No Action Alternative

The Collaborative differentiated between the concept of "no action scenarios" that they expect to be used for sensitivity analysis in the traffic technical study for the EIS/EIR and the "No Action Alternative" which will be carried forward through the NEPA alternatives analysis.

- A. EPA expressed the need for the No Action Alternative to be sophisticated, defensible, and realistic and to describe as accurately as possible the conditions that will exist in 2025 if there is no SOCTIIP project. The environmental document needs to include a sophisticated discussion of how this baseline was established and of how and why the sensitivity analysis scenarios were selected and used. EPA stated their willingness to work with the Collaborative, TCA, and P&D to develop agreement on such a No Action Alternative.
- B. FWS agreed that a robust discussion is needed up front in the environmental document to explain the elements included in the No Action Alternative so that readers can understand the Collaborative's thinking.
- C. P&D referred the group to the 5/25 memo, "Description of the Proposed No Action Alternative and No Action Scenarios for the SOCTIIP EIS/SEIR and Traffic Analysis," and noted that OCP 2000 and General Plan build-out are not the same. OCP 2000 targets the year 2025, while the General Plan is build-out at an undefined year. Table 1 describes the alternatives that were developed in Phase I and their

underlying assumptions. Table 1A assumes OCP 2000. Tables 2, 3, and 4 are OCP and land use information that support the text assumptions. Table 5 represents P&D and TCA's proposal for the No Action Alternative (including 21,000 dwelling units for Rancho Mission Viejo) and other scenarios to be used for special analysis (such as traffic and air quality).

- D. TCA and P&D stated their goal of having a single agreed-to No Action Alternative that would be carried forward and evaluated thoroughly as an alternative, and having other scenarios that would be analyzed in certain relevant sections of the environmental document, such as traffic, air quality, and growth inducement.
- E. **Action.** A small subgroup from the Collaborative will meet to discuss the No Action Alternative on Tuesday 6/19 in Sacramento. This will include: TCA, P&D, EPA, and FHWA. The Corps and FWS will participate in this meeting by phone. The goal of the meeting is to develop a proposal for the No Action Alternative and the scenarios, to be brought to the Collaborative for consideration and approval. This subgroup will send the proposal they develop to the Collaborative by e-mail.

IV. Impact Analysis for Wetlands

Fari Tabatabai of the Corps and Macie Cleary-Milan of TCA reported on discussions between the Corps and TCA regarding the impact analysis for wetlands:

- A. The Corps has proposed a methodology to TCA that would provide an initial landscape level for wetlands assessment that is similar to the SAMP methodology. The WES (Waterways Experiment Station) in Vicksburg, Mississippi, is a scientific arm of the Corps and uses a landscape level hydrogeomorphic approach to assess wetlands functions on a watershed scale. The WES analysis provides direct, indirect, and cumulative impact assessment for aquatic resources. The Corps is proposing that the WES conduct the data gathering needed to fill in some gaps for the baseline and run the model that would provide the impact analysis. This analysis would define the current condition and evaluate the impacts of corridor alternatives.
- B. The cost of the WES study is reasonable. The concern is the timing of the work. The NES report is scheduled for completion on October 18. The NES report could proceed as planned, and the wetlands report could be appended to it, if the WES wetlands study could be conducted within in a certain and reasonable timeframe.
- C. **Action.** The Corps and TCA will discuss this proposal further and attempt to get a time commitment from WES. The Corps will coordinate with Camp Pendleton regarding data gaps.

V. Process Suggestions

The Collaborative identified procedures which would clarify and improve the SOCTIIP meetings and materials. They included:

- A. Identification of a specific recipient and a set number of reports needed for each participating agency:
 - FHWA (4) - Bob Cady
 - Caltrans (7 of most reports; 8 of traffic reports) - Jean LaFontaine
 - FWS (3) - Jill Terp
 - EPA (2) - Nova
 - MCB-CP (10) - Larry Rannals
- B. Use header or footer on all documents to identify: author, date, intended purpose (e.g., review, FYI, draft, or final), and distribution
- C. Mark documents as "Draft - Working document, for Collaborative discussion only" to preserve appropriate confidentiality
- D. At all meetings, provide handout of confidentiality agreement from Phase I, give to all newcomers, and remind participants of their responsibility to this agreement
- E. Number the Action Items for easier reference.
- F. After technical reports have been distributed to the Collaborative and TCA has received comments from the agencies, the Collaborative will meet to discuss their comments prior to P&D responding to those comments. This will provide an opportunity for the participating agencies to hear each other's concerns and ideas and for P&D to check in with the Collaborative as a whole about P&D's proposed response/approach. If P&D has specific questions or concerns about the comments, then P&D will talk directly with individual agency commenters.

VI. Traffic

- A. Kendall Elmer of Austin Foust reported on progress on the traffic study. Austin Foust has produced:
 1. Draft Performance Criteria - which lays out level of service standards, highway capacity standards, and techniques. Austin Foust will meet with Caltrans and will prepare a revised report for review by the Collaborative.
 2. Draft Traffic Model Description Report - which outlines traffic model methodology.

3. Description of Analysis Scenarios (this has been distributed to the Collaborative) - which identifies 32 scenarios, including no action scenarios.

B. John Long of DKS introduced himself to the Collaborative and explained his work on behalf of the Collaborative. John is now under contract as a resource to the Collaborative, has been reviewing traffic documents and methodology, and has been discussing questions with Kendall Elmer and OCTA staff. John said that many of the issues that he had identified in his memo to the Collaborative (5/29, "Initial Review of Technical Documents") were being resolved by discussions with OCTA and Austin Foust and addressed in OCTA's newest model (which had been unveiled in an OCTA meeting this morning). John noted some key issues which had identified in his memo and which he expects will be resolved through technical discussion:

1. How to take into account the impact the alternatives will have on how traffic travels through the corridor. The analysis should factor in how the travel pattern would be different under the no action alternative and other alternatives.
2. Ensuring consistency between the subarea model and regional model.

John noted that all these issues can be addressed and resolved and that he, Austin Foust, and OCTA will be working on them. Scott Bacsikin of TCA said that any issue or recommendation that is related to modeling will have to be reviewed by OCTA.

C. **Action.** There were several action items related to John's review of the traffic study.

1. After further discussion among the technical experts, Austin Foust will make a recommendation on how to address the issues. Then John Long will respond to their recommendation (rather than John make the recommendation).
2. After the issues have been resolved, John will write a memo to the Collaborative that explains how each of the issues he identified in his 5/29 memo were addressed.
3. John Long's memos to the Collaborative will be formatted to include numbers and bolding on issues and recommendations so they can be easily identified.
4. Austin Foust was requested to add to the Traffic and Circulation report a paragraph that explains why the different scenarios were selected and how they are going to be used.

D. **Issue on Tolloed Arterials.** John Long was asked to comment on the feasibility of tolling the arterials. John said that:

1. He knew of no other facility where an arterial was tolled and that he did not know how this could be done practically. State agencies are having difficulty getting hot lanes onto freeways where they are not controlled. This is more an issue of driver expectations than of technology.

2. If the Collaborative wants consideration of tolled arterials, they would need to find another facility where this has been done, to examine the feasibility of this concept

VII. NEPA/404 Concurrence History.

Chris Keller, quality assurance manager from Viewpoint West, reviewed the history of agency concurrence from Phase I which resulted in the set of alternatives to be carried forward into the NEPA evaluation. She requested clarification of the qualifications some of the agencies had included with their concurrence.

- A. Nova Blazej of EPA and David Zoutendyk of FWS explained that their agencies' concurrence letters were final, with the understanding that they were not committing to the full footprint of each alternative, since the footprint had not yet been identified. Macie Cleary-Milan told the Collaborative that the footprints would be refined when the majority of the biological work has been completed and TCA will be able to look at the conceptual designs, see where the impacts will be, and begin to adjust the footprint to address the impacts. She expects this to occur in late Summer or early Fall.
- B. The Corps of Engineers will give determination of jurisdictional delineation after TCA gives the Corps its delineation of wetlands.
- C. TCA has put the upcoming NEPA/404 concurrence milestones on the revised schedule, including the different decisions each agency will be making and the necessary sign-offs for each agency.

VIII. Evaluation Criteria

During Phase I, the Collaborative identified Tier 2 criteria to help determine which alternatives to carry forward into the NEPA evaluation process. There is no NEPA/404 concurrence point on criteria to evaluate the alternatives in order to select the least environmentally damaging practicable alternative. The environmental documents will lay out information on each alternative so the alternatives may be compared by the agencies. There will be a summary table for impacts of every alternative so that a comparison can be made. This table will provide an order of magnitude across the board for all parameters. All of the parameters will be disclosed for all of the alternatives.

- A. **Action.** P&D will prepare and distribute the Collaborative a memo of Tier 2 criteria and *measurements* relevant to those criteria and will identify whether those measurements will be included in the technical reports. The Collaborative will review this memo and comment on whether there are any missing measurements.

- B. Once the technical reports have been completed, there is the possibility that an alternative(s) will be taken off the table rather than carried forward into the environmental document. If there are changes to the alternatives and basic assumptions defined in Phase I, these changes will need to be well documented, including acceptance by the agencies.
- C. Larry Rannals of Camp Pendleton reminded the Collaborative that the Navy has its own process of reviewing alternatives and must concur prior to public review. Camp Pendleton is a cooperating agency and will remain involved so long as any alternative is being considered which is on Marine Corps Base property.

IX. CEQA

The Collaborative noted that TCA determines significance under CEQA. As a result, the federal agencies did not engage in a review of the CEQA criteria of significance.

X. Meeting Schedule

1. August 8 (8:30 to 4:30)
2. September 25 (10:00 to 5:00) and September 26 (8:30 to 3:30)
3. October 23 (10:00 to 5:00) and October 24 (8:30 to 2:30)

ACTION ITEMS - Meeting Date

	WHO	WHAT	By?	Done
1	David	Send to P&D (Christine) the previous "biologically preferred alternative" for the NCCP		
2	Collab	If agencies have info about RMV that can be released, send to (P&D) Christine	ongoing	
3	Corps	Will send a written response to FHWA letter regarding Camp Pendleton alternatives	soon	
4	TCA (with help from legal)	Provide legal info to Camp Pendleton about carry forward of alternatives -acknowledge that the 2 alignments were included without CP approval - provide the reasons for the recommendation that they be kept in the study		
5	TCA and CP	Meet to discuss potential for variation of Far East Alternative - report back to Collab and if appropriate bring to Collab for discussion	by mid-Sept	
6	TCA/P&D	Provide information to the Collaborative regarding what correlation exists between the RTP and OCP2000 growth projections.		
7	P&D	Provide list of what constitutes the 14,000 non-RMV units		
8	P&D, TCA, and A-F	Wait for RMV infrastructure plans until September and then develop a proposal for RMV infrastructure assumptions for the 21,000-unit No Action Alternative		
9	TCA legal	Provide to the Collaborative, legal requirements, including court cases, for using 21,000 du's as the premise for a No Action Alternative		
10	Christine	Obtain San Diego Growth Inducing Impacts (125) discussion and EPA comments on this report, and distribute to Collaborative through TCA		
11	Nova	Send EPA comments on the Growth Inducing Impacts to TCA		
12	TCA	Distribute to Collab above items (#11 and #12) plus Growth Inducing Impacts discussion for 241 and 73.		
13	All	Discuss further the use of a peer review process for growth inducing impacts		
15	FHWA	Provide written comments on growth inducing impacts concerns to TCA and Collaborative		
16	All agencies	Participate in conference call to discuss any issues related to cumulative impacts.	on Aug 16 at 11:00am	

NEXT SOCTIIP COLLABORATIVE MEETINGS:

September 25 and 26

October 23 and 24

December 4 and 5

MEETING SUMMARY
SOCTIIP COLLABORATIVE
August 8, 2001

In attendance:

FHWA: Mary Ann Rondinella, Stephanie Stoermer
CalTrans: Lisa Ramsey, Jean Lafontaine, John Hebner, Angela Vasconcellos, Smita
Deshpande, Arianne Glagola
EPA: Nova Blazej
USFWS: Jill Terp, David Zoutendyk
USACE: Fari Tabatabai, Susan DeSaddi
TCA: Macie Cleary-Milan, Scott Bacsikin, Pete Ciesla, Carolyn Lobell
Camp Pendleton: Larry Rannals, Ron Pitman
Consultants:
CDR Associates: Louise Smart
P&D Environmental Services: Christine HuardSpencer, Romi Archer,
Warren Sprague
Austin-Foust: Kendall Elmer

Handouts:

1. "SOCTIIP Collaborative Contact List" updated 7-18-01
2. "Other Contacts List" updated 7-11-01
3. Summary of June 19 SOCTIIP Collaborative Subcommittee Meeting on the No Action Alternative - Macie Cleary Milan
4. Response to the June 27, 2001 EPA Email regarding the No Action Alternative -
5. 7-26-01
6. Excerpt from Cooperating Agency MOA between FHWA and Marine Corps
7. US FWS August 7, 2001 Letter to FHWA regarding alternatives on Camp Pendleton property
8. Additional Information for Cumulative Projects 7/26/01 by Christine Huard-Spencer
9. Cumulative Impacts (handout from earlier presentation by P&D)
10. Growth Inducing Impacts (handout from earlier presentation by P&D)
11. Schedule for First Technical Reports
12. Revised Draft Meeting Summaries from Feb 21-23, Mar 6-7, Apr 24-25, June 14
13. Examples from each Technical Report author, showing how comparative data on impacts will be displayed

I. Agency Representation/Participation in the Collaborative

- A. Discussion of participation by agency representatives in Collaborative meetings included the following points:

1. Because different staff have different expertise, the concept of a *leadership team* may be useful. Agency representatives may have different roles, depending on the topic, but it will be clear who, within the team, will be speaking for the agency.
 2. Decisions may be made for an agency by a team, or a combination of agencies may wish to discuss an issue before commenting. Therefore, it is appropriate to break for "caucus" discussion at any time during the meetings.
 3. Mary Ann Rondinella said that the agencies want to avoid last-minute changes on the agenda, in order to schedule the appropriate staff at the appropriate times.
 4. FHWA and Caltrans will be coordinating their participation. FHWA and Caltrans will be submitting joint comments; these comments will come through Caltrans.
 5. The goal is to have focused discussion and make sure that the people who attend the meetings are engaged and participating.
- B. The Collaborative discussed the role of Camp Pendleton in the Collaborative.
1. The facilitator distributed language from the US Marine Corps/FHWA MOA: "The FHWA will initiate formal coordination with other agencies, as appropriate, in the preparation and review of the EIS. When such coordination involves environmental impacts or mitigation relating to Department of the Navy interests, the FHWA will involve the USMC in all agency communications, negotiations, and agreements. The FHWA understands that no recommendation, opinion, or decision by another agency, external to this MOA, which pertains to the Department of the Navy interests shall be relied upon for the development of this EIS without written acceptance by the appropriate Department of the Navy authority...FHWA will also assure that the USMC is invited to participate in all coordination meetings or communications with other federal or state agencies, when such coordination may involve assessment methods, results, or mitigation affecting Department of Navy interests."
 2. Larry Rannals stated that Camp Pendleton does not want to be a key player on issues outside the Camp Pendleton base boundary, but does want to be a player where Camp Pendleton land is involved.
 3. **The group agreed that the "Collaborative" will continue as all the NEPA/404 signatories, with Camp Pendleton participating with the Collaborative in EIS discussions.**

II. No Action Alternative

- A. Macie reviewed her understanding of what had been agreed to in the subcommittee meeting (June 19) regarding the No Action Alternative, which she had summarized in her "Summary of June 19 SOCTIIP Collaborative Subcommittee Meeting on the No Action Alternative." Collaborative members who had participated in that subcommittee meeting said that they had had a different understanding of what had been agreed to. All agreed that it was necessary to revisit the question of the No Action Alternative to seek clear and final resolution.

- B. Following the subcommittee meeting, EPA wrote an e-mail (6/27) to subcommittee members, raising questions related to the No Action Alternative. TCA distributed a response to this e-mail (7/26) to subcommittee members. EPA expressed appreciation for this response and said it had been helpful. Both documents were available as handouts at this meeting.
- C. The biggest question is how many units to assume for Rancho Mission Viejo (RMV). OCP2000 includes adopted growth projections of 21,000 units for RMV. The RMV has announced their plan for 14,000 units but have not yet submitted an application. Under the existing LUE, 6,250 units could be constructed on RMV. An assumption of 0 units represents what exists now.
- D. The Collaborative has been working on the concept of using a No Action Alternative, which would be carried through the EIS and evaluated comparably to the build alternatives, and using "scenarios" to conduct a sensitivity analysis which would look at traffic, air quality, growth inducing impacts, cumulative impacts, and perhaps socio-economic impacts (if the questions can be better defined) under different assumptions. FHWA expressed concern for providing in the EIS document such detailed analysis of the scenarios that they really appear to be alternatives which were not analyzed equally with the other alternatives. At the same time, TCA wants to ensure that the sensitivity analysis is included in the EIS and is available to the public. **The group agreed: (a) to eliminate the label, "scenario," and refer only to "sensitivity analysis"; and (b) to include a summary of the sensitivity analyses in the EIS.**
- E. Romi Archer (P&D Consultants), who has had 11 years planning experience working for Orange County, described some history and principles of land use planning in the County. The agencies had raised the question of whether 14,000 units were possible to build at RMV without the construction of the toll road. Romi explained that when the county looks at a development application, they evaluate it to determine whether the development can independently function within what the county can control. In the first go-around, it is incumbent on the developer that its project can function using its own infrastructure without relying on infrastructure outside county control. A county and city will not condition a development on something that the development, county, or city cannot provide. It is expected that RMV will be required to demonstrate that their land use proposal can function independently of the toll road.
- F. TCA said that since 21,000 units are in OCP2000, it is necessary to have a No Action Alternative that uses a 21,000 unit assumption for RMV. Comments related to this included:
1. The Collaborative wants to understand what, if any, correlation exists between the updated RTP and OCP2000 growth projections (see Action Items). Is buildout of the RTP based on land use projections which include an assumption of 21,000 units on RMV? Kendall Elmer said that OCP2000 projections were intentionally developed to be in line with SCAG.
 2. Warren Sprague (P&D) explained that Orange County forecasts are used by SCAG and other planning districts to conduct air quality, planning, and impact analyses. The EIS must have analyses that are consistent with adopted regional

forecasts in order to compare impacts. SCAG needs to understand the No Action Alternative in the universe in which they live.

3. Carollyn Lobell (attorney for TCA) explained that in order to make the EIS as defensible as possible, the 21,000 unit assumption must be used in a No Action Alternative, since it is an officially adopted forecast. Fari Tabatabai asked TCA to provide information on court cases that address this requirement (see Action Items).
4. How should changes in projections over time be addressed? There is no requirement to keep waiting until projections change. You use a current projection; then if the projection changes before the EIS is complete, you address the change when it happens.
5. The agencies would like to have the County explain how OCP2000 was derived (see Action Items).

G. TCA proposed a second No Action Alternative that includes the assumption of 14,000 units for RMV.

1. Part of the purpose of a No Action Alternative is to lay out an alternative that is reasonably foreseeable. Since RMV has announced their intention to build 14,000 units, that number may be a more likely assumption than 21,000 units.
2. The question was raised about whether it would be acceptable to have two No Action Alternatives. FHWA reported that two No Action Alternatives would be acceptable in the DEIS if it is deemed important to have two No Action Alternatives to gain necessary information. However, the FEIS must have only one No Action Alternative which needs to be consistent with the RTP and reflect actual development plans.

H. Discussion occurred around what assumptions to use for the sensitivity analyses.

1. The agencies asked that a method be applied which would identify the number of units above which development could not occur if there were no transportation corridor. Under the already committed circulation system, what units could be added before the system failed? The answers to these questions would help address the issue of growth inducement. After comments by Kendall Elmer and discussion, the conclusion was reached that the traffic model cannot be used to determine growth inducement and that there would be four sensitivity analyses which would include the assumption of the committed infrastructure only.

I. Agreements reached:

1. **The group agreed on two No Action Alternatives and four sensitivity analyses as follows:**

	# units assumed for RMV	Background surface transportation assumptions
No Action Alternative #1	21,000	Committed infrastructure + MPAH + RMV plan*

No Action Alternative #2	14,000	Committed infrastructure + MPAH + RMV plan
Sensitivity Analysis #1	21,000	Committed infrastructure only
Sensitivity Analysis #2	14,000	Committed infrastructure + RMV plan
Sensitivity Analysis #3	6,250	Committed infrastructure only
Sensitivity Analysis #4	0	Committed infrastructure only

2. TCA will accelerate the analysis for the assumptions of 0 and 6250 units on RMV (to be available in one month), so that the Collaborative can look at the question related to how much growth would cause the system to fail?
3. If there is no information on RMV's planned infrastructure by the time the analysis must be done for the No Action Alternatives, then the study will make some assumptions about likely infrastructure.
4. P&D, TCA, and Austin-Foust will develop a proposal of assumptions to make for RMV infrastructure for the 21,000-unit No Action Alternative (see Action Items).
5. TCA requested Collaborative members to share any information that they learn about RMV that they are able to share without violating agreements with RMV.

III. NCCP

- A. Christine Huard Spencer reported to the group that the recent announcement by Rancho Mission Viejo of its intention to develop the land did not include information about an NCCP. In order to move forward with development, the RMV needs a general plan amendment which will require a CEQA document, an NCCP component, and a SAMP component. All this will be processed by the County. The formal announcement did not include any maps, although RMV plans to preserve 10,000 acres (the O'Neil Ranch). A map will be available when/if RMV submits an application to the County. P&D's recommendation is to hold off on any assumptions about the NCCP until RMV submits their application, which will probably include a map. If there is no map, then P&D will put together a proposal in late September regarding NCCP assumptions.
- B. Fish and Wildlife Service will send P&D the previous "biologically preferred alternative" for the NCCP (see Action Items).
- C. **The group agreed to wait on NCCP assumptions until RMV submits its application. If there is no information from RMV, then the group will consider previous alternatives for the NCCP and decide what assumptions would be appropriate.**

D. The Collaborative will discuss NCCP and SAMP at the September meeting:

1. What do we know now?
2. What do we need to do?
3. What assumptions can we make?

E.

IV. Alternatives/variations on Camp Pendleton Property

- A. The Marine Corps is a cooperating agency and must approve the DEIS before it is brought forth to the public. The Marine Corps has stated that it will allow only one alternative on Camp Pendleton property (the Far East) to be analyzed in the DEIS. Two other variations on Camp Pendleton were selected by the Collaborative during Phase I for evaluation in the DEIS. FHWA sent a letter to the other members of the Collaborative advising that those two variations be dropped from consideration.
- B. EPA has replied in a letter to FHWA (7/3/01) recommending that the two variations be retained through the technical review phase of the Draft EIS development in the spirit of maintaining the integrity of the NEPA/404 process, with the understanding that they could be eliminated at a later stage of review.
- C. FHWA told the group that, unless Camp Pendleton changed its position on the two variations, FHWA would not approve any discussion of these two alignments in the EIS and will not comment on these variations.
- D. Fish and Wildlife Service distributed a letter, signed August 7, which it will be sending to FHWA. FWS said they have had concerns about the Far East alignment for a long time and believe that further analysis of the two additional Camp Pendleton variations will provide a basis for keeping or excluding alternatives.
- E. The Corps of Engineers said that their legal counsel had advised that given the level of information that has been made public about the selection of alternatives, a letter from the base commander was not sufficient justification to drop an alternative at this point. In addition, the Corps noted that even if the variations were dropped from the NEPA analysis, the Corps, as implementing agency for 404, needs to analyze all alternatives to determine the LEDPA. In order to eliminate an alternative which might be deemed the least environmentally damaging, it would be necessary to show (and not just state) that the alternative interferes with national security.
- F. TCA stated that the study would be vulnerable to the public if it did not address the agricultural field variation, as this alternative would be an obvious variation to the public. TCA believes that the two variations should be carried forward to the technical report stage, and that TCA would welcome an effort to find some improvement on the alternatives.
- G. Next Steps regarding Camp Pendleton alternatives:
1. Carolyn Lobell (TCA's attorney) will provide legal information to Camp Pendleton about carry-forward of the alternatives, (see Action Items) including:

- a. Acknowledgment that the two alignments were included without Marine Corps approval
 - b. A recommendation that these two alignments be studied, and the rationale for this recommendation
2. If the Commanding General and Marine Corps Headquarters agree that it is in the Marine Corps' interest to carry these alternatives forward through the DEIS, then they can be studied, included in the DEIS, and then in the DEIS the document can show why they were dropped.
 3. TCA and Camp Pendleton will meet to explore whether there are ways to improve on the Far East alternative. If ideas emerge from this meeting, they will bring them to the Collaborative (see Action Items).

H. Agreement: Although Camp Pendleton and FHWA would prefer to drop the alternative variations now, the Collaborative agreed to carry all the Camp Pendleton alternatives through the technical report stage and then revisit whether or not to include them in the DEIS, with the understanding that CP will need to have approval over the DEIS.

V. Update on wetlands

- A. Macie reported that TCA is contracting with ERDC of the Corps to conduct a wetlands functional assessment study. The study will be completed in 3 months.
- B. The functional assessment will provide information on impacts and will compare each alternative in terms of its impact on wetlands functions. The results will be included in the relevant technical reports.

VI. Growth inducing impacts

- A. Christine Huard Spencer distributed a handout on P&D's approach to obtaining answers related to growth inducing impacts (this had been distributed at a previous meeting).
- B. Warren Sprague of P&D explained that the analysis will be qualitative. The analysis will take into account: economic factors, growth pressures, and the governmental approval process. The study will address the question: To what degree can development in the Southern Orange County study area occur in the absence of the transportation corridor? He noted that the analysis is not the application of a model. He said that by and large, growth inducing impacts are not calculated in a quantitative fashion. Although quantitative measures are used, they do not result in quantitative conclusions.
- C. EPA requested that P&D provide an example of a growth inducing impacts analysis that has been done in the past that shows whether an alternative would hasten growth, slow growth, or affect the location of growth. The question to be addressed is: to what degree is forecast growth dependent on each alternative, and what would be the potential for inhibiting that forecast growth if each respective alternative were

not put into place? To the degree that a facility would be required in order to allow forecast growth to occur, that facility would be growth inducing.

- D. The Center for Demographic Research (CDR) develops forecasts of maximum, unconstrained growth, with the assumption that infrastructure is in place.
- E. **The Collaborative will look at growth inducing impacts discussions from other projects (San Diego 73 and 241) and EPA's written comments for SR 125 (see Action Items).**
- F. EPA suggested using a peer review process. Christine said that once the growth inducement report has been completed, it might be useful to invite a select group of professionals to discuss the report with the Collaborative. Mary Ann cautioned the group to be careful to conform with FACA rules if non-federal agencies were brought in to the Collaborative in an advisory capacity and requested EPA to make a proposal regarding the peer review process (see Action Items).
- G. FHWA noted that they have some concerns about the growth inducing impacts approach. FHWA will write down their concerns and send them to TCA (see Action Items).
- H. The Collaborative will discuss the growth inducing impacts approach at the September meeting.

VII. Schedule

- A. Macie distributed a schedule for upcoming technical reports.
- B. Final SOWs will be delivered to the Collaborative and Camp Pendleton prior to the technical reports.
- C. John Hebner of Caltrans explained that Caltrans and FHWA are very busy, and that every time there is a delay it produces a domino effect. He was concerned that the 30-day turnaround period is not realistic. P&D urged the agencies to try to review the documents in 30 days. John asked what reports were priorities. Macie said that the number one priority is Project Alternatives; the number two priority is Military Impacts.
- D. The recreational study is being completed before the cultural study for the 4(f) report. Therefore "Recreational Resources" will be released first, rather than wait until the cultural study has been completed. Stephanie Stoermer noted the need to divorce 106 analysis (which is reviewed by the SHPO) from 4(f) analysis which is reviewed by FHWA.
- E. Macie requested that the agencies write their comments directly on the report. They may include a cover letter that lists all their comments, if they wish, but each comment should be referenced within the text of the report. This will avoid confusion of where, in the document, the comment pertains. FHWA said this would be problematic for them because (a) this is not how they have traditionally written comments and (b) their comments will be combined with Caltrans comments. To

facilitate the request, P&D will send electronic copies of the text of reports to the Collaborative.

VIII. Cumulative Impacts

- A. Christine distributed a handout showing what P&D would be using as a starting point for cumulative impacts.
- B. The group scheduled a conference call on Thursday, August 16 [new time is 11:00-12:30] (See Action Items). Collaborative members who expressed an interest in participating include: Mary Ann, Fari, Susan, Nova, Jill, David, Jean, Christine, and Macie. Louise will participate, to facilitate the discussion and take notes.

IX. Format for Comparing Alternatives

- A. Christine distributed a package of tables that each technical report author had put together to show how they would display the summary of impacts for each alternative.
- B. Caltrans and FHWA are discussing formats for standardizing documents. P&D will use the revised formats.
- C. The Collaborative will review the formats for comparing alternatives at the September meeting.

X. Evaluation of Meeting

- A. The group liked: the new meeting room, the use of sidebar breakouts, and the ability to have flexibility within the agenda to allow for check-ins with the agency offices.
- B. The group suggested: that the agenda be clearer about expectations for decision-making on certain topics.
- C. Caltrans requested that, since this is a state EIR process as well as an EIS process, invitations to Collaborative meetings be sent to State Agencies, Local Agencies, and Stakeholders. Macie reminded the group that TCA will be meeting with NMFS, California Fish and Game, and the California Coastal Commission and is planning to bring these agencies into the meetings at key times.

XI. Upcoming Meetings

The next meetings of the Collaborative will be:

September 25/26
October 23/24
December 4/5

XII. Agenda Items for September 25/26 meeting (9/25 10:00am to 5:00pm, 9/26 8:30 am to 3:00 pm)

- NCCP and SAMP: What do we know at this point? What do we need to do? What assumptions should be made?
- Sensitivity Analysis of the 0-units and 6250-units assumptions
- Growth inducing impacts approach
- Cumulative Impacts approach
- Camp Pendleton: Report on Marine Corps decision regarding inclusion of Camp Pendleton alternatives in the DEIS. Report on TCA/Camp Pendleton exploration of ways to improve the Far East alternative.
- Format for Comparing Alternatives

ACTION ITEMS - Meeting Date: September 26, 2001

	WHO	WHAT	By?	Done
1	Carollyn Lobell	Review Settlement Agreement and report back to the Collaborative on "intensified land use" and how the currently proposed assumptions (i.e., number of units for RMV) fit with this		
2	Collab.	Send comments on Carollyn Lobell's white paper	10/10/01	
3	Collab.	Send final comments to P&D on the list of foreseeable projects for cumulative impacts analysis	10/10/01	
4	Collab.	Review comparison tables for each technical report and provide comments to P&D on whether the tables reflect what is needed for comparisons of impacts		
5	Collab.	Consult with attorneys regarding Camp Pendleton/FHWA decision to exclude Ag Field and Cristianitos alternatives from DEIS as alternatives being considered		
6	P&D	Distribute White Papers on how biological resources and water resources reports will be assessing cumulative impacts.	October	

Next meetings:

- October 23 and 24, 2001 [*Meeting has been canceled.*]
- December 4 and 5, 2001

**MEETING SUMMARY
SOCTIIP COLLABORATIVE
September 26, 2001**

In attendance:

FHWA: Jeff Kolb, Stephanie Stoermer

Caltrans: Lisa Ramsey, Smita Deshpande, Angela Vasconcellos, Arianne Glagola,
John Hebner

EPA: Nova Blazej

USFWS: Annie Hoecker, David Zoutendyk

USACE: Fari Tabatabai, Susan DeSaddi

TCA: Macie Cleary-Milan, Scott Bacsikin, Carollyn Lobell and Robert Thornton
(Nossaman, Gunther, Knox and Elliott), Dave Lowe

Camp Pendleton: Larry Rannals, Lt. Jennifer Ash, Ron Pitman

Consultants:

CDR Associates: Louise Smart and Mike Harty

Viewpoint West: Chris Keller

P&D Environmental Services: Christine Huard-Spencer, Romi Archer, Warren
Sprague, Kendall Elmer (Austin-Foust)

Center for Demographic Research, Cal State Fullerton: Bill Gayk

Handouts distributed at this meeting

Article: Los Angeles Times, 9/26/01: "Hottest Issue in O.C.: Growth"

Macie Cleary-Milan memo, 9/13/2001: Cumulative Impacts: Potential Activities on the
North Part of the Marine Corps Base Camp Pendleton

Draft White Paper, 9/21/01, by Carollyn Lobell: Transportation and Planning Programs,
SOCTIIP

Color Graph Figure 1: Overview of Forecasting, Planning and Development Roles and
Relationships

Nossaman, Guthner, Knox & Elliott, LLP, Memorandum, 9/25/2001: SOCTIIP. Use of
OCP-2001 Population Forecast 060182-0101 re: use of officially adopted
forecast, OCP-2000, in the SOCTIIP EIS/SEIR analysis (including 3 supporting
cases)

Attachments to White Paper, from Transportation Conformity: A Basic Guide for State
and Local Officials, prepared by FHWA

Center for Demographic Research, Orange County Projections, (Bill Gayk's
Presentation Outline)

Article: The Orange County Planner (American Planning Association),
August/September 2001, "Livable Communities," by William Gayk

Article: Sun Post News, 8/24/2001: "New Base Commander on Board"

Article: Orange County Register, 9/15/2001: "Marines are Ready"

I. Growth Projections

- A. Bill Gayk, Center for Demographic Research at Cal State Fullerton made a presentation on Orange County projections. He listed the uses of OCP-2000, including forecasting travel demand. The three variables that are projected are: population, housing, and employment. These projections are adopted by the Orange County Council of Governments and the Orange County Board of Supervisors and serve as a single set of projections to be used for planning purposes for Orange County. He identified the information factors that were considered to develop OCP-2000. The projection process is both a tops-down and a bottoms-up process, taking into account statistics on migration, fertility and mortality, employment and other forecasts, reviewing city and county general plans, and getting input from city and county planning staff. After making growth projections for the County, this growth is distributed across the County by considering where the projected growth can be absorbed. For example, to arrive at 21,000 units for Rancho Mission Viejo, the Center held conversations with the company and with the County and considered what growth could be absorbed in that area.
- B. Chris Keller asked whether the 21,000 unit projection for RMV will meet the legal requirements of the settlement agreement, which refers to "intensified land use." Carollyn Lobell will research this and report back to the Collaborative (see Action Items).
- C. Rob Thornton, attorney for TCA, reviewed key points from the White Paper prepared by the attorneys and noted the following:
1. The County General Plan includes development standards that the County will apply to development requests, and these requirements drive decisions. The County has adopted fairly specific standards related to transportation infrastructure and may require mitigation measures or impose other conditions on a proposed development.
 2. In evaluating a development application, the County will look at the traffic analysis and determine what kind of improvements would be required to maintain the County standards. For RMV, the County will impose conditions independent of a SOCTIIP project so that the County standards will be maintained. CEQA will require a plan-to-ground analysis as well as a plan-to-plan analysis and will not assume that a SOCTIIP facility is in place.
 3. Level of Service D is the policy objective for the County. Independent of whether or not there is a SOCTIIP project, the County will condition its approval on the ability of a development to meet its Level of Service requirements.
 4. Analysis during Phase I showed some significant deficiencies in the arterial system and the freeway system in the no-corridor case.
 5. A number of factors in addition to transportation infrastructure will drive the number of units that are applied for and approved for RMV. Because of Prop 13, the new development has to pay for all the infrastructure costs (such as fire, police) that are needed to service the growth.

6. The TCA attorneys believe that the environmental document will be vulnerable to judicial challenge if it did not use the official projection (21,000) in its analysis. The attorneys provided documentation of three cases that guide TCA to use the official projections (see 9/25/01 memo - SOCTIIP Use of OCP-2000 Population Forecast).
7. TCA distributed Color Graph Figure 1: Overview of Forecasting, Planning and Development Roles and Relationships, a color version of Bill Gayk's graph which compares the population and housing projections of OCP-1988 and OCP-2000.

D. Discussion of these presentations.

1. The facilitator asked the agencies to indicate whether they accepted the premise of using 14,000 units and 21,000 units for RMV for the two No-Action Alternatives (Caltrans-yes; FHWA-yes; Camp Pendleton-yes; Corps-needs to look at case-law and talk with attorneys; FWS needs to digest and talk among themselves. *Follow-up note from FWS: Based on their internal discussion, FWS concurs with the premise of using 14,000 units and 21,000 units for RMV for the two No-Action Alternatives with the caveat that underlying assumptions regarding arterial improvements for 14,000 and 21,000 units must still be concurred on and evaluated (i.e., assume buildout of just the MPAH or that additional roads will be built by RMV to make their developments work traffic wise).* TCA stated that they would proceed with the premise of using 14,000 units and 21,000 units for RMV for the two No-Action Alternatives.
2. USFWS raised the question: How much did the assumption of a transportation corridor influence the growth projections? The question the Collaborative wanted to address was: Is there some component of the 21,000 units that could not be built without the corridor because the arterials will have been maxed out by the development? Response comments included:
 - a) The Center for Demographic Research does not make an assumption about a specific project or segment; the Center assumes that over time, there will be adequate infrastructure.
 - b) On a macro level, transportation infrastructure plays no role in projections of growth. OCP-2000 projects growth; then SCAG considers where the growth might occur. SCAG development of a regional transportation plan does not result in adjustments to the projections. However, data collection goes on as a continual process and serves as input to future projections.
 - c) The general plans are input into the forecast.
 - d) Provision of the infrastructure is left to the local level, and the projections assume that the local level will provide whatever transportation infrastructure is needed.
 - e) The 21,000 unit projection for RMV was established in OCP-2000. However, no update to the Master Plan of Arterial Highways has been done to show

whether or not the 21,000 units can be accommodated. RMV has said that they have assumed that there will be MPAH amendments to accommodate their proposal. When RMV presents a plan with their application, they will have to include a circulation system that they can afford and that will meet LOS requirements.

- f) The MPAH map shows the toll road. However, the toll road is not part of the MPAH. Any description of the MPAH assumptions should exclude the toll road.
- 3. OCP-2000 and SCAG have the same projections for the year 2025, but differ slightly in their projections for the intervening years.
- 4. On page 10, the White Paper says, "The [SCAG/TCA] MOU constitutes an enforceable commitment to implement the FTC as modeled in the RTP and RTIP." The "enforceable commitment" refers to an air quality commitment to provide HOV lanes. The document will be re-written to provide this clarification.

II. Cumulative Impacts

- A. Documents that have been provided to the Collaborative which form the basis for considering cumulative impacts:
 - 1. 8/8 Collaborative meeting handout - on projects to be included in cumulative impacts
 - 2. 8/20 Other EIR sections on cumulative impacts
 - 3. 8/27 P&D memo regarding housing units in South Orange County
 - 4. 9/7 Notes from Conference Call on Cumulative Impacts
 - 5. 9/13 Macie Cleary-Milan memo on potential activities on the northern part of Camp Pendleton
 - 6. 9/20 Package of excerpts from other EIRs on cumulative impacts
- B. P&D will distribute White Papers in October on how biological resources and water resources reports will be assessing cumulative impacts (see Action Items). Each technical report author will include the cumulative impacts projects in their analysis of cumulative impacts relevant to their report. P&D's question for this meeting is: Are there specific items and/or processes that the Collaborative expects to see in the technical reports about how cumulative impacts are assessed?
- C. Since cumulative impacts is supposed to consider "past, present, and reasonably foreseeable future", how should the past be considered? FHWA explained that it will be necessary to consider the past beginning with when Southern Orange County began to develop. Each technical report will describe the general time frame with the resource.
- D. The facilitator polled the agencies to get input on the approach TCA and P&D are taking on cumulative impacts:

1. The Corps asked about assumptions regarding the SAMP. TCA is waiting for information from RMV, especially from a workshop that RMV has said they will be holding on the NCCP. If no useful information is forthcoming from RMV, then TCA will come back to the Collaborative to determine what assumptions can and should be made. The Corps said that they are not in a position to endorse any recommendations that TCA makes about the SAMP in the absence of information. TCA recognizes that any assumptions made may have to be updated in the final EIS.
2. FHWA said that they agreed with how TCA is proceeding through an iterative process.
3. Caltrans said they were OK with the methodology. Caltrans will provide more information to TCA about other projects to include.
4. Camp Pendleton commented that TCA is doing the best they can with the available data.
5. EPA said that they have already provided a number of comments, which they expect TCA to address in its approach. An outstanding question for EPA is whether there will be a cumulative impacts analysis on 21,000 units at RMV? TCA responded that, yes, this analysis will occur in the topical areas where it makes a difference.
6. USFWS said they were OK with the approach.

III. Expectations regarding the continuing analysis of alternatives on Camp Pendleton property

- A. Larry Rannals explained that the Marine Corps has given extensive consideration to the idea of three alternatives instead of one alternative on Camp Pendleton property. This has included participation by two-star generals at the base level and the headquarters level. The result is that the Marine Corps will stand fast on its original position, that the Marine Corps will consider only one alternative, that the Marine Corps is opposed to anything that is not the Far East alignment, and that the Cristianitos and Agricultural Field alignments will not be considered by the Marine Corps. Because attorneys for the U.S. Army Corps of Engineers have not deemed a decision by a two-star general sufficient to close this issue, Camp Pendleton will seek the signature of a 3- or 4-star general on a letter confirming this decision. Larry noted that the Marine Corps cannot prohibit TCA from including the other two alignments in the EIS, but that the Marine Corps will not provide supporting data and will not allow any of these two alignments to go forward if they are selected. He said that the Marine Corps would prefer not to see those two alignments in the DEIS or in the technical reports.
- B. Jeff Kolb said that the FHWA has supported Camp Pendleton's position that the Agricultural Field and Cristianitos alignments not be included in the DEIS. Since

Camp Pendleton has stated that these alignments are not feasible, they cannot be included in the draft EIS. They can be presented only as alternatives looked at and rejected. Since they are not practicable and feasible, it would be misleading to suggest to the public that they are viable alternatives.

- C. David Zoutendyk said he expected that these alignments would be evaluated in the technical reports. Macie Cleary-Milan said that the technical work will go forward.
- D. The agencies will talk with their attorneys about FHWA's statement that the alternatives will not be included in the DEIS as alternatives being considered.

IV. Involvement of other Stakeholders

- A. Chris Keller asked about TCA's plan for getting other agencies involved, such as through the Foothills South Advisory Committee, which has been an opportunity for a broad group of stakeholders to be included and to give feedback.
- B. Macie Cleary-Milan explained her approach to involving stakeholders:
 - 1. Through the Collaborative (the federal agencies plus Caltrans and Camp Pendleton)
 - 2. Through the TCA Board of Directors, who represent all the local communities
 - 3. Through direct contact with state agencies such as Fish and Game and State Parks
 - 4. Through the option of convening the FSAC for quarterly updates, but with a different expectation than the past, since the Collaborative now serves as a forum for the federal agencies, Caltrans, and Camp Pendleton, and the local agencies can participate through the TCA board.

V. Format for Comparing Alternatives

- A. Christine Huard-Spencer asked the Collaborative members to comment on the tables that were distributed at the August meeting. She asked them to address: When the table is filled in with data, do you have a sense that you will have the information that you need to make a comparison? Do the general categories on the tables appear to be responsive to the concerns raised by the Collaborative?
- B. Ron Pitman presented a handout that suggested a format for a summary table of the detailed tables. He recommended a one-page summary to provide a quick comparison of the variables, to be used in addition to the detailed tables. Christine agreed that the summary table is a good idea to provide an overall view. She explained that, in addition, the detailed tables will be necessary to provide all the needed information.

VI. Discussion of Current Status of Technical Reports and expectations regarding comments

A. The Collaborative discussed the incomplete state of the draft technical reports which have been distributed to the Collaborative. Discussion included:

1. P&D sees these reports as partial drafts which provide an opportunity for the Collaborative to see the overall context of the report and for P&D to get feedback from the Collaborative on broad issues such as overall framework and concerns about methodology, approach, or omissions. There will be two review cycles for every technical report. The next version of the reports will be 95% complete.
2. Collaborative members said:
 - a) They would prefer to comment on reports that have more maps and figures.
 - b) They are concerned about workload demand and are reluctant to put effort into reports that are not complete.
 - c) They need to have the reports reviewed by others in their agencies and do not want to use these other reviewers' time on incomplete reports, as it will be difficult to ask them to review documents twice.
 - d) According to the Proceedings of Phase I of the SOCTIIP Collaborative, the agencies will be given 30-60 days to review the technical reports.
3. Macie Cleary-Milan responded that when a technical report is sent to the Collaborative, TCA will (a) indicate how complete the report is, to help the Collaborative prioritize how to review the document, and (b) note what they are seeking feedback on. TCA is especially looking for comments now on basics, like methodology. This type of input will help save time in the long run.
4. Christine asked the Collaborative especially to look at the comparison tables for each report and provide P&D with comments on whether the tables provide the means of comparison that is important to them.

B. The group discussed the format for comments:

1. Christine said that P&D will use highlight/strikeout editing so that the Collaborative can compare their notes with what P&D did to modify the report. In addition, P&D will respond to the agencies' cover-memo list of items.
2. Chris Keller requested that the agencies cc: her electronically on all their comments so that she can track them as part of her quality assurance responsibility.

ACTION ITEMS - December 4, 2001

	WHO	WHAT	By?	Done
1	TCA	TCA will send out a list of which Final Scopes of Work have been distributed and which will be forthcoming.		12/6
2	Collab.	Read cumulative impacts white papers for biological resources, Location Hydraulics Study, and Runoff Management Plan (emailed to Collab. 11/30/01) and provide comments to TCA.	early January	
3	USFWS	Review the data base from the old NES and let TCA and P&D know if there are other available studies that should be included.		

**DRAFT MEETING SUMMARY
SOCTIIP COLLABORATIVE
December 4, 2001**

In attendance:

FHWA: Robert Cady, Jeff Kolb, Stephanie Stoermer
Caltrans: Lisa Ramsey, Smita Deshpande, Angela Vasconcellos, Arianne Glagola,
John Hebner, Ferdinand Agbayani, Philippe Lapin
EPA: Nova Blazej
USFWS: Annie Hoecker, David Zoutendyk
USACE: Fari Tabatabai, Susan DeSaddi
TCA: Macie Cleary-Milan, Scott Bacsikin, Pete Ciesla, Carollyn Lobell, Paul Bopp
Camp Pendleton: Larry Rannals
Consultants:
CDR Associates: Louise Smart
Viewpoint West: Chris Keller
P&D Environmental Services: Christine Huard-Spencer, Betty Dehoney

I. Organizational Update

John Hebner is retiring. Angela Vasconcellos will be working in a different Caltrans district and will be leaving the Collaborative.

II. Project Alternatives Conceptual Design Plan

- A. Scott Bacsikin posted large maps depicting the conceptual plans for each of the alternatives and provided a detailed description of the corridor alternatives for the Collaborative. He also unrolled the I-5 and arterial design plans. The goal was to show the Collaborative the elements that go into a design plan, to let them see what the footprint of each alternative looks like in certain areas, to respond to questions, and to identify any areas of concern. He noted that the design elements conform to design standards set by AASHTO, FHWA, and Caltrans.
- B. The plans presented are at a 1:4000 scale and showed the horizontal alignment for the alternatives, including:
- the cut and fill elements
 - disturbance limits (the furthest point that could potentially be disturbed in order to construct the alternative)
 - drainage improvement
 - utility/agricultural access roads

- C. There is a distinction between the disturbance limits and the cut-fill limits. The cut-fill will be the final footprint after construction. The disturbance limits take into account the width, or furthest point, of potential disturbance that may occur in order to construct the alignment. Christine Huard-Spencer explained that the environmental analysis will be based on the disturbance limits (rather than the constructed footprint) and that the mitigation will be tied to the disturbance limits line. The project cannot go outside that line without doing additional environmental work. In the past, TCA has put up yellow ropes to successfully identify these limits during the construction.
- D. Remedial grading limits include removing the area where the ground is not stable enough to support a road and conform to standards and ensure public safety. The soil is replaced or other measures are taken to stabilize the area.
- E. Paul Bopp, a TCA geology consultant, explained the stabilization process related to slopes. Landslides can be ten feet deep to three hundred feet deep and sometimes support themselves. Each landslide is evaluated individually, and a specific remedy is selected, based on that evaluation, taking into consideration underlying geologic conditions. The approach taken was to select the mitigation measure that will minimize impacts. Such measures include but are not limited to:
 - 1. The slope may be laid back to lower the chance of slide (usually not a preferred option).
 - 2. A buttress may be created by removing the bad dirt and replacing it with more stable soil.
 - 3. A tie-back wall may be constructed.
- F. The conceptual corridor designs include "the ultimate cross-section," consisting of three lanes in each direction, plus one HOV lane in each direction, with a median strip that is wide enough to accommodate HOV or transit.
- G. Access road relocations were performed for existing roads where access is still needed.
- H. Some wildlife crossings were shown with others still to be added.
- I. The conceptual design process is an iterative process:
 - 1. TCA prepared the conceptual plans.
 - 2. The plans were submitted to Caltrans for review.
 - 3. Relevant plans were submitted to the County for review.
 - 4. TCA is updating the plans according to comments received and geo-technical information.
 - 5. TCA may incorporate additional revisions as a result of the updated traffic data.

6. TCA will be looking to the Collaborative for comments and recommendations on how to avoid particular impacts and will tweak the plans accordingly.
7. Each change in the plans will be subject to review.

J. Comments from the Collaborative:

1. USFWS suggested that TCA consider having a single long, continuous structure over Cristianitos Creek and Gabino rather than individual structures.
2. EPA asked whether there would be a design overlay on the resource maps. The answer is that the footprint will be shown on the environmental maps and will include structure information, such as bridges, wildlife crossings, and remedial grading limits. FHWA suggested that the design be drawn on a transparency that can be overlaid on the resource map.

III. Schedule for Technical Reports/Meetings

- A. Macie Cleary-Milan explained that the goal is for the technical reports to include all the information that is needed. Therefore, TCA does not yet have a schedule for the technical reports. She suggested that the Collaborative select and hold some meeting dates. Then TCA will work towards those dates and will let the Collaborative know whether the technical reports are ready and whether those meetings will occur.
- B. Macie Cleary-Milan said that TCA would put some packages together, one corridor at a time, showing all the variations for that corridor, the conceptual design of the alternatives, and the resources. The Corps of Engineers said they would like to consider all the corridors at the same time. Macie agreed that the Collaborative would not have a meeting on the design until information was available for all the corridors, with sufficient time for the Collaborative to look at the information prior to the meeting where it would be discussed.
- C. The Collaborative agreed to schedule one two-day meeting each month. These meetings can be canceled or shortened if needed.
- D. The dates selected for the upcoming meetings are:
1. Thursday, February 21 (one day meeting)
 2. Tuesday/Wednesday, March 19 and 20
 3. Tuesday/Wednesday, April 30 and May 1
- E. At the February meeting, the Collaborative will set dates for May, June, and July.

IV. Report on Survey Results for Listed Species

Betty Dehoney presented maps of the resources in the study area. The study area is 1/4 mile off centerline, for a total width of 1/2 mile. The biologists looked at the worst case grading footprint area. The resource information includes:

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Prepared by CDR Associates and distributed to the Collaborative and Larry Rannals

~~Draft working document, for Collaborative Discussion Only~~

- A. Vegetation counts. The data has been field checked and ortho-rectified. However there is no data for the NCCP.
- B. Sensitive species. This data is from this year's (2001) surveys. Everything has been surveyed so the alternatives can be compared. The consultant will overlay the 2001 data with the 1996 data to see if there are species that are not indicated in the current data. The report text will discuss this. The consultant used Camp Pendleton's data base, rather than conducting a field survey on Least Bell's Vireo and did not survey the agricultural fields.
- C. Plant species.
- D. Herptiles. This includes the survey data and Camp Pendleton's historical database.
- E. Stock ponds, agricultural ponds, vernal pools suitable for fairy shrimp, and which were occupied. There are no occupied fairy shrimp areas that will be disturbed by the project. The consultant will be obtaining Rancho Mission Viejo's vernal pool/fairy shrimp data.
- F. Pacific Pocket Mouse. The only area that has potential Pacific Pocket Mice is Mouse Mountain.
- G. The consultant is identifying the wildlife corridors and major drainage areas, with a special focus on areas that are bridged. If the design includes a culvert, it will be an arched-plate culvert with a soft bottom. If there is insufficient width, then the design will include a structure.
- H. The final biological scope of work is being reviewed internally. P&D has met with California Fish and Game and with National Marine Fisheries Service.
- I. USFWS asked whether there would be any additional study on wildlife movement and requested the database of studies that will be the basis of the conclusion. It was not clear to USFWS whether the current data base captures all the studies. Betty Dehoney referred USFWS to the old NES for the data base. USFWS needs to review the data base from the old NES and let TCA and P&D know if there are other available studies that should be included.
- J. There will be another series of maps for jurisdictional waters.
- K. The consultant will be getting and will include data on seeps and vernal pools from Rancho Mission Viejo.
- L. The text of the report will include population estimates, numbers, and densities, where that data is available. For some species, the consultant will note that the area is occupied, but will not have information on specific numbers.
- M. The marks on the maps do not represent counts or individual sightings.

V. Chris Keller's Process for Tracking Comments

- A. Chris Keller explained that her tracking of comments began in 1996 when she tracked comments related to the BX and CP alignments. Most of those comments have been resolved. Outstanding comments were carried forward into the current process.
- B. Chris is tracking early agency comments from the BX and CP alignments, comments on the draft Scopes of Work, and comments on early technical reports. She is using

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a database in compact form to track the comments. The database organization includes individual comments per agency, organized by technical report and by the four categories:

1. General comments
2. Scope of Work comments
3. Comments on First Drafts of Reports
4. Comments on revised reports

The last column of the tracking form is "resolution/status" to note whether something was addressed.

- C. The purpose of the tracking is to (a) ensure that issues are addressed and (b) to provide a historical record.
- D. Comments on the tracking system:
 1. Differentiation is needed between comments that were made in the past that are no longer applicable and comments made during Phase II which are current. There is an obligation to see if the pertinent issues from the past have been addressed and to take off the table those comments which are no longer pertinent.
 2. Chris needs to receive comments electronically.
 3. Differentiation is needed between "nice-to-do's" such as preferences related to readability and comments that are substantive in nature.
 4. This will be useful tool to the FWS and the Corps, to see their comments inventoried, so they can check on the work and see if their comments were addressed.
 5. P&D is also inventorying the comments and noting where/how in a report a comment was addressed. P&D's comment tracking system and Chris's comment tracking system should be coordinated.
 6. There needs to be a consistent set of tables.
 7. Conflicting comments from different agencies or where TCA/P&D say that they can't do what was suggested by a comment will go to the Collaborative for discussion and resolution.
 8. Include a "check" column in which an agency and/or the Collaborative can note when they think an issue has been resolved, in order to clear the comment.
 9. Where there are substantive comments, only the agency making the comment can determine whether the issue was addressed. If there is a dispute about whether the comment is addressed, the agency making the comment and the agency believing it has been addressed or is no longer relevant will work together to resolve the issue.

VI. Final Scopes of Work

- A. Final Scopes of Work will be provided before the Technical Reports are distributed.
- B. TCA will send out a list of which Final Scopes of Work have been distributed and which will be forthcoming [emailed on 12/6/01].

VII. Cumulative Projects Map

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Prepared by CDR Associates and distributed to the Collaborative and Larry Rannals

~~Draft working document, for Collaborative Discussion Only~~

- A. Christine Huard-Spencer distributed a Cumulative Projects Map and noted that there are six or seven smaller projects which have not yet been included. Project boundaries will be provided for a topical area where there will be environmental impacts or for those projects which have larger geographical boundaries. The boundary of the SAMP will be included. P&D will try to obtain footprints of the projects wherever possible and include them on the map.
- B. The map will correlate project-by-project to the Cumulative Projects Table.

VIII. Intensified Land Use, as mentioned in the Settlement Agreement

- A. Carollyn Lobell, attorney for TCA, reported that Section 1.4 of the Settlement Agreement calls for a land use database to be put together and used for air quality, noise, and wetlands analysis. This database is to include projections for growth which would increase vehicle use. The Agreement states, "The land use database shall not be limited to existing General Plan land use designations."
- B. Carollyn explained that most areas are either developed or developing, or committed to permanent open space. There are not many areas other than Rancho Mission Viejo that are available for increased development beyond the General Plan designations. The conclusion is that the analysis of the 21,000-unit scenario for Rancho Mission Viejo addresses the Section 1.4 requirement.

IX. Air Quality Management White Paper

EPA has raised some questions about how the Foothills South Corridor is included in the Air Quality Management Plan. Since EPA also submitted these questions to the Air Quality Management District, the AQMD office will be responding formally to these questions, and has not yet done so.

X. Update on Rancho Mission Viejo

Pete Ciesla told the Collaborative that:

- A. On November 9, 2001, Rancho Mission Viejo submitted to the County an application for a General Plan amendment for a zoning change.
- B. There is a SAMP study and an NCCP study being done for Rancho Mission Viejo. The RMV map and table show the NCCP area and the SAMP study area.
- C. On December 5, the County of Orange (the staff to the County Planning Commission) will get a presentation on this.

XI. Mitigation Areas and Reserves

USFWS requested a map of the existing mitigation areas and reserves in the SOCTIIP study area. USFWS has provided TCA with a list of those which are known to USFWS; however, the boundaries must be obtained from the property owners. TCA has had difficulty in trying to obtain additional information. The Corps is planning to provide a complete list to TCA. TCA will report back on their ability to identify the mitigation areas and reserves.

ACTION ITEMS - March 20, 2002

	WHO	WHAT	By	Done
1	TCA	Distribute newspaper articles and other information to the Collaborative on the Irvine Company gift.	Mailed 04/21/02	Yes
2	TCA, FHWA, and Caltrans	Meet/confer on environmental document issues related to initial project alternative and ultimate project alternative.	Meeting Held 04/17/02	Yes
3	USACE, USFWS, EPA	Discuss within their respective agencies their review needs and obligations regarding the ultimate project and the initial project and describe how this will fit into the flow diagram.		
4	TCA	Prepare section diagrams for ultimate and initial projects with necessary detail.	Mailed 04/21/02	Yes
5	Camp Pendleton	Provide copies of 1988 letter to Collaborative members and CDR.		
6	Collab.	Brief their agencies and decide who will participate in the 4/19 [now scheduled for 4/30-5/1] meeting on Camp Pendleton alternatives. They will communicate this to CDR and Collaborative members.		
7	CDR	Prepare set of questions related to the 4/19 [now scheduled for 5/1] meeting on Camp Pendleton alternatives. Call all the agencies for preparatory discussion. Create agenda for this meeting.		
8	Collab.	When they receive a technical report, they notify TCA quickly by email about whether and when they will provide comments.		
9	Collab.	If any agency knows now that they will not review a report and do not want to receive it, they should notify TCA of this now.		
10	USACE	Susan DeSaddi will send an email to Macie with a question on cumulative impacts related to biological resources.		
11	USFWS	USFWS will speak with Romi Archer about mitigation areas for coastal sage scrub.		
12	TCA	Carollyn Lobell will finalize the white paper on air quality (it has been reformatted and we are waiting for input from AQMD).		
13	Collab.	Read 12/4 and 3/20 meeting summaries and send any additions or corrections to Louise Smart.		

Next meetings will be: **May 1**
July 11-12

**DRAFT MEETING SUMMARY
SOCTIIP COLLABORATIVE
March 20, 2002**

In attendance:

FHWA: Robert Cady, Jeff Kolb, Mary Ann Rondinella, Stephanie Stoermer
Caltrans: Lisa Ramsey, Smita Deshpande, Carol Roland, Ariane Glagola, Praveen Gupta
EPA: Nova Blazej, Steven John
USFWS: Jill Terp, David Zoutendyk
USACE: Susan DeSaddi
TCA: Macie Cleary-Milan, Scott Bacsikin, Paul Bopp (CDMG), Sharon Bennett, Carolyn Lobell, Dave Lowe

Camp

Pendleton: Larry Rannals, Bob Taylor, Jennifer Ash
Consultants: CDR Associates: Louise Smart and Mike Harty
Viewpoint West: Chris Keller (by phone)

P&D

Environmental

Services: Christine Huard-Spencer, Romi Archer,
Betty Dehoney

Glenn Lukos

Associates: Tony Bomkamp

Handouts

- 2/14/2002 TCA Board Approval of Contract Amendment for Corridor Design
- Typical Section - Ortega Highway North to Oso Parkway and South to I-5
- 2/27/02 USMC Position on the TCA's SOCTIIP Proposed Alignment
- Schedule for the SOCTIIP EIS/EIR Technical Reports
- Revised Draft Cumulative Impacts Projects Map and Tables
- Native Habitat Tour Series flyer

I. Initial Project Approach

A. Macie Cleary-Milan explained the background to the "initial project" concept. All TCA projects have been phased. In the past, TCA has graded to the ultimate footprint and constructed lanes, as needed, from the outside to the inside. Both USFWS and EPA have asked about this approach. TCA has decided to construct Foothills South differently, grading only what is needed in the initial project. Scott Bacsikin explained the cross-section of the Initial Project.

1. The cordon volume at the San Diego/Orange County line, included in the OCP2000 projections, shows 201,000 average daily trips (ADT) for the year

2025. This projection takes into account the projects that SANDAG has approved. Current ADT is 134,000; the previous projection had been 221,000 for the year 2025. All of the agencies (SCAG, OCTA, Caltrans, SANDAG) have agreed upon this cordon volume. Because the projections are lower, TCA has decided to phase the Foothill South project to accommodate the pre-2025 need (the Initial Project) and the post-2025 need (the Ultimate Project).

2. The Ultimate Project will include 3 General Purpose lanes and one HOV lane in each direction. For the Initial Project, TCA will buy right-of-way for two lanes in each direction and one HOV lane in each direction. In the Initial Project, TCA will grade two different widths, one from Ortega Highway north to Oso Parkway (for shoulders and two lanes in both directions and median reserved for future HOV) and a narrower width from Ortega Highway south to the I-5 (for shoulders and 2 lanes in each direction, with HOV width to be added later only if needed, and when the project is turned over to the state).
 - a. TCA will apply for permits only for the Initial Project (the disturbance width). Later, in the future, if and when more lanes are needed, TCA will apply for new permits for the Ultimate Project.
 - b. It is anticipated that HOV lanes and/or an additional General Purpose lane(s) will be needed somewhere around 2025 north of Oso Parkway and that neither HOV lanes nor additional General Purpose lanes will be needed south of Oso Parkway prior to 2025.
 - c. TCA is required to provide HOV (which could be striping on pavement) when it turns the project over to the state).
 - d. Although the right-of-way purchase is the same north and south of Ortega Highway, the ground disturbance will be different because the section north of Ortega Highway will include the allowance for the HOV lane in the median, while the section to the south will not.
3. TCA will analyze both the Ultimate Project and the Initial Project in the environmental documents. The environmental document will analyze the impacts of the Ultimate Project and the Initial Project and will identify mitigation for the impacts of the Initial Project.
4. TCA has selected the Initial Project approach because:
 - a) Traffic forecasts for future traffic growth are not as high as previously projected.
 - b) Cost savings will be realized through the purchase and financing of a smaller amount of land at this time.
 - c) There will be lower environmental impacts because of the smaller area of disturbance.

B. Discussion of the Initial Project concept included:

1. There was a question about the R.O.W. for the Ultimate and whether the cities and counties will preserve the additional right-of-way for the ultimate project.
2. Air quality conformity. TCA said that the Ultimate Project is included in the air quality conformity documents for the region. FHWA noted that air quality conformity includes projects that will be in place within a certain timeframe; since the Ultimate Project does not have a certain timeframe, the air quality conformity will need to be adjusted.
3. SCAG is updating the Regional Transportation Plan (RTP). TCA will have to discuss with SCAG how this project will be addressed in the 2003 RTP.
4. The Irvine Company has made a large open space gift. OCTA will re-run the model in June, factoring in this land use change. There was a question about the effect on the FTC-S traffic. TCA commented that it does not anticipate effects this far south, but the traffic study will address this. (TCA will distribute to the Collaborative newspaper articles and other information about this gift.)
5. FHWA questioned the ability to provide environmental clearance for the Ultimate Project at this time, as environmental clearance is determined for projects which will be built within 20 years. EPA noted that by the time the Ultimate Project will be constructed, many things will have changed and another environmental review will be needed. However, TCA explained that (a) it would be useful to know the impacts of the Ultimate Project in selecting an alternative and (b) it would be necessary to disclose in the environmental documents the potential for a project which would be bigger than the Initial Project. USFWS agreed that alternatives should be compared based on the Ultimate Project.
6. The environmental documents will identify the impacts of the Ultimate Project which will have to be mitigated when the Ultimate Project goes to the permitting stage. However the documents will not identify the mitigation actions for the Ultimate that would be included in the permit applications.
7. The consultants are planning to prepare the environmental documents with parallel and equal analysis and level of detail for both the Initial Project and the Ultimate Project.
8. The technical reports will show the impacts of the Initial and Ultimate Projects. This may help inform the discussion regarding environmental review processes for the Initial and Ultimate Projects.

C. Questions to be addressed include:

1. What kind of environmental clearance can/should be provided for the Ultimate Project at this time? Will there be a Record of Decision that clears the Initial Project? that clears the Ultimate Project?
2. How will the Initial Project and the Ultimate Project be factored into air quality conformity?
3. How will the 404(b)1 analysis and the ESA Section 7 consultation and biological opinion be affected?
4. What are the expectations of the agencies regarding their environmental review processes for the Initial and Ultimate Projects?

D. Next steps regarding the Initial/Ultimate Project:

1. TCA, FHWA, and Caltrans will meet and confer on environmental document issues related to the Initial/Ultimate Projects. This likely will involve legal issues.
2. Based on this discussion, TCA will prepare a flow diagram for the Collaborative.
3. The resource/regulatory agencies will discuss within their respective agencies the implications of the Initial/Ultimate Projects in terms of their environmental review and regulatory processes and how their processes will fit into the flow diagram.
4. Scott Bacsikin will prepare section diagrams for the Ultimate/Initial Projects with detail to differentiate between the Ultimate and Initial Project, and areas of right-of-way purchase, ground disturbance, and permitting for the Initial Project, including both metric and English dimensions.
5. TCA will prepare design plans based on the Initial Project.

II. Letter from Navy (USMC) to EPA regarding Camp Pendleton Alternatives

- A. The Commandant of the Marine Corps recently sent a letter to the USEPA Administrator stating the Marine Corps position regarding the SOCTIIP alternatives on Camp Pendleton. The USEPA must now respond to that letter.
- B. Larry Rannals told the Collaborative that although the letter was addressed to the EPA, it was intended for the USEPA, USFWS, and USACE. The letter was written in response to the Corps of Engineers' request for an official statement from a high level of authority. In 1988, the Marine Corps said it would accept one alignment (now known as the Far East alignment), as long as it met certain stipulations regarding non-interference with Camp Pendleton's operational mission. The Marine Corps has maintained a consistent position that the Far East alternative is the only alternative on Camp Pendleton that is acceptable to the Marine Corps. Mr. Rannals explained that although the Marine Corps could not force the agencies to remove the other alternatives from the EIS, it would be a waste of time to evaluate them, as the Marine Corps would not entertain, approve, or provide land for these other alternatives.

C. Discussion of the Camp Pendleton alternatives included:

1. The Corps of Engineers requested a copy of the Marine Corps letter of 1988. In particular, the Corps of Engineers is seeking a rationale for elimination of any alternatives on Camp Pendleton property. The concern is that the stipulations

may not be sufficiently measurable to differentiate among the Camp Pendleton alternatives.

2. TCA reiterated its position that all the alternatives should be included at least in the technical reports.
 3. The question was raised about the possibility of tweaking the Far East alternative or finding a different alternative that might meet the Marine Corps stipulations. Mr. Rannals explained that (a) in the past, there had been a willingness to tweak the CP alignment (now known as the Far East), (b) he did not know whether that flexibility still exists, (c) that there might be room for additional adjustment to the Far East but not for a new major alignment, (d) the Marine Corps stands behind its commitment to evaluate only one alignment, and (e) if any agency has a different alignment option, that agency should submit it to the Marine Corps and the Marine Corps will determine its acceptability.
 4. The Far East alignment study area encompasses a width of ¼ mile on each side. This width should be sufficient to allow for any needed tweaking.
 5. One value of evaluating the Cristianitos alternative in the technical report is that it may provide information that will help in tweaking the Far East alignment. The technical reports may provide information which can help the Collaborative consider any adjustment to the Far East alignment or suggest a new alignment.
 6. The FHWA reiterated that the FHWA has sent a letter to the Collaborative stating that the FHWA will not allow any unreasonable alternatives to be carried forward into the environmental document, and that a Camp Pendleton alternative that is unacceptable to the Marine Corps would be considered unreasonable.
 7. The Corps needs to determine whether the alternatives are "practicable" according to 404(b)1 requirements. The LEDPA decision will be formed following the technical reports.
- D. Larry Rannals suggested the following approach: (1) that all the Camp Pendleton alternatives would be included in the technical reports, and (2) that the DEIS would list the non-Far East alternatives as ones which had been considered and eliminated from further consideration because they are not feasible. The Collaborative agencies said that they were not in a position to commit to eliminating the non-Far East alternatives at this time, prior to review of the technical reports.
- E. Discussion of the options on how to proceed included:
1. Nova Blazej will brief her management and draft an interim letter for EPA management to send to the Marine Corps, stating that the Collaborative has agreed to meet and try to resolve this issue cooperatively.

2. The Collaborative members will participate in a meeting to address this issue.
 - a. This meeting will include articulation of each agency's interests (both procedural and substantive) and a cooperative attempt to problem solve in order to meet these collective interests.
 - b. Participants in this meeting will include representatives from each agency (a somewhat smaller set of Collaborative participants) and may include additional agency representatives from the supervisory level.
 - c. CDR Associates will hold separate telephone conversations with each agency to help prepare for this meeting, to explore each agency's interests, to identify who will participate from each agency, and to frame the questions that must be addressed.
 - d. The product of this meeting will be a strawman proposal for each agency to take back to their agencies for approval (unless the meeting attendees have a level of authority sufficient to commit their respective agencies).
 - e. The Marine Corps suggested that the Collaborative members prepare for this meeting by consulting with their legal counsel regarding the feasibility of Camp Pendleton alternatives which would not be accepted by the Marine Corps.
 - f. This meeting will be on 4/16 (Note: This date has been changed to April 30-May 1.)

III. Schedule for the SOCTIIP EIS/EIR Technical Reports

- A. Macie Cleary-Milan distributed the schedule for the Technical Reports. At the request of Collaborative members, TCA agreed to revise this document, in order to include a column that indicates the date comments from the agencies are due.
- B. The technical reports will be submitted to the Collaborative members as follows:
 1. Hard copy with all text, tables and figures.
 2. Electronic copy of the text and tables only. The files for the graphics tend to be huge so we do not include them in the text/table files because it slows down our word processing and jams up our computers. In addition, I suspect some of the members' computers may also have trouble with huge document files that include these large graphics files. Therefore, the electronic copies will have slip sheets in the file showing the figure number and title for each figure but will not include the actual graphics file.
- C. The technical reports will reflect comments from the agencies received to date. A matrix of the comments will be prepared.

- D. Each technical report will have its own cumulative impacts section.
- E. When the Collaborative members receive a technical report, they will notify TCA quickly by email about whether and when they expect to provide comments on that report.
- F. If any agency knows now that they will not be reviewing a particular report and do not want to receive it, they should notify TCA of this now (to save paper and distribution effort).
- G. The process for handling comments will be:
 1. The agencies will send their comments to TCA.
 2. TCA and P&D will try to work out issues raised by an agency in their comments, with that agency.
 3. TCA will determine what needs to be brought to the Collaborative, e.g., unresolved issues or issues where there are contradictory comments.
 4. The agendas for the SOCTIIP Collaborative meetings will include time to address major comments and/or unresolved issues.

IV. Current Status of Southern Orange County NCCP and SAMP Process

Jill Terp of USFWS told the Collaborative that there will be a public workshop on April 2 (6:00-9:00 PM at the San Juan Capistrano Community Center) on the Natural Communities Conservation Process for southern Orange County. The resource agencies will present criteria for the alternatives decision and biological information. There will be another workshop on the SAMP. There will be additional workshops in the future on the design of the NCCP. The Nature Conservancy has convened an ad hoc working group.

V. Update on Wetland Survey

- A. Tony Bomkamp of Glenn Lukos Associates reported on the wetlands field survey. Full delineation has been done on three of the alignments, using federal and state standards (Far East; Alignment 7, with crossover; Central alignment) and they have data on the Talega variation. Verification of the delineation will be worked out with the Corps of Engineers.
- B. Christine Huard-Spencer said that a separate delineation report will be attached to the NES report as an appendix.

V. Cumulative Impacts Project Area

Draft Meeting Summary – March 20, 2002

Prepared by CDR Associates and distributed to the Collaborative and Larry Rannals

Draft working document, for Collaborative Discussion Only

Romi Archer distributed the Revised Draft Cumulative Impacts Projects Map and Tables and explained that this document is an update and reflects ongoing changes in projects. She noted that P&D is having trouble getting information on mitigation areas for coastal sage scrub. USFWS agreed to discuss this later with her.

VI. Other Items

- A. Past meeting summaries have incorporated corrections by the Collaborative. "Final Draft" versions of these summaries will be sent by CDR Associates to Collaborative members and will include the footnote that notes that these are draft working documents for Collaborative use only. The meeting summary for the December 4, 2001 Collaborative meeting was distributed by CDR, with a request for additions and corrections.
- B. Nova Blazej of EPA reported that EPA's question that had been referred to the Air Quality Management District about the inclusion of SOCTIIP in air quality plans had not yet been answered.
- C. Scott Bacsikin is leaving TCA. The Collaborative members expressed appreciation for his help and gave him best wishes.
- D. Carolyn Lobell reported that she would finalize the white paper on air quality (it has been reformatted).
- E. The next regular Collaborative meeting is scheduled for April 30-May 1. In addition, the Collaborative set July 11-12 for the following meeting.

VII. Visual Resources

Anne Pietro presented slides that illustrated how visual resources would be shown in the technical report.

ACTION ITEMS – May 1, 2002

	WHO	WHAT	By?	Done
1	USACE	Discuss internally the broader question of participating in an agreement in principle to the potential elimination of other (non-Camp Pendleton) alternatives and report back to the Collaborative on this decision.	5/9/02 (one wk after Collab mtg)	
2	Collaborative	Review Draft Meeting Summary of May 1 meeting and provide additions and corrections to CDR	6/10/02	
3	Caltrans and FHWA	Respond to TCA on the 4/24 memo on the thresholds of significance on visual impacts.	5/10/02	
4	John Long	Respond to the Collaborative on the soundness of the traffic model and validation process.	Prior to 7/11/02 Collab mtg	

NEXT MEETINGS:

Thursday, July 11, 2002 – 10:00AM -4:30PM

Wednesday, August 14, 2002 – 10:00AM-4:30PM

**MEETING SUMMARY
SOCTIIP COLLABORATIVE
May 1, 2002**

In attendance for meeting on Camp Pendleton alternatives:

FHWA: Robert Cady, David Ortez
Caltrans: Lisa Ramsey, Smita Deshpande, Praveen
Gupta
EPA: Lisa Hanf, Nova Blazej, Steven John
USFWS: Ken Corey, Annie Hoecker, Jill Terp
USACE: Mark Durham, Fari Tabatabai, Susan DeSaddi
TCA: Macie Cleary-Milan, Rob Thornton
Camp
Pendleton: Larry Rannals, Bob Taylor, Capt. Jennifer Ash
Consultants: CDR Associates: Louise Smart and Mike Harty

Additionally in attendance for SOCTIIP Collaborative afternoon meeting:

TCA: Pete Ciesla, Carolyn Lobell, Terry Swindle
Consultants: View Point West: Chris Keller
P&D Environmental: Christine Huard-Spencer

Handouts

- Memorandum of Understanding, NEPA and CWA 404, Integration Process
- Typical Sections for Initial and Ultimate Corridors

I. Camp Pendleton Alternatives

- A. Goal. The purpose of this discussion was to reach a decision on the timing and process for eliminating alternatives from the DEIS.
- B. Lisa Hanf, Manager of the Federal Activities Office of EPA Region 9, gave an update on the EPA response to the February 2002 Marine Corps letter. She said that EPA remains committed to participation in the SOCTIIP Collaborative and the NEPA/404 MOU and places high value on the collaborative process. She noted that the EPA has never disregarded Marine Corps authority on Camp Pendleton and respects the Marine Corps mission. It is expected that the EPA response to the Marine Corps letter will include language that states:
1. The EPA regrets that the Marine Corps was not involved in the original concurrence on the alternatives.
 2. Based on the information that EPA now has, EPA is willing to concur on the elimination of variations on Camp Pendleton that the Marine Corps has stated it will not support.

3. The EPA recommends that these variations be included in the technical reports and that, following the review of the technical reports, FHWA call for a revisit of the concurrence on the alternatives.
4. Based on the information that EPA has, EPA reiterates its own concerns about all the alternatives on Camp Pendleton property, including the Far East alternative.

Ms. Hanf stated the EPA's position that the Collaborative should not second-guess the technical reports by eliminating alternatives at this time, and that there should be a formal decision point regarding which alternatives will be carried into the DEIS.

C. The NEPA/404 MOU serves as a framework for the Collaborative decision-making process. The Collaborative agreed that all alternatives, not just the Camp Pendleton alternatives, will be included in the discussion regarding which alternatives to carry forward into the DEIS. The Collaborative agreed that it is appropriate under NEPA/404 to screen alternatives based on review of the technical reports.

D. CDR noted that, based on discussion in prior meetings and discussions with individual agencies since the last SOCTIIP Collaborative meeting, there is agreement among all the agencies that all the alternatives will be carried forward through the technical reports. **The Collaborative affirmed this agreement.**

E. The Collaborative identified the following interests related to the post-technical report screening process:

1. That this screening should respect the NEPA/404 evaluation process in the DEIS and not replicate it. Therefore, this initial screening should be based on broad, fatal-flaw type criteria.
2. That the alternatives meet the purpose and need of the project. This criteria was used in Phase I.
3. That this screening process not undo what has been accomplished to date.
4. That the criterion of practicability be applied to the alternatives.
5. That the screening process provide the opportunity to look at construction techniques to mitigate impacts before screening out alternatives.
6. That there is a sound NEPA process and there is no need to develop additional criteria at this stage.
7. That this screening be an efficient process. To this end, TCA would like:
 - a. To be able to start discussions of alternatives, using the critically relevant reports, before all the reports are done
 - b. To know what technical reports are needed first in order to identify fatal flaws
 - c. To know early whether and what alternatives have a fatal flaw, in order to avoid unnecessary detailed evaluation of these alternatives
 - d. To work on the screen-check document during post-report phase

F. The Collaborative discussed what criteria should be applied in the post-technical report screening process:

1. **The Collaborative agreed that they will not try to negotiate and seek concurrence on all the criteria for elimination of alternatives. They did agree on two key criteria for elimination of alternatives:**
 - a. **Whether the alternative meets the purpose and need**
 - b. **Practicability**
2. **The Collaborative agreed that individual Collaborative agencies will apply the NEPA/404 criteria that are relevant to their mandate in order to advise on the elimination of any alternative or variation, and will explain that specific rationale to the Collaborative.**
3. The Army Corps of Engineers will point out major concerns related to any of the alternatives. The Army Corps desires a single set of alternatives for NEPA and 404.
4. "Practicability" under 404 is determined according to cost, logistics, and existing technology. The Army Corps evaluates the practicability of the Least Environmentally Damaging alternative.
5. After the technical reports have been completed, USFWS will do its own screen-checks for jeopardy on any of the alignments. After FWS conducts their initial review, they will identify potential problems. Depending on the nature of the concern, USFWS may recommend that an alternative be eliminated from detailed evaluation in the DEIS or that an alternative be carried forward for evaluation in the DEIS with the request that the USFWS concern be carefully addressed in the DEIS.
6. Discussion related to criteria included:
 - a. Level 1 criteria were agreed to and used in Phase I to select the range of alternatives to carry forward into Phase II.
 - b. The Collaborative identified potential Level 2 criteria during Phase I but did not come to agreement on these. It may be useful for the agencies to review the list of criteria developed in Phase I and see which ones would be useful to apply in a screening process based on the technical reports.
 - c. The criteria for evaluating alternatives in the DEIS is different (it is defined in CEQA and NEPA).

G. The Collaborative agreed to the following process for eliminating alternatives prior to the DEIS:

1. **Any Collaborative agency can recommend that an alternative be dropped. The agency must provide the rationale for this recommendation. The**

Collaborative will determine if there is concurrence on dropping the alternative from detailed evaluation in the DEIS.

- 2. Any Collaborative agency can raise a serious concern about an alternative and allow the alternative to go forward for detailed evaluation in the DEIS with the understanding that the concern must be addressed.**

H. With the exception noted below, the Collaborative agreed, in principle, that any of the alternatives can be eliminated from detailed analysis in the DEIS. Under the MOU, the concept of dropping alternatives prior to the DEIS is common. Based on the technical reports, the Collaborative can modify alternatives, drop alternatives, or create new alternatives (which could be combinations of parts of current alternatives). The DEIS can include a section that says, "These alternatives were considered but were eliminated for the following reasons." *The U.S. Army Corps of Engineers was able to agree to the following modification: "The Collaborative agrees to have discussion, following the technical reports, that could lead to the elimination of the two Camp Pendleton alternatives prior to publication of the DEIS." The Army Corps will discuss internally the broader question of an agreement in principle to the potential elimination of other alternatives (non-Camp Pendleton) and will report back to the Collaborative on their decision.*

- I. Public comment is an integral part of NEPA, and any decisions made by the Collaborative will be disclosed for public comment.
- J. The Collaborative discussed the relationship between NEPA and 404, including the following points:
 1. There are separate responsibilities for NEPA and for 404.
 2. The 404 guidelines should not be lost in the NEPA process.
 3. The goal is to have a single set of alternatives for NEPA and 404.
- K. Under NEPA, the obligation is to bring forward in the DEIS those alternatives which are reasonable. The Collaborative discussed what "not reasonable" means to them.
 1. An alternative may be "not reasonable" if:
 - It does not meet the purpose and need for the project.
 - It has a "red flag" (e.g., potential jeopardy).
 - It is not practicable.
 - It is not feasible.
 - It has a fatal flaw.
 - Control of the land is with a party who firmly objects (e.g., it is impossible to obtain the ownership of the Camp Pendleton property without the consent of the Marine Corps).
 - Mitigation for impacts is not possible.
 2. "Reasonable" may be too soft. The focus may need to be on "practicability."

- L. It is essential for Collaborative members to review and comment on the technical reports, to ensure that the technical reports will provide all the information they need to evaluate the alternatives. There will not be any new information in the DEIS.
- M. The military impacts technical report will help the public understand the ramifications of the Camp Pendleton alternatives.

Regular Collaborative Meeting:

II. Initial and Ultimate Project

A. Background. Macie Cleary-Milan reviewed the background for the development of the initial and ultimate projects. Preliminary traffic projections were lower than previously anticipated. The population of the area is not growing at the rate previously projected. The year 2025 is the planning horizon for the project. Projections indicate different sets of needs prior to 2025 and after 2025. In the past, TCA's approach has been to grade the entire footprint of an ultimate project, build the initial project on the outside of this footprint, and fill in the footprint over time. Projections indicate that the ultimate project will not be needed prior to 2025. Therefore, TCA has decided to build only an initial project, which is divided into two parts: (a) Oso Parkway to Ortega Highway and (b) Ortega Highway to I-5. This initial project will be narrower than the potential ultimate project. Future, post-2025 improvements, if needed, will be made to the outside of the initial project. The handout, "Typical Sections for Initial and Ultimate Corridors," shows the difference between the two projects.

B. Environmental review.

1. In the EIS, TCA will analyze the footprints for both the initial and ultimate projects. The ultimate project is beyond the planning horizon and is not "reasonably foreseeable".
2. In the ROD, TCA will ask for environmental permits only for the initial project.
3. TCA will request a USFWS consultation on the ultimate project in the future if and when TCA is preparing to build it.
4. TCA does not intend to undertake extra mitigation at this time in anticipation of the ultimate buildout. The ROD will include mitigation for the right-of-way width of the initial project. Mitigation will not address cumulative and indirect effects of the ultimate project, because the ultimate project is beyond the 2025 planning horizon.
5. FHWA asked why an alternative (the ultimate project) would be included in a draft EIS, that may not be a reasonably foreseeable alternative. TCA explained that the ultimate project is included in the Regional Transportation Plan and factors into cumulative impacts analysis. Rob Thornton pointed out that the fact that the RTP designates a project does not make it *fait accompli*. FHWA suggested that TCA ask SCAG to revise their model, since the ultimate project is not a certain project at this time.

6. The Purpose and Need for the project applies both to the initial and ultimate projects.

III. Comment Tracking System

- A. Chris Keller of View Point West referred the Collaborative members to the TCA memo of April 25, 2002, which sets forth how TCA, P&D, and View Point West are proposing to handle the comments from the earlier phases.
- B. When the agencies receive the new technical reports, they will receive updated tables of old comments. The agencies should identify whether the comment is still relevant (i.e., not adequately addressed in the current report) and should be carried forward.
- C. P&D will provide separate text describing what was done in response to comments made on partial technical reports. This will enable the technical report to be "clean" (without highlights and strike-outs).
- D. Chris Keller requested (a) that agencies send her an electronic copy of their comments, (b) that they include their agency name and page #s on each page of comments, and (c) that if they use highlight/strike-out on the document, to do this in color or use the margin line to help their changes stand out on the report.
- E. FHWA will transmit their comments through Caltrans so TCA receives one group of combined comments. Each page should include the notation "FHWA and Caltrans comments".
- F. Each Collaborative agency should submit only one set of comments from that agency.

IV. Time frames for Technical Reports

- A. Due to some difficulties with the mapping, TCA has missed some technical report dates and will be working to catch up with the schedule.
- B. The comments on the technical reports are to ensure that the information is sufficient. The discussion on the alternatives will occur after the technical reports are finalized.
- C. If an agency is reviewing a technical report and has questions or needs to discuss an issue prior to submitting comments, they should call the authors to initiate discussion and ask questions.
- D. The traffic model and validation report was sent to John Long of DKS Associates to confirm that the model and validation process is sound. John Long will report to the

Collaborative. This information was also sent to the Orange County Transportation Authority to validate that the information is consistent with OCTAM 3.1.

V. Next meetings

The Collaborative will hold a one-day meeting in July (July 11). CDR will contact Collaborative members to determine a date for a meeting the second week of August (August 14).

ACTION ITEMS – June 25-26, 2003

	WHO	WHAT	Done
1	Austin-Foust and John Long	Send to John Long the language which is proposed for the technical report, regarding the uncertainty of the model. John Long will review this language and provide feedback to Austin-Foust and the Collaborative. An EPA/TCA/John Long/Austin Foust/Chris Keller conference call will be set up to address this issue. Also, John Long will be asked to review and indicate his concurrence that 1600 vph is reasonable for this analysis.	
2	EPA	Review the new Austin Foust tables on beneficial and adverse impacts and provide feedback to TCA.	
3	Austin Foust	Include a LOS reference on the legend for the graphics showing number of hours of operation under congested conditions on the I-5.	
4	TCA	Distribute CD copies of Dan Smith's Powerpoint presentation to Collaborative members.	X
5	TCA	Distribute to the Collaborative hard-copy map of the Refined Alternatives (to be kept confidential by the Collaborative).	X
6	TCA	Add to the elimination table data on cost of construction (by units) and cost of construction; provide the cost of right-of-way (not mitigation) to the Army Corps; in one week for the existing alternatives, in one month for the refined alternatives.	
7	EPA (Nova)	Confer with Steven John (and Fari if possible) regarding the parameters that should be included to cover 404 requirements. Steven will send suggestions for parameters to TCA.	X
8	TCA	Consider modifying the elimination table and identify further parameters to use based on the input from the Collaborative and provide a new table to the Collaborative.	X
9	TCA	Send to the Army Corps and Steven John a list of references to specific pages in the RMP that address indirect impacts to Waters of the U.S. and riparian habitat.	X
10	USFWS/USACE	Identify for TCA which specific plants that are of importance for purposes of eliminating alternatives at this time.	X
11	TCA	Ask Dan Smith to review the RMP, especially the conclusions regarding indirect effects, and have him provide feedback to the Collaborative.	X partial

Collaborative Decisions/Agreements¹ – June 25-26, 2003

1	Following analysis of the three current recycling runs, OCTA, Caltrans, Austin-Foust, and John Long will discuss whether it would be useful, meaningful, and feasible to do analysis on a scenario that makes certain to-be-agreed-to assumptions about the MPAH and land use, assuming less than full buildout of the MPAH and land uses in the study area.
2	The DEIS/SEIR will include a section that addresses the issue of tolls. It will include a discussion on tolls and congestion pricing on the toll road and the explanation that hot lanes on the I-5 were eliminated as an alternative during Phase I. Legislative issues/restrictions will also be addressed. The hot lanes on I-5 will be discussed in the EIS/SEIR as an alternative considered and eliminated.

¹ These are agreements reached during the meeting among those present. They do not represent agency concurrence. They are a basis for moving forward procedurally from one meeting to the next, and they are documented to help the group avoid backtracking.

3	2000 vph is acceptable. A brief statement will be included in the Traffic Technical Report to explain why 2000 vph is a reasonable number to use.
4	1600 vph is acceptable to use, pending concurrence by John Long , for HOV volumes and capacities.
5	The Collaborative agreed that, given the time spent drafting a mutually acceptable Purpose and Need which received the sign-off of the agencies, the Purpose and Need Statement will not be modified.
5	Improvement to traffic conditions on the I-5 will be added as a parameter for the elimination of alternatives, separate from whether the alternative meets the Purpose and Need of the project.
6	If/when the Collaborative decides on elimination of alternatives, FHWA will send a letter to the Collaborative agencies requesting concurrence. Concurrence will be needed to eliminate alternatives.
7	The Collaborative agreed to use the information that is currently available, as the basis for comparing alternatives for the decision to eliminate any prior to the DEIS/SEIR.

Next Collaborative Meeting:

Wednesday, July 9, 1:00-5:00 PM – Sidebar meetings on Socio-Economics and Cumulative Impacts

Thursday, July 10 8:30 AM to 3:45 PM – Collaborative Meeting, to include:

- **Discussion and decision making on the parameters for the elimination of alternatives prior to the DEIS/SEIR**
- **Decision making regarding the Ag Field and Cristianitos Camp Pendleton alternatives**
- **Comparative data for the Refined Alternatives**

**MEETING SUMMARY
SOCTIIP COLLABORATIVE
June 25 and 26, 2003**

In attendance:

FHWA: Maiser Khaled, Robert Cady, Mary Ann Rondinella, Brett Gainer (by phone part of the meeting)
Caltrans: Lisa Ramsey, Smita Deshpande, Joe El-Harake, Ryan Chamberlain, Arianne Glagola, Habib Temori (Day I), Farooz Hamedani (Day I)
EPA: Nova Blazej, Steven John (in person Day I, by phone Day II), Mark Brucker (Day I)
USFWS: Jill Terp, Ken Corey (by phone part of Day II)
USACE: Fari Tabatabai (in person Day I, by phone Day II), Susan DeSaddi
TCA: Macie Cleary-Milan, Maria Levario, Paul Bopp, James Brown, Carollyn Lobell and RobThornton (Nossaman), Terry Swindle

Camp

Pendleton: Larry Rannals, Bob Taylor

Consultants:

CDR Associates: Louise Smart and Dan Adams

Viewpoint West: Chris Keller

P&D Environmental Services: Christine Huard-Spencer, Betty Dehoney, Warren Sprague (Day 2, but dismissed because the group postponed the Socio-Economics discussion)

Austin Foust: Kendall Elmer (Day 1)

Mestre Greve: Fred Greve (Day 1 Air Quality Sidebar)

USACE WES: Dan Smith

Handouts at the Meeting

- Traffic Issues for Discussion (emailed to Collaborative in advance)
- SOCTIIP Preliminary Environmental Impact Matrix (emailed to Collaborative in advance, along with June 2003 SOCTIIP Alternatives Elimination Proposal)
- Costs of the SOCTIIP Build Alternatives (Total of right-of-way and construction costs)

SIDEBAR – Traffic Issues (identified by EPA and FHWA and sent to the Collaborative prior to the meeting)

1. Update on speed recycling/feedback loop analysis

Kendall Elmer reported that OCTA has executed three speed recycling runs of their model: (1) for base year 2000, (2) for 2025 MPAH buildout, including the FTC-S corridor, and (3) for 2025 MPAH buildout, without the FTC-S corridor (equivalent to no action). This is the first time that OCTA has conducted such runs of their model. Austin-Foust received these runs and plots on June 23, is

reviewing this information, and will produce localized summaries of the results. Austin-Foust will review the results with OCTA and John Long to see if there is general agreement or disagreement of the findings.

Joe El-Harake asked if other additional 2025 runs will be performed that model the committed MPAH, rather than the planned MPAH, since the assumption of full build-out of the MPAH by 2025 is not realistic in his opinion. He added that there would need to be some assumption of arterial build-out, beyond committed, to support the Rancho Mission Viejo development. Carollyn Lobell noted that if the MPAH was not fully built, there would not be full build-out of housing and commercial development; these will occur at the same time. **Agreement: Following analysis of the three current recycling runs, OCTA, Caltrans, Austin-Foust, and John Long will discuss whether it would be useful, meaningful, and feasible to do analysis on a scenario that makes certain to-be-agreed-to assumptions about the MPAH and land use, assuming less than full buildout of the MPAH and land uses in the study area.**

2. Mitigation of indirect adverse impacts and unmitigable indirect and adverse impacts at the I-5 interchanges.

Discussion between TCA and Caltrans on this issue is ongoing and TCA stated that they did not anticipate any additional mitigation measures. There was discussion on the unmitigable adverse impact of the Central Corridor. Maiser Khaled stated that FHWA would not approve an alternative that results in degradation of service on the I-5. TCA and Caltrans will have to submit a report to FHWA requesting an interchange with the I-5; FHWA will consider safety issues, Level of Service, and impact on the I-5.

Kendall Elmer differentiated between the two parts of this issue:

- a. Mitigation of indirect adverse impacts. Indirect impacts are not identified as unmitigable impacts. Ramp intersections at the interchanges have deficiencies under the no action alternative. Therefore they will need to be addressed in the future, both with and without the SOCTIIP alternatives. TCA is not committing to do any mitigation measures in relation to the indirect adverse impacts because the same issues occur in the no action scenario..
- b. Unmitigable adverse impacts only occur on the Central Corridor alignments, which connect to the I-5 in central San Clemente. The traffic study shows that all the alignments which connect to the I-5 at the Central Corridor have this unmitigable impact. FHWA stated that because of their unmitigable impacts on operations on the I-5, these alternatives are not considered feasible alternatives.

In response to the question of whether congestion pricing could be used as a mitigation measure, Carollyn Lobell explained that the problem is not the traffic on the 241 extension. The unmitigable direct adverse impact is related to the necessary configuration of the design for the connection to the I-5; there are

physical constraints such that all the traffic movement in the area, including the frontage roads, would have to be reconfigured to make the traffic operations functional for a connection to the I-5 at this location. The ramps are deficient in a no action scenario. Without significant reconfiguration of the infrastructure outside the project envelope, resulting in substantial property take and displacements, the Central Corridor alternatives cannot attain an acceptable Level of Service at the I-5 interchanges. Maiser Khaled raised the question of whether the Central Connector alternatives are prudent and feasible and whether the benefits would be worth the cost.

Macie Cleary-Milan said that it was an operational issue, and TCA considered Purpose and Need issues for the proposed process for the elimination of alternatives at this stage.

3. Comments from local agencies regarding the findings of the Traffic Report.

Macie Cleary-Milan stated that a peer review is being conducted on the Traffic Report. TCA is scheduling another meeting with this group, and the information will be presented to the Collaborative in the near future.

4. Congestion pricing as a tool for sizing the corridor and maximizing Level of Service benefit.

Macie explained that the tolls are a finance mechanism, to allow the roads to be built in the absence of other funding sources. The roads are planned based on the toll-free traffic that will occur in the future. Although congestion pricing could be used as an interim mechanism between the initial project and determination of need for construction of the ultimate project, congestion pricing would not be used in the near term as an alternative to a SOCTIIP project. James Brown explained that the San Joaquin tollroad has a peak period premium toll because TCA does not have the capital to fund the additional needed capacity at this time. He added that TCA does not have the authority to charge tolls after the project has been paid for; the legislature allows TCA to collect the tolls and finance the project and requires that the road become toll-free once the construction bonds have been paid.

Nova Blazej asked whether the life of the initial project could be prolonged by using congestion pricing. Bob Cady pointed out that although this could be done, the trade-off would be the inability to obtain full benefit of the corridor, since there would be less relief on the I-5. James Brown said that this is a balancing issue: that the goal is to produce as much congestion relief on the I-5 as possible and to pay off the bonds for the project. Congestion pricing would delay the benefits of the project. The ultimate toll-free facility is the long-term strategy for relieving congestion. Mark Brucker said that congestion pricing could be used as a way to minimize the environmental damage (due to emissions), as it would eliminate trips that have low value to potential users. TCA explained that the ultimate

project is based on demand with the assumption of a toll-free facility; the initial project is based on demand with the assumption of tolls.

Agreement: The DEIS/SEIR will include a section that addresses the issue of tolls. It will include a discussion on tolls and congestion pricing on the toll road and the explanation that hot lanes on the I-5 were eliminated as an alternative during Phase I. The hot lanes on I-5 will be discussed in the EIS/SEIR as an alternative considered and eliminated.

5. Significance of uncertainty in the traffic model.

Kendall Elmer said that Austin-Foust has crafted language to use in the technical report to describe the uncertainty in the traffic model. Austin-Foust does not believe that there is a single parameter that can portray the accuracy/certainty of the model. He noted that there is a difference between the accuracy of a model and the use of a model for comparison of alternatives. Although the absolute volume of traffic could be subject to an accuracy issue because it builds off of existing counts, the relative value among the alternatives is very reliable, since all alternatives are compared using the same model. Nova Blazej requested that John Long review the new language regarding the uncertainty in the traffic model, which is proposed to be included in the Traffic Technical Report (see Action Items). An EPA/TCA/John Long/Austin Foust conference call will be set up to address this issue.

6. The use of 2000 vph.

Mark Brucker noted that SCAG uses 2100 vph and that John Long had suggested that 2000 vph was low. Joe El-Harake explained that 2000 vph meets all national standards and is reasonable for design. Caltrans uses 1800 vph, and 2000 vph is greater than this. In 2025, the I-5 is anticipated to carry 40,000 trucks per day, out of 430,000 vehicles. Joe explained that 2000 vph is a better number to use for planning purposes. **Agreement: 2000 vph is acceptable. A brief statement will be included in the Traffic Technical Report to explain why 2000 vph is a reasonable number to use.**

7. Practicability of separate analysis for mixed-flow and HOV volumes and capacities.

Kendall Elmer reported that John Long addressed this question at the February Collaborative meeting and had agreed that this analysis is not practical. Caltrans told the group that there is not enough empirical data to incorporate such an analysis into the model of HOV versus non-HOV. Such an analysis would require continuous (not spot basis) traffic counts, which is not practical. Joe El-Harake stated that the target should be 1600 vph. **Agreement: 1600 vph is acceptable to use if John Long concurs.** (See Action Items)

8. Criteria used to determine beneficial and adverse impacts.

Austin-Foust has re-drafted this analysis and prepared new tables. EPA will review the new tables and provide feedback to TCA (see Action Items).

9. Graphics showing number of hours of operation under congested conditions on the I-5.

FHWA had requested that Austin-Foust provide graphics to show the hours of congestion on the I-5 and Level of Service at key intersections and interchanges. New graphics were prepared by Austin-Foust and circulated to the Collaborative. They include a color code scheme that indicates the congestion, by hour, on the I-5, and they show the level of congestion at key interchanges. Bob Cady said that these graphics meet FHWA's need. Chris Keller said that the graphics are very helpful. She and Maiser Khaled requested that Level of Service and duration be included in the graphics. **Action Item: Austin-Foust will include a LOS reference on the legend for the graphics.**

Chris Keller requested that Caltrans and FHWA send her their responses to TCA's response to traffic comments. Smita Deshpande said that Caltrans does not have any significant outstanding issues and that Caltrans will coordinate with FHWA on this.

SIDEBAR – Air Quality Issues

(This was a meeting held in a separate room. Therefore, this Meeting Summary does not include notes from this sidebar.) Note: A summary of this sidebar meeting will be provided at the July 10 Collaborative meeting.

COLLABORATIVE MEETING (This summary combines notes from both the June 25 and June 26 meetings.)

I. Wetlands Functional Assessment (Dan Smith presentation)

- A. Dan Smith, a field ecologist for the U.S. Army Corps of Engineers and contracted by TCA at the direction of the USACE to perform a wetlands functional assessment at a landscape level, presented the findings of his study, "A Multi-Scale Assessment of Riparian Ecosystem Integrity (MAREI) in Southern California Watersheds." A CD copy of Dan Smith's Powerpoint presentation will be sent to the Collaborative members (see Action Items).
- B. The presentation included the following points:
 - 1. MAREI is a planning/focusing tool for managing riparian ecosystems in their watershed context.
 - 2. The riparian ecosystem often includes a bankful stream channel, an active floodplain, and infrequently flooded historical terraces. It often includes areas that are not regulated as waters of the U.S.

3. Bob Lichvar conducted a planning level delineation of Waters of the United States (WoUS) and riparian ecosystems. He first used aerial photographs and topographic maps to develop a GIS map. These were then ground-truthed, resulting in a subset of mapped lines and polygons and assignment of a probability of jurisdictional status to each mapped polygon based on federal and state criteria. Geomorphic surfaces and vegetation communities were included. For each riparian ecosystem assessment unit, hydrologic, water quality, and habitat integrity indices and integrity units were calculated. Indicator metrics were assigned a "score" based on a relative, ordinal scale that reflects the relationship between the degree of deflection from the culturally unaltered "reference condition" and ecosystem integrity. Dan discussed culturally unaltered as an easy point of reference and not as a value judgment.
 4. The SOCTIIP alternatives were compared according to: direct impacts to stream channels (miles), direct impacts to riparian ecosystems (acres), and direct impacts to riparian ecosystem integrity.
- C. Questions and comments:
1. Do assumed locations of potential bridges/culverts match the locations of bridges/culverts listed in the technical reports? Answer: The locations are an over-estimation.
 2. Does the study include the proposed alternative refinements? Answer: Not at present. The final report will include the refined alternatives. The additional information will be available at the July Collaborative meeting.
 3. The Army Corps comments need to be reflected in the final report. These comments have not yet been provided.
 4. Criterion 1 is direct impacts to stream channels. What waters are included? Answer: All mainstream channels and all the mapped tributaries and non-wetland waters and wetlands that are associated with these other waters.
 5. Will there be information regarding how the discharge of fill will affect endangered species? Answer: Yes, that will be shown in the NES.
 6. Are the findings of this effort similar to those of other efforts in this area? Answer: Yes, the basic approach has not changed. Some additional indicators have been included. The relative impacts of alternatives are similar. There is a strong correlation between hydrologic integrity and water quality integrity. The pattern of impacts is similar across the factors for each alternative.
 7. Were indirect effects evaluated? Answer: No. Although the original scope of work included study of indirect effects at a landscape level, the decision was made to cease this portion of the study because the NES was going to provide more specific information, at a project level, on indirect effects.

II. Refined Alternatives

- A. In response to information about the alternatives' impacts to natural resources, TCA developed refinements to current alternatives in order to avoid or minimize

impacts to wetlands, habitat, and listed species. Paul Bopp presented maps that indicated the location and intent of the refined alternatives.

1. The FECM refinement:
 - a. Avoids the Tesoro wetlands
 - b. Crosses San Juan Creek only once, and this crossing is where the wetlands are smaller.
 - c. Shifts to the east in Cristianitos Canyon to shift away from the tributary wetlands and stay in the highlands.
 - d. Swings to the west to avoid the Blind Gambino wetlands complex.
 - e. Has a narrower footprint at San Mateo Creek (by using MEE walls)
 2. The FECW refinement is the same as FECM to Cañada Gobernadora:
 - a. Goes through the nursery, which is already disturbed, and crosses a small area of San Juan Creek.
 - b. Parallels the existing Cristianitos Road and stays out of Cristianitos Canyon.
 - c. Minimizes the footprint by using the topography.
 - d. Avoids the Blind Gambino complex.
 3. The A7-FECR Refinement (modifications to A7-FECV):
 - a. The driving force is to avoid the sensitive habitat areas.
 - b. Avoids wetlands.
 - c. Lies to the east of A7-FECV.
 - d. Stays off the ridgeline and does not involve the large cut and fill that would occur in the A7-FECV.
- B. All three of these alternatives stay completely out of the landfill.
- C. TCA will provide the Collaborative hard copies of the map of the Refined Alternatives.
- D. Macie Cleary-Milan reminded the Collaborative that they are bound to a confidentiality agreement and that the information on the Refined Alternatives should not be shared outside the Collaborative.
- E. Macie noted that TCA has not yet had any discussion with Rancho Mission Viejo, other than that related to obtaining access for permits.
- F. Larry Rannals expressed his view that these are great changes that make a lot of sense. He urged TCA to provide this information to the landowner and get input.

III. Proposal for Elimination of Alternatives – The Thought-Process Behind the Proposal

- A. Macie Cleary-Milan described the thought-process behind the proposal jointly submitted by TCA, FHWA, and Caltrans to eliminate certain alternatives from detailed evaluation in the DEIS/SEIR. She described the parameters that helped inform the recommendation.
1. Relief of congestion on the I-5. The first goal was to eliminate those that do not relieve congestion on the I-5, since the Purpose and Need of the project is to relieve congestion on the I-5. The impacts of the alternatives

on congested % of daily traffic (in 2025), expressed as a percent of daily vehicle miles travel on I-5 in the study area that is forecast to occur under congested conditions and total system-wide travel time savings per day, were used as indicators. Looking at the comparative data for the alternatives, a threshold of 50% relief of congestion on the I-5 compared to the no action alternative was deemed to be a useful breaking point. The 50% figure is not in itself a standard; it is a measure of comparison that emerges from the data.

2. Impact to residents. TCA has a policy through the Board of Directors' practice for the previous projects, of not taking houses. There was a clear break in the data, and TCA recommends the use of a selected threshold point which differentiates between "few" and "many" as takings of over 500 residential structures in the right-of-way for elimination of alternatives prior to the draft circulation.
 3. Impact on waters of the U.S. TCA included two factors from Dan Smith's report:
 - a. The normalized ranking scores for all criteria for corridor footprints, using Dan Smith's data on waters of the U.S. and Riparian Ecosystem Impacts (REI).
 - b. The acres of riparian ecosystems directly impacted by the alternatives' footprints.
- B. FHWA and Caltrans are also recommending the elimination of the non-FEC alternatives that traverse Camp Pendleton Marine Corps Base because these are not considered feasible alternatives.

IV. Collaborative Discussion of the Proposal to Eliminate Alternatives

- A. Macie Cleary-Milan drew the group's attention to the shaded areas on the SOCTIIP Preliminary Environmental Impact Matrix. TCA, FHWA, and Caltrans are recommending the elimination of the alternatives which are shaded on the table. The table includes congestion data that support elimination of the FEC-APV, CC-ALPV, A7C-ALPV, FEC-OHV, CC-OHV, A7C-OHV, and AIO alternatives and residential relocation data that support that elimination of the FEC-TV, CC, A7C, and A7C-7SV alternatives. In particular, TCA is recommending elimination of the "shorts" which do not connect with the I-5. TCA prepared this proposal in response to the agencies' request for a proposed approach.
- B. Discussion of the congestion relief parameters included:
1. The two traffic parameters were used because they measure congestion relief, which is identified as a goal in the Purpose and Need. Other measures such as reduction of arterial congestion and improvement in Level of Service were not stated in the Purpose and Need.
 2. Nova Blazej commented that the conclusions regarding congestion relief may be premature, given the outstanding issue related to induced travel

demand. Kendall Elmer replied that it is unlikely that induced travel demand will play a significant role in congestion relief. He thinks the speed recycling analysis will show that induced travel demand is not a significant issue. In addition, the "short" alternatives and the AIO would be the least likely to experience an impact due to speed recycling. Macie stated that there will be very little congestion relief from the "short" and the AIO alternatives. Joe El-Harake explained that the recycling analysis will not produce a significant increase in the number of vehicles relative to the gross number of vehicles. TCA said that if the speed recycling data show the increase to be significant, they will step back and consider what to do. The speed recycling data will not be available until the August Collaborative meeting.

3. Maiser Khaled said that it is a matter of benefit/cost analysis. It would not be worthwhile to spend \$500 million to produce very little effect on congestion on the I-5.

C. Purpose and Need. There was considerable discussion about the Purpose and Need Statement. All Collaborative agencies acknowledged that the purpose was to relieve congestion and improve mobility on the I-5. Given the general nature of the Purpose and Need statement, there was disagreement about whether the alternatives meet the Purpose and Need, with the information available today. From the Army Corps perspective, there was a presumption that all alternatives carried forward from Phase I do meet the Purpose and Need. From the Caltrans, FHWA, and TCA perspective, subsequent to Phase I and based on the current design and technical analysis, information is now available to help determine whether the Phase I alternatives meet the Purpose and Need and there was a strong view that any alternative that provided very little benefit to congestion on the I-5 would not meet the Purpose and Need.

1. TCA stated that Phase I envisioned a comparison of the alternatives to determine their performances on congestion relief. Although TCA, FHWA, and Caltrans were interested in identifying parameters for use in determining whether an alternative met the Purpose and Need, the resource agencies expressed concern about redefining the Purpose and Need statement - which was the product of many months of discussions among the agencies and which deliberately did not include a threshold. **The Collaborative agreed that, given the time spent drafting a mutually acceptable Purpose and Need which received the sign-off of the agencies, the Purpose and Need Statement will not be modified.** TCA noted that they had not requested modification of the Purpose and Need.
2. The Collaborative members acknowledged that the alternatives perform differently in terms of the Purpose and Need. The transportation agencies are prepared to eliminate those which do not provide sufficient benefit to the transportation need, given their prospective cost.

3. Nova Blazej noted that the Purpose and Need statement does refer to "cost-effective." Christine Huard-Spencer distributed a table that shows total right-of-way and construction costs for each of the SOCTIIP build alternatives.
4. Any conclusion regarding which alternatives do/do not meet P&N needs to be presented in the document in a rigorous way. The comparison of the alternatives in terms of feasibility, cost effectiveness, and performance needs to be explicitly laid out, with supportive information.
5. There is a balancing act that must occur between meeting Purpose and Need (P&N) and minimizing impacts. The refined alternatives demonstrate TCA's willingness to reduce environmental impacts. TCA wants a similar receptivity from the resource agencies to the transportation need.

D. Support for Elimination of Alternatives

1. Maiser Khaled stated that the intent of the EIS process is to evaluate in the DEIS a range of alternatives that meet the Purpose and Need, are feasible (able to be constructed), and are reasonable (cost-effective). He added that FHWA will not allow any alternative to go forward that has an adverse impact on the I-5 or its interchanges. Rob Thornton said that alternatives can be eliminated so long as the remaining alternatives provide a reasonable range of alternatives for evaluation in the DEIS/SEIR.
2. Larry Rannals said that after reading the memo, he supports the elimination proposal.
3. EPA, the Army Corps, and USFWS said that they appreciate the proposal, that they understand the desire to make it easier for the public to analyze and understand the alternatives, and that they agree with the concept of eliminating some of the alternatives so long as the process meets the needs of 404 (see 404 process discussion, below).

E. Need for Congruence with 404 Process

1. Nova Blazej differentiated between the project proponent's focus on the Purpose and Need as a basis for eliminating alternatives and the 404 process to determine the LEDPA. Susan DeSaddi explained that the 404 process includes the following sequence: (1) do all the alternatives meet the project purpose (and the Army Corps assumption is that they do), (2) if yes, then of the alternatives that remain, which are less environmentally damaging, and (3) of those, which are practicable. In the 404 process, the Army Corps will examine practicability, and those alternatives that have negligible benefits vis a vis the Purpose and Need will not be deemed to be practicable. This needs to occur within the 404 sequence.
2. The Army Corps expressed concern about applying the "less environmentally damaging" parameter when there are still outstanding

comments on the draft NES, and the agencies do not know how some of their comments will be addressed. The EPA and the Army Corps have not had the opportunity to eliminate those that don't work from the perspective of environmental impacts. The goal is to be sure that the least environmentally damaging alternatives aren't being taken off the table, to consider the resources and public comment, and to be legally defensible when asked in the future about the decisions that were made.

3. Rob Thornton reminded the group that this current exercise is not about selecting the Least Environmentally Damaging alternative at this point; it is about ensuring that it is not improperly eliminated. The NEPA/404 merger did not contemplate waiting until the last minute to pick the LEDPA. The NEPA and 404 processes should not be isolated from each other. Bob Cady said that he believes there are alternatives that would still be left on the table which are sensitive to the environment.
4. James Brown suggested that as the Collaborative considers eliminating an alternative, they should ask: Is this alternative that is proposed for elimination superior to ones that are left on the table? Are there alternatives still on the table that are equal to or better than the ones we want to take off the table? He believes that this question will aid the agencies' decision making.
5. Maiser Khaled said that FHWA is not ignoring the issues raised by USACE and EPA; he is asking that these issues be addressed in a manner that does not exclude transportation needs.

G. Use of unmitigable direct adverse impacts as a parameter

1. A review of the morning's discussion with Kendall Elmer related to the "unmitigable direct adverse impacts" issue was presented to the Collaborative. Joe El-Harake explained that it is not possible to get the Central Corridor alternatives to operate at an acceptable Level of Service at one location because of the amount of infrastructure that would be needed to configure the connection with the I-5. The main bottle-neck is the on- and off-ramps at Pico. The frontage system cannot perform sufficiently. The infeasibility of the Central Corridor alternative, based on operations, was new information to the Collaborative. FHWA said that it would not require or approve operational mitigation that created a huge impact to the surrounding community. Chris Keller expressed her surprise that the CC alternative has a fatal flaw since it has been one of the two primary alternatives under consideration since the early 1990's, and she suggested that this information be carefully documented and presented to the public in a way that they will understand the problem. TCA agreed to include a paragraph in the document stating the community impact of an expanded interchange. Macie also pointed out that the CC alternative

involves the taking of 600 residences; such socio-economic impacts would rule it out, separately from its problem connecting with the I-5.

2. Smita Deshpande raised similar concerns regarding the socio-economics impacts that would be created by widening I-5. (See discussion below on the I-5 alternative.)
3. Maiser clarified that the Level of Service at the point of connection to the interstate should not be degraded below LOS D.

H. Residential Relocations as a Parameter

Mary Ann Rondinella said that the public will want to know about socio-economic impacts and that residential relocations, especially in significant numbers, will create a lot of consternation for the public. It would be good to dispense with some of these alternatives that take so many houses, to allay public fears. It will be important to consider and document not only the cost of relocations, but what such displacement does to the community character.

I. Impacts to Uplands and Non-aquatic Resources

Mary Ann Rondinella said that impacts to uplands and non-aquatic resources should be considered while pursuing the refinements, not just impacts to wetlands.

J. Time and Information Needs

1. The agencies expressed concern that they had had the proposal for only nine days and said that they needed more time to (a) consider how to make the elimination process work with the 404 process, (b) complete their comments (USFWS on the NES) and receive and consider TCA/P&D's responses, (c) learn more about the comparative impacts of the Refined Alternatives, and (d) obtain more information that would help them, especially in the 404 process. The Collaborative does not want to be vulnerable by making a decision in the absence of needed information.
2. Steven John said that the resource agencies want to eliminate alternatives prior to the EIS, but that they need more than 9 days to be prepared to do this. EPA's intention is to extrapolate information from work already done, not to spend a long period of time or a lot of money developing new information.
3. Particular information was requested:
 - a. The direct impacts of detention basins (which could affect the evaluation of wetlands impacts) and how they were included in the footprint (this information is available in the RMP). Macie said she would give another set of RMP maps to Susan during this meeting.

- b. Impacts to endangered species. Betty Dehoney said that information regarding the higher priority plants is available, both for the existing alternatives and for the refined alternatives. Field surveys for spring blooming plants related to the refined alternatives will not be available in the near term; however, these plants are low-priority species. James Brown asked that the Army Corps and USFWS identify specific plants that are of importance to the Corps.
 - c. Indirect impacts to Waters of the U.S. (to see if these impacts change the ranking of alternatives based on direct impacts). This information is in the RMP. Dan Smith reported that the landscape level analysis of indirect impacts was removed from his scope of work because P&D was conducting a more detailed site-specific analysis. P&D will incorporate a synopsis of the RMP and hydrology information in Chapter 8 of the NES.
 - d. Indirect impacts to habitat and riparian ecosystem integrity. This is in the RMP. TCA will send to Steven John and the Army Corps a list of references to specific pages in the RMP that address indirect impacts. Susan said that the Army Corps accepted the data from the Dan Smith study regarding direct effects, pending TCA's responses to the Army Corps' comments. Action item: TCA will ask Dan Smith to review the RMP, especially the conclusions regarding indirect effects, and have him provide feedback to the Collaborative. Betty Dehoney said that, based on Dan Smith's analysis, there is a 1%-2% difference between the impacts of piling versus shading; therefore the rankings and clusterings will stay the same. The goal is to have a means to either provide assurance that the rankings of the alternatives due to direct impacts remain the same when indirect impacts are factored in, or if the rankings are altered then to explain why.
 - e. Cost of construction (by units) and cost of right-of-way (not mitigation). (Action item: TCA will provide this in one week for the existing alternatives and will provide this in one month for the refined alternatives.) This information will help the Collaborative to consider cost-effectiveness and evaluate practicability.
 - f. Regional planning is an issue – the need to identify the impacts of the refined alternatives on reserve design.
 - g. Comparison data on the impacts of the Refined Alternatives.
4. Macie Cleary-Milan stated that TCA would provide information at the agencies' request if that information already exists. **Agreement: To use the information that is currently available, as the basis for comparing alternatives for the decision to eliminate any prior to the DEIS/SEIR.** Rob Thornton noted that NEPA allows for elimination of alternatives at this stage, with this level of information.

K. Discussion Regarding Elimination of the I-5 Alternative

1. Joe El-Harake told the group that there is no funding available from Caltrans or OCTA for improvements to the I-5. Maiser Khaled stated that if a project is not fully funded, a ROD cannot be signed for that project/alternative. However, the alternative can be moved forward for evaluation with the understanding that it will not be considered practicable.
2. Caltrans and FHWA said that the socio-economics impacts of the I-5 Alternative, including the taking of 838 residences, would be so great that this alternative should be eliminated.
3. Nova Blazej explained her view that the I-5 should still be included in the document in order to give a reference point to the public. It will be important for the public, especially those who are opposed to constructing the tollroad, to be able to see the impacts of the I-5 alternative in comparison with the corridor alternatives. In addition, since the I-5 is being considered for widening in San Diego, it may be hard to claim that the I-5 alternative is not feasible.
4. Bob Cady wondered how an alternative (the I-5) could be carried forward when it involves over 800 residential takings, while other alternatives would be eliminated because of a lesser number of takings.
5. Mary Ann Rondinella reported that during the CETAP process, two alignments were dropped because they could not be funded. Therefore, the availability of a mechanism for funding is an objective criterion that can be applied here.
6. Macie Cleary-Milan explained that the matrix for eliminating alternatives based on residential takes was based on TCA policy only; TCA could not represent the policies of other agencies and thus did not identify the I-5 as a candidate for elimination. TCA would not be responsible to build the I-5 alternative.
7. The question remains whether it will be sufficient for the comparison of the I-5 with the corridor alternatives to occur in the document discussion of why alternatives were dropped or whether this comparison should occur in the detailed analysis section of the document.

L. Parameters for Elimination

1. FHWA and EPA stated that the parameters used for elimination need to be agreed upon before eliminations of alternatives can occur.
2. Susan DeSaddi suggested that, since there are different interpretations of whether the alternatives meet Purpose and Need, the congestion-relief parameter be separated from Purpose and Need so that the agencies can consider this data, separate from a decision regarding whether an alternative meets Purpose and Need. **Agreement: Improvement to traffic conditions on the I-5 will be added as a parameter for the**

elimination of alternatives, separate from whether the alternative meets the Purpose and Need of the project.

3. The parameters suggested by the Collaborative for consideration were:
 - a. Level of improvement of traffic on the I-5 (how this is to be expressed still needs to be decided: e.g., congestion relief, Level of Service, cost-effectiveness of achieving improvements, feasibility)
 - b. Direct impacts to waters of the U.S.
 - c. Indirect impacts to waters of the U.S.
 - d. Unmitigatable adverse impacts at the interchange with I-5
 - e. Cost
 - f. Fundability: (a) a yes/no analysis; (b) whether the project has been programmed, and if not, is there any funding to pay for it; (c) percentage of shortfall of available funding
 - g. Effect on listed species (including identification of key species to use in this comparison)
 - h. Effect on 4(f) resources – a qualitative check on whether there are any “big ticket” impacts

M. Next Steps towards Elimination of Alternatives

1. Nova will confer with Steven John (and Fari if possible) regarding the parameters that should be included to address 404 requirements. She will send suggestions for parameters to TCA.
2. TCA will consider modifying the elimination table and identify further parameters to use, based on input from the Collaborative.
3. USFWS will complete their comments on the NES and the Military Impacts Report and send these to TCA.

V. Discussion Regarding Elimination of Ag Field and Cristianitos Camp Pendleton Alternatives

1. Camp Pendleton has approved the revised Military Impacts Technical Report.
2. The Collaborative members indicated their position on the elimination of two of the Camp Pendleton alternatives.
 - a. The Army Corps said they appreciated the revised language in the Military Impacts Report regarding further encroachment on the Base which framed the importance of this issue to Camp Pendleton regarding all the alternatives that traverse the Base. The Army Corps has given deference to the Marine Corps and will deem the Ag Field and Cristianitos variations not practicable. Susan DeSaddi read the Army Corps' Comment #2 on the

Military Impacts Report² and noted that this comment continues to stand and needs to be addressed.

- b. FHWA supports the Military Impacts report as it stands and supports the elimination of these alternatives.
 - c. Caltrans agrees with FHWA.
 - d. EPA has reviewed the responses to their comments and the revisions to the Military Technical Report, and although EPA has a few outstanding comments, EPA has found that the responses and revisions meet EPA's needs for providing a sound basis for elimination.
 - e. USFWS is still in the process of reviewing and commenting on the NES and Military Impacts reports. Since the Agricultural Field and Cristianitos alternatives were developed to minimize impacts to listed species and sensitive habitat, the USFWS cannot decide on the elimination of the Camp Pendleton alternatives until they have completed their review of the NES. Jill Terp said that USFWS does not believe that the Military Impacts assessment adequately explains how the FEC alternative continues to be supported by the Marine Corps, in light of recent Congressional testimony. She asked that any Congressional testimony included in the document be indicated as such by the use of quotation marks. Jill said that the USFWS will be prepared to participate in a decision on the Camp Pendleton alternatives at the July SOCTIIP meeting and that USFWS may have comments to accompany their potential agreement to eliminate these two alternatives. She added that information presented and discussed at the June 25 portion of the Collaborative meeting provided a new and different understanding of the alternatives that are available.
3. The decision regarding the Camp Pendleton alternatives will be an agenda item for the July 9 and 10 Collaborative meeting.

² "In light of the body of anecdotal and empirical evidence presented in section 2.6, the agreement reached between the USMC and TCA in 1988 appears to render section 2.7 inconsistent and outdated with the current Camp Pendleton position (page 2-17) that "...the loss of any Base property, even if not currently used for training purposes, to be an adverse impact on its ability to train and meet future mission requirements." (Rannals, 2002). Neither the Strom Thurmond National Defense Authorization Act for FY 1999 nor section 2.7 supports the more recent 2002 Congressional testimony, GAO and/or DoD studies that consistently affirm any additional encroachment will further hinder and erode the Marine Corps' ability to effectively train in a realistic manner. In fact, Camp Pendleton's 2003 Quantification Study concludes that since the 1970's its units have been able to only train to 68% of the Marine Corps standard, not 100%, because of existing encroachment issues associated with development and other environmental constraints (e.g., endangered species). In view of this, we suggest it would be beneficial to expand section 2.7 to specifically address the quantitative incremental effect from the FEC-Complete alternative (i.e., ostensibly 929 acres) and why this additive permanent loss of the Base is acceptable to the USMC, although page 2-17 indicates otherwise.

Similarly, page 6-12 reveals the segmentation of approximately 405 acres under the FEC-C Alternative "...would be acceptable due to the minimization of actual land loss." Please clarify the basis for the establishment of a minimal land loss threshold and how that relates to the USMC Mission."

VI. Mechanism for Formally Eliminating Alternatives

Agreement: The Collaborative decided that a written concurrence letter, requested by FHWA and signed by the Collaborative agencies, will be needed to eliminate alternatives, since the agencies concurred on the selection of the alternatives to be carried forward into the study. Susan DeSaddi requested that the FHWA letter include a brief discussion justifying the elimination of the alternative(s).

TCA suggested that, in light of the likely timing of Collaborative decisions regarding the elimination of alternatives, there be two letters, one for the Camp Pendleton alternatives and the other for other alternatives that the Collaborative may decide to eliminate.

VII. Update on the NCCP/SAMP Alternatives

Information is not currently available on the NCCP/SAMP Alternatives, as a fifth alternative is being discussed. Therefore there was no presentation on the NCCP/SAMP alternatives, as originally planned. There will be a NCCP/SAMP meeting on July 17 regarding these alternatives, and information will be available for SOCTIIP after that (but not in time for a presentation at the July SOCTIIP meeting).

VIII. Upcoming meetings

1. Sidebars have been requested for:
 - Socio-Economics Issues, in particular to address EPA's comments
 - Cumulative Impacts, to give advice to TCA/P&D regarding how to address cumulative impacts in the document and to address other issues related to cumulate impacts in the NES
 - LHS/RMP/Hydrology reports, in particular to provide an opportunity for the Army Corps hydrologist to discuss Army Corps comments on these reports with the authors of these reports
2. The next Collaborative meeting is scheduled for July 9 and 10.
3. **Subsequent to this meeting, it was decided to hold sidebars on July 9, 1:00-3:00 for Cumulative Impacts and 3:00-5:00 for Socio-Economics.**

The Collaborative meeting will be July 10, from 8:30-3:45 and will include:

- a. Report back from the July 9 sidebar meetings
- b. Decision making regarding Camp Pendleton alternatives
- c. Decision making regarding the parameters for elimination of alternatives prior to the DEIS/SEIR
- d. Comparative information on the Refined Alternatives

- e. Decision making regarding elimination of any other alternatives from detailed evaluation in the DEIS/SEIR **(If decision(s) cannot be made, then what is needed is an indication of which alternatives can be seriously considered for elimination, with identification of what will be needed to bring closure)**

The LHS/RMP/Hydrology sidebar is not being scheduled at this point. The plan is for TCA/P&D to respond in writing to the Army Corps' and other agencies' comments on these three reports. The Army Corps and other Collaborative agencies can then review those responses and decide whether a sidebar is needed.

DRAFT MEETING SUMMARY
Sidebar on Cumulative Effects
July 9, 2003

In attendance:

FHWA: Maiser Khaled, Mary Ann Rondinella
Caltrans: Lisa Ramsey, Smita Deshpande, Arianne Glagola
EPA: Nova Blazej, Steven John (by phone)
USFWS: Jill Terp (by phone)
USACE: Susan DeSaddi (by phone)
TCA: Macie Cleary-Milan, Maria Levario, Paul Bopp, Carolyn Lobell

Consultants:

CDR Associates: Louise Smart
Viewpoint West: Chris Keller (by phone)
P&D Environmental Services: Christine Huard-Spencer, Betty Dehoney, Romi Archer

- I. Goals for the Meeting (At the start of the meeting, the participants listed what they would like to accomplish in this sidebar meeting)
 - Use the sidebar as a listening session to know what the resource and lead agencies want in the EIS/SEIR document
 - Know how information will be presented in the EIS/SEIR
 - Answer P&D questions about how to put this complex project into a useful analysis
 - Review examples (provided by EPA) of cumulative affects analysis that are acceptable to identify salient features
 - Make specific recommendations to P&D to improve the cumulative effects analysis for the NES and the DEIS/SEIR.
 - Identify which topics need cumulative effects analysis
 - Define past, present, and reasonably foreseeable (it was noted that this has already been included in each technical report) projects for inclusion in the analysis
 - Focus on methodology and what information is pertinent for analysis/synthesis (Both FHWA and USACE indicated that they are not asking for new data and that they believe there is sufficient information already for the cumulative impacts analysis.)

- II. Christine Huard-Spencer provided a summary of P&D's approach for cumulative effects analysis.
 - Each technical report included a cumulative effects analysis for potential cumulative adverse impacts.

- In order to decide how to define the study area, P&D put together a list of past, present, and reasonably foreseeable future projects and created a table that included land use projects, transportation projects, and impacts by resource. Different study areas were defined for different resources. Additional tables identified the impacts of those projects for the different environmental parameters.
- P&D evaluated the cumulative effects of each project alternative plus the effects of the other projects.
- Where no environmental document is available (because it does not exist, exists but is not available to P&D, or has not yet been completed), the authors (1) looked at how severe the impact of the SOCTIIP alternative is to the resource, (2) considered the potential effects of the other projects, and (3) concluded how severe are the impacts of all the projects.
- P&D kept the list of projects consistent in the NES and the other reports to make changes in the 26 reports easy to accomplish and so the readers of individual technical reports know projects were considered, even if they had no adverse impacts related to that specific environmental parameter. This consistency will make it easier to update the data as more is learned about other projects.
- Care has been taken to state where there is an “adverse” impact, without identifying it as “significant,” because the use of significance is for CEQA only; and not NEPA.
- In the EIS/SEIR, cumulative impacts will be addressed in a separate chapter, including all the parameters and all the issues. It will reference the specific data in the technical reports, rather than repeat this data and attempt to be a stand-alone document.

III. P&D concerns regarding the cumulative effects section of the draft document

- How to take all the information on all the alternatives and all the resources and summarize it so that it will be useful to the reader. The group suggested the following comments.
 - SR 46 was noted as a good example. This analysis identifies the resources and defines the study area up front. (Nova Blazej explained that SR 46 was an Environmental Assessment, not an EIS.)
 - Define which resources are being analyzed, what study area is being used, and what projects are included in assessing cumulative impacts.
 - The group requested that conclusions related to impacts on resources be more clearly spelled out for the reader (see below).
- Whether the document should include every parameter or use a summary to focus only on those where there is a potentially adverse impact?
 - The group encouraged P&D to look at what is important to the reader. **The group agreed that if analysis shows that there is no contribution of an alternative to a potentially adverse cumulative impact on a resource, then that parameter will not be addressed in the draft document. Instead, there will be a list of parameters and a brief discussion and reference to the cumulative effect**

analysis in the technical report. E.g., the document can say, “We looked at the cumulative impacts for all these resources,” and then refer back to the relevant technical report(s).

- The cumulative effects analysis should define the resources which are being analyzed.

IV. Mary Ann Rondinella indicated the need to focus on the underlying concept of doing a cumulative effects analysis.

- The cumulative effects analysis should address the fundamental question which drives *why* we do a cumulative effects analysis, namely, are we affecting the sustainability of the resource as a result of the cumulative impacts of the proposed project and other related projects? Is a resource going to be so adversely affected that we should reconsider a potentially preferred alternative?
- This leads us to ask: How can we summarize the information so that such conclusions can be drawn by the reader? The table is fine; however, it is essential to be explicit about *conclusions* and summarize what the numbers *mean*.
- A more definitive statement of conclusions regarding impacts to the resources is needed. Cumulative effects are analyzed, not just on biological resources but also on other parameters such as air quality.

V. How to deal with projects for which there are no environmental documents and therefore no environmental impact analysis

- FHWA suggested that when environmental documents with quantifiable information are not available then qualitative information and professional judgment can be used. An example of this is in the Hawaiian analysis and the Route 46 example.
- The FHWA comment will be that the absence of an environmental document is not necessarily a reason to not provide some assumption on a project (such as RMV). P&D responded that, for the NES, the impacts were quantified for a range of potential RMV development alternatives, which provides a bracket of impacts for the cumulative impacts analysis. This meets the needs of a cumulative impacts analysis.
- P&D will address these projects in a general way, where possible. However, where the environmental document has not yet been developed or has not been made available, P&D is reluctant to draw conclusions because there are liability concerns in commenting on others' projects without having specific data. P&D wants to be careful about the wording of assumptions that are unsubstantiated about other projects and only wants to include an estimate of impacts when there is a high level of confidence in the conclusions.
- The document needs to be clear about where information resources have been relied upon versus professional judgment. This needs to be called out in

the report. For example, what information is/is not available on conservation efforts?

- If the RMV EIR becomes available between the draft and final SOCTIIP documents, relevant information from that EIR will be included.
- P&D will review the 880, Route 46 and Hawaiian examples to see how the methodologies and approaches from these examples might be followed or incorporated in the cumulative impacts analysis in the SOCTIIP EIS/SEIR .

VI. How to narrow the list of Caltrans projects

- Caltrans provided a large list of Caltrans projects, many of which have minimal impacts because of the nature of the projects (for example, minor safety, rehabilitation and ramp improvement projects). **It was agreed that some of the Caltrans projects can be eliminated from the cumulative effects analysis, that Smita Deshpande will make a recommendation to TCA regarding which ones are not relevant and can be removed from the list, and that the cumulative impacts analysis will include some discussion of why certain Caltrans projects will not have impacts.**

VII. Methodology – forecasts versus list

- Carollyn Lobell indicated there are two ways (forecasts and projects) to consider cumulative impacts.
- Both NEPA and CEQA emphasize that when you are doing a joint document, there should be cooperation between the processes. CEQA says you can use an adopted model to create forecasts or you can use a list. The SOCTIIP study is using a combination of both.
- Carollyn reported that the appropriate method was used for each of the cumulative impacts analyses (i.e., forecasts for traffic, air, noise; projects for hazards, earth, land use, visual resources, etc.).

VIII. How to address the potential effects of Rancho Mission Viejo

- TCA has done all that they can to obtain information from Rancho Mission Viejo, without success.
- The RMV NOP came out after many of the SOCTIIP technical reports and the list of cumulative projects were written. Since then, the tables have been updated. The DEIS/SEIR will include the information from the NOP.
- The SOCTIIP study is challenged by the lack of detailed information regarding the footprints of disturbance for the Ranch Plan. The NCCP alternatives and the Ranch Plan “development bubbles” are not consistent with each other and therefore, it is difficult to draw definitive conclusions regarding impacts on the RMV at this time..
- The NES addressed three different potential RMV alternatives based on the NCCP Alternatives. P&D provided a range of cumulative impacts for RMV, using small, medium, and maximum footprints for various development

options on the RMV, from the NCCP Alternatives. For example, an assumption of 86% conservation quantifies the extent of impacts in a regional perspective. Quantification is also provided, describing the proportion of impacts resulting from the contribution of the SOCTIIP alternatives.

IX. How to factor in other conservation efforts

- Betty Dehoney stated that the biological resources in areas designated as mitigation/conservation areas are depicted as part of the existing conditions. Whatever habitat is there is presented as such. If habitat creation is proposed in the future, the effect will be minimal from an impact perspective because the amount of habitat created is proportionally small.
- Mary Ann Rondinella said that this relates to the issues of sustainability. Therefore, it is important to acknowledge the conservation efforts that have occurred and include whatever information is available.
- The agencies want the analysis to document and discuss how other plans/planning areas relate to the SOCTIIP – like NCCP/SAMP/RMV, including the history behind and assumptions regarding the NCCP. This is the big picture of what is going on.
- Since it is important to the agencies that TCA address the NCCP/SAMP, TCA needs the assistance of these agencies in obtaining information about the NCCP/SAMP. TCA and P&D tried for two years, without success, to obtain information on the NCCP.
- The Army Corps is compiling a list of known mitigation sites for all of southern Orange County, using data from special conditions associated with 404 permits, and will provide this to TCA. The Army Corps will provide TCA with whatever information is available regarding mitigation for Ladera and Talega and other projects.
- P&D tried to determine whether there were any goals (such as mitigation ratios) or policies that would be useful in estimating conservation.
- P&D will obtain information from Camp Pendleton regarding their conservation efforts.
- A distinction needs to be made between a leasehold for a state park and a leasehold for biological resources.

X. How the additive impacts of an alternative and aggregate effects are specified in the NES

- Question: How do we determine the additive impacts of a project on a resource as well as the aggregate cumulative effect on a resource?
Response: In order to measure the contribution of a project alternative to impacts on a resource, P&D took the impact tables in Chapter 7 as a numerator and divided it by the amount of resources available in RMV, as reported by the NCCP process, (denominator). This resulted in a metric depicting the proportion of impacts resulting from the SOCTIIP Alternatives when contrasted with other cumulative projects. The total resulted in a

percent that indicates the incremental contribution of impact to specific plant communities. This represents our best ability to quantify impacts and enables us to compare the effect of each alternative in terms of its individual contribution to the impact on the resource.

- The Table on 9.1-7 provides information on the aggregate effect (on acres of loss of riparian community), based on past, present and foreseeable future projects, in relation to RMV. The Army Corps asked if this analysis could be done for the study area, not just for RMV. P&D indicated that this was not possible because we do not have and cannot get the data for this type of analysis.

XI. Definition of study area

- The analysis should clearly define the specific study area for each of the resources, including physical boundaries and the assumptions that drive the study area. The study area needs to be appropriate for the resource under consideration.
- According to the Scope of Work, the southern Orange County NCCP sub-area was to be used as the study area, in order to be inclusive of wetlands as well as threatened and endangered species.
- USFWS believes that the study area for each alternative should be the area covered by the alternative in addition to the southern NCCP sub-area. This is provided in the current NES.
- The Army Corps believes that the study area for aquatic resources could be larger than the NCCP southern region (e.g., using watersheds to define the study area for aquatic resources).
- P&D is concerned about being asked to expand the study area since there was agreement that the southern NCCP region would be used.

XII. Historic landscape analysis

- An historic landscape analysis was requested. Some of this information already exists in the NES (Chapters 4 and 5) and just needs to be brought into the cumulative effects chapter.
- Carollyn Lobell said that when this was discussed over a year ago with David Ortez, FHWA, David did not think a historic analysis is required. Past and present projects are included in the affected environment/existing conditions sections. Mary Ann Rondinella will research this with David Ortez and Brett Gainer.
- The purpose behind an historic landscape analysis is to describe the status of the resource today. Each of the resources should be addressed in terms of health and viability. A short assessment of the existing resource condition (i.e., 85% of the wetlands in San Francisco have vanished) would be helpful.
- The 880 project is a good example for this.

XIII. Next steps

- P&D will review and revise, as appropriate, the discussion of cumulative impacts and will incorporate additional methodology/approach information from the examples provided by EPA, as appropriate. P&D will ensure that the study area for each environmental parameter is identified.
- Once P&D has all the comments on each of the technical reports from the agencies, they prepare a response table. These response tables have been submitted to the Collaborative as they have been completed. The agencies' comments will be reflected in the revised technical reports and the screencheck EIS/SEIR. The TCA *may* provide to the Collaborative the text of the expanded discussion on cumulative effects from the NES but will not be circulating the complete revised technical reports.

DRAFT MEETING SUMMARY
Sidebar on Socio-Economics Report
July 9, 2003

In attendance:

FHWA: Maiser Khaled, Mary Ann Rondinella, Layne Patton (by phone)
Caltrans: Lisa Ramsey, Smita Deshpande
EPA: Nova Blazej
USFWS: Jill Terp (by phone)
USACE: Susan DeSaddi (by phone)
TCA: Macie Cleary-Milan, Maria Levario, Paul Bopp, Carolyn Lobell

Consultants:

CDR Associates: Louise Smart
Viewpoint West: Chris Keller (by phone)
P&D Environmental Services: Christine Huard-Spencer, Warren Sprague

The topics for discussion were:

1. Environmental Justice
2. Peer Review
3. Growth-related encroachments on Camp Pendleton
4. Environmental impacts related to growth (table)
5. Public outreach efforts
6. Use of aggregated census tract data

I. Environmental Justice

- EPA wants to determine whether there is a disproportionate impact to minority or low income population.
- Warren Sprague explained that the SOCTIIP alternatives do not result in a disproportionate impact to minority or low-income populations. Specifically, the analysis in the Socioeconomics and Growth Inducing Impacts Technical Report established that minority and low income populations were not disproportionately affected by displacement and relocation impacts. An expanded analysis that evaluated the presences of minority and low income populations in the overall corridor impact areas established that these populations were not disproportionately represented in the corridor environs. As suggested in a subsequent EPA comment, a more detailed evaluation was undertaken for four census tracts that contain substantial shares of minority and/or low income populations. The study looked at the demographics of the overall corridors by census tract and the impacts on a parameter by parameter basis.

- In relation to noise and air quality there are no localized adverse impacts after mitigation.
- There are substantial visual impacts after mitigation but they do not occur in the 4 census tracts that have higher representations of minority and/or low income populations. Other impacts generally occur along the entire corridor area and do not disproportionately impact these census tracts.
- An analysis of the displacement numbers does not show a disproportionate impact.
- Therefore, it was concluded that there are no disproportionate impacts to environmental justice populations.
- EPA accepted P&D's conclusion that if there are no disproportionate impacts at the census tract level, then there would not be disproportionate impacts at the block level.

II. Peer Review

- TCA is developing a list of peer review participants who will review the growth inducing impacts analysis. The intent is to have a diverse group of people.
- TCA will provide the agencies with the proposed list for review and comment.

III. Growth-related encroachments on Camp Pendleton.

- EPA asked whether the RMV plan, in particular the development bubbles, will have growth-related impacts to Camp Pendleton. [At the Collaborative meeting on 9/10, Larry Rannals said that Camp Pendleton has no concerns regarding encroachment except for Planning Area 8 which includes a proposal for 1,400 residential units, as well as some commercial space and a golf course. The Marines see the housing as an encroachment, as residents may object to the noise from existing training activities in the northern part of the base. Camp Pendleton has expressed this concern to RMV and to the County and hopes to have RMV change the location of these residential uses or substitute an industrial or commercial use that is more compatible with the existing training activities on the Base. If not, Camp Pendleton has asked that the County establish a requirement that homeowners sign an agreement that states they understand the existing noise and other conditions associated with the existing training on Camp Pendleton in the vicinity of these proposed residential uses.]
- Warren Sprague distributed a map showing the RMV development plan in relation to the SOCTIIP alternatives and to Camp Pendleton.
- EPA asked whether Camp Pendleton has plans to purchase a buffer on the northern side of the base. Warren is not aware of any plans to secure any land to be used as a buffer between the base and RMV. Macie Cleary-Milan explained that there is legislation that allows the Marines to form partnerships with government agencies and non-government organizations to purchase

buffers in order to deal with potential encroachment. [At the Collaborative meeting on 7/10, Larry Rannals reported that the Marine Corps has no plans to secure such a buffer on the northern part of the Base. Camp Pendleton has been working since January 2003 to put together a plan to purchase a buffer on the south side of Camp Pendleton to maintain a wildlife corridor, but no funding is yet available. He said that a willing seller is needed, and the Marine Corps has inferred that RMV is not interested in selling and that even if they were, the cost would likely be prohibitive.]

IV. Environmental impacts related to growth

- Warren Sprague said that impacts from growth-facilitating effects are included in the individual technical reports. The conclusion is that impacts related to growth-facilitating effects will remain in the RMV development bubbles.
- EPA suggested inclusion of a map indicating *where* growth-facilitating effects would occur. Warren said that this would actually necessitate 35 maps. Nova Blazej asked for a more specific description of the location of growth-facilitating effects, such as distance from the centerline of an alternative or a half-mile radius around an interchange.
- Regarding the potential for development pressure to encroach on open space or parks near interchanges, Warren Sprague explained RMV has put a lot of effort into its plan and is unlikely to come back and ask to put development in an area they have designated as open space.
- The discussion in the document needs to include:
 - The assumption of no development on RMV beyond what RMV is proposing
 - The ability of the study area to absorb the additional 7000 units (the difference between OCP2000 projections and the RMV proposal) outside the RMV
- There is no need to overlay the NCCP and SAMP on RMV because the bubbles already take these into account.
- It is impossible to do a level of analysis that doesn't match the level of data that is available.
- Warren Sprague is still working on Table 1.2.1.

V. Public Outreach Efforts

- Nova Blazej asked about targeted outreach for the scoping and initiation of the environmental process.
- There will be a section, "Comments and Coordination," in EIS/SEIR which describes outreach conducted for the SOCTIIP. TCA did all that was required to conduct outreach as part of the scoping process, including announcements in the newspapers.
- TCA has an office in San Clemente that has been conducting outreach, including attendance at local community meetings and development of a

mailing list. The input is general at this point, because the DEIS/EIR has not yet been prepared.

VI. Use of aggregated census tract data

- EPA, in its comment #10, asked why census tract data was aggregated.
- Warren Sprague explained that the goal was to look at the impact of the overall project on environmental justice populations in relation to their representation in the larger study area being served by the project. The intent was not to identify a specific group, but to assess whether a specific group might be disproportionately impacted.

ACTION ITEMS – July 9 (sidebars) and July 10 (Collaborative), 2003

	WHO	WHAT	Done
1	Smita Deshpande	Make a recommendation to TCA regarding which Caltrans projects are not relevant and can be removed from the cumulative effects list.	
2	USACE	Compile a list of known mitigation sites for all of southern Orange County, using data from special conditions associated with 404 permits, and provide this to TCA. The Army Corps will provide TCA with whatever information is available regarding mitigation for Ladera and Talega and other projects.	
3	Mary Ann Rondinella	Research requirements related to historic analysis of impacts with David Ortez and Brett Gainer.	
4	TCA	Send to Collaborative a list of peer review participants for the Socio-Economics report.	
5	FHWA	Send individual letters to Collaborative agencies requesting concurrence on elimination of the Cristianitos and Agricultural Fields variations from detailed analysis in the DEIS/EIR.	
6	Susan DeSaddi	Provide potential dates for LHS/RMP/Hydrology report sidebar to CDR. Louise Smart will confirm the date with interested agencies. Holding the meeting will depend on Army Corps' review of TCA written responses to their comments. (The date is August 11 – in Los Angeles) (Note: Date has been revised to September 11 th)	Done
7	Mary Ann Rondinella/ P&D	FHWA, with help from P&D, will check the alternatives recommended for carry-forward against the candidates for elimination in terms of 4(f) implications. The goal is to make sure the Collaborative is not eliminating an alternative from avoidance and minimization consideration for 4(f) purposes. Mary Ann Rondinella will email questions to TCA by July 21. FHWA will send an email to the Collaborative stating whether there is a problem eliminating one of the candidate alternatives from a 4(f) standpoint.	
8	TCA	Send Chris Keller, via email, the references to the RMP regarding indirect effects	
9	TCA	Revise the matrix of alternatives, grouping them by candidates for elimination and by carry-forward alternatives and prepare a list of the candidates, including bullet points on why each of the candidates was selected for potential elimination.	7-21-03
10	TCA	Provide information to the Collaborative on the listed species for the refined alternatives and cost for the refined alternatives.	

Collaborative Decisions/Agreements¹, July 9 and 10, 2003

1	Cumulative effects: The group agreed that if analysis shows that there is no contribution of an alternative to a potentially adverse cumulative impact on a resource, then that parameter will not be addressed in detail in the cumulative impacts analysis in the EIS/SEIR. Instead, there will be a list of parameters and a brief discussion and reference to the cumulative effects analysis in the technical reports. E.g., the document can say, "We looked at the cumulative impacts for all these resources, and determined there were no contributions to cumulative adverse cumulative impacts for a given parameter" and then refer back to the relevant technical report(s).
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¹ These are agreements reached during the meeting among those present. They do not represent agency concurrence. They are a basis for moving forward procedurally from one meeting to the next, and they are documented to help the group avoid backtracking.

2	Some Caltrans projects which have minimal impacts can be removed from the cumulative effects list of projects. Smita Deshpande will identify those. The EIS/SEIR will include an explanation of this.
3	The Cristianitos and Agricultural Fields Variations will be eliminated from detailed analysis in the DEIS/EIR.
4	The Collaborative accepted TCA's analysis that impacts due to bridge culverts and pilings do not change the ranking of alternatives based on acres of riparian ecosystems directly impacted (taking into account bridge landings).
5	The Collaborative accepted TCA's finding that the Extended Detention Basins do not impact sensitive habitat.
6	The Collaborative accepted TCA's method for determining cost effectiveness.
7	The Collaborative identified ten alternatives as candidates for elimination and identified the remainder as potential carry-forward alternatives (see Meeting Summary for details). Decisions regarding the elimination and/or substitution of alternatives will occur at the August 7 Collaborative meeting.
8	The Collaborative agreed to substitute the FEC-M and the FEC-W for the FEC alternative if the FEC alternative is eliminated.

Next Collaborative Meeting:

- A. The next Collaborative meeting will be held on Thursday, August 7, from 8:30 AM to 5:00 PM.
- B. The primary agenda item for this meeting will be decision making on the elimination of alternatives from detailed evaluation in the DEIS/SEIR.

**MEETING SUMMARY
SOCTIIP COLLABORATIVE
July 10, 2003**

In attendance:

FHWA: Maiser Khaled, Robert Cady, Mary Ann Rondinella,
Layne Patton (by phone)
Caltrans: Lisa Ramsey, Smita Deshpande, Arianne Glagola, Ryan Chamberlain,
Sylvia Vega
EPA: Nova Blazej, Steven John
USFWS: Jill Terp
USACE: Susan DeSaddi
TCA: Macie Cleary-Milan, Maria Levario, James Brown, Paul Bopp, Carollyn
Lobell (Nossaman)
Camp
Pendleton: Larry Rannals
Consultants:
CDR Associates: Louise Smart
Viewpoint West: Chris Keller (by phone)
P&D Environmental Services: Christine Huard-Spencer
Bonterra: Ann Johnston

Handouts

- Map, showing RMV planning areas (bubbles) in relation to SOCTIIP alternatives and Camp Pendleton
 - Two cartoons related to Camp Pendleton's environmental program
 - SOCTIIP Preliminary Environmental Impact Matrix
 - Revised SOCTIIP Preliminary Environmental Impact Matrix (sorted by impacts to Waters of the US)
 - Cumulative Impacts examples (SR46, 880, Lincoln Bypass)
 - Draft Summary, SOCTIIP Air Quality EPA/FHWA/TCA Discussion of EPA Comments, June 25, 2003
- II. Elimination of Agricultural Fields and Cristianitos Camp Pendleton Variations
- A. Jill Terp told the group that USFWS is agreeing to the elimination of the Agricultural Field and Cristianitos Camp Pendleton variations.
 - B. **Agreement: Since the other Collaborative agencies had already agreed at the June 26 meeting to elimination of these alternatives, these alternatives will be dropped from detailed analysis in the DEIS/EIR.**
 - C. FHWA will send an individual letter to each agency requesting concurrence on the elimination of these alternatives.

D. USFWS will have some accompanying commentary in its concurrence letter.

III. Other issues related to Camp Pendleton

A. TCA will be providing responses to comments on the Military Impacts report, including comments by the Army Corps which were read at the June 26 meeting. EPA and USFWS said they will comment on the Military Impacts response table.

B. Larry Rannals answered two questions from the Socio-Economics sidebar meeting of July 9.

1. EPA had asked whether the RMV plan, in particular the development bubbles, will have growth-related impacts to Camp Pendleton. Larry Rannals said that Camp Pendleton has no concerns regarding the Ranch's proposed development plan and request for a General Plan Amendment except for Planning Area 8 which includes a proposal for 1,400 residential units, as well as some commercial uses and a golf course. The Marines view the housing as an encroachment, as residents may object to the noise from existing training activities in the northern part of the base. Camp Pendleton has expressed this concern to RMV and to the County and hopes to have RMV change the location of these residential uses or substitute an industrial or commercial use that is more compatible with the existing training activities on the base. If not, Camp Pendleton has requested that the County establish a requirement that homeowners sign an agreement that states they understand the existing noise and other conditions associated with the existing training activities on Camp Pendleton in the vicinity of these proposed residential uses.

2. EPA had asked whether Camp Pendleton has plans to purchase a buffer on the northern side of the base. Larry Rannals responded that there is legislation that allows the Marines to form partnerships with government agencies and non-government organizations to purchase buffers in order to avoid potential encroachment issues. Larry Rannals reported that the Marine Corps has no plans to secure such a buffer on the northern side of the Base. Camp Pendleton has been working since January 2003 to put together a plan to purchase a buffer on the south side of Camp Pendleton to maintain a wildlife corridor, but no funding is yet available. He said that a willing seller is needed, and the Marine Corps has inferred that RMV is not interested in selling and that even if they were, the cost would likely be prohibitive.

IV. Parameters to be used for eliminating alternatives from detailed analysis in the DEIS/EIR

A. TCA affirmed with the Collaborative the overarching goal that the parameters used for the alternative elimination process will consist of existing information and that there are no expectations to produce new information. This

assumption is based on the discussion at the June 25-26 Collaborative meeting and the EPA/Army Corps proposal on parameters.

- B. The cost estimate for the Refined Alternatives has not yet been developed; however it is known that they will each cost less than \$800 million.
- C. TCA used as parameters the direct impacts to coastal sage scrub and the coastal California gnatcatcher, based on input from USFWS. The figures related to gnatcatchers refer to individuals. Surveys are 90% complete.
- D. Indirect impacts were based on (a) whether there would be water volumes (flows and velocities) that would result in substantial erosion or siltation and (b) impacts to water quality due to runoff.
- E. The Army Corps had asked about the impacts of culverts and pilings on waters of the U.S. and riparian ecosystems.
 - 1. TCA said that to be conservative, they considered culverts as a "take." TCA believes that the impacts due to culverts have been over-estimated.
 - 2. Paul Bopp presented an analysis related to pilings. He reviewed the bridge plan for each bridge location and identified the bent (area of support for the bridge), which in some cases is multiple columns. He calculated the landing area of the columns (usually 5-1/2 feet by 8-1/2 feet) and the underlying foundation (which tends to be bigger). He reported that the area of the bent landing and underlying foundation is small. He calculated the square meters of impact within the creek and converted this value to acres to determine the total acres of riparian ecosystem direct impacted by bridge pilings. He found that the numbers are insignificant in relation to the initial and ultimate direct impacts, and inclusion of the impacts due to bridge pilings does not change the rank order of the alternatives in terms of impacts to waters of the US and riparian ecosystem impacts. He noted that the fill where the bridge hits the ground has already been assumed in the footprint that was given to Dan Smith.
 - 3. The Collaborative accepted TCA's analysis that impacts due to bridge culverts and pilings do not change the ranking of alternatives based on acres of riparian ecosystems directly impacted (taking into account bridge landings).
- F. Paul Bopp discussed the Extended Detention Basin Areas (EDB areas).
 - 1. Paul reviewed alignment maps to determine which EDBs (or which parts of EDBs) are located in or out of the project footprint.
 - 2. For the Far East alternative, there is a total area of 11.8 acres of EDBs outside of the footprint. For the Central Corridor, the total is 9.92 acres.
 - 3. Paul then reviewed what habitat exists within the area of the EDB to determine habitat impact. For the Far East, the total impact was 0.06 acres. For the Central, the total was 0.00 acres.

4. Paul explained that the locations of the EDBs were not set until TCA had the locations of the sensitive habitats. Therefore the EDBs were located away from sensitive habitats.
 5. Paul confirmed his finding by cross-checking with the Glenn Lukos report.
 6. Paul confirmed that no EDB lies in Pacific pocket mouse habitat.
 7. **Agreement: The Collaborative accepted TCA's finding that the Extended Detention Basins do not impact sensitive habitats.**
- G. Macie Cleary-Milan reported on cost information.
1. Project cost effectiveness was determined by dividing the total project cost (which includes mitigation) by the total vehicle travel time savings per day, which results in a cost for each hour saved.
 2. **Agreement: The Collaborative accepted TCA's method for determining cost effectiveness.**
- H. Macie reported that Dan Smith was able to develop information on direct impacts to waters of the U.S. and riparian ecosystems for the Refined Alternatives. This information is included in the environmental matrix and will appear in the final NES report.

V. Discussion on Elimination of Alternatives

- A. Macie Cleary-Milan told the Collaborative that TCA, FHWA, and Caltrans are recommending the elimination of certain alternatives prior to the DEIS/SEIR, in particular the "shorts" that do not connect with I-5 and end at Ortega or Avenida Pico and the AIO which does not connect to I-5, based on the traffic parameters, without taking into consideration the residential impacts. She later clarified that although TCA was not trying to factor in the residential impacts at this point, they were factoring in the environmental impacts parameters.
- B. Jill Terp said that although the coastal sage scrub and the coastal California gnatcatcher are important to the USFWS, these should not be the only species parameters. Jill asked that the sensitive species be considered. Ann Johnston made the point that the parameters should only be endangered species. Jill agreed. The concern is to not eliminate so many alternatives that there is no alternative left that doesn't result in jeopardy situation for a listed species.
- C. Maiser Khaled said that FHWA believes that adequate alternatives would be left that would both address those concerns and lead to selection of a LEDPA.
- D. Steven John suggested a re-ordering of the matrix to allow the group to focus on relative impacts to waters of the U.S. and riparian ecosystems. This would enable the Collaborative to think in terms of low, medium, and high environmental impacts in conjunction with traffic benefits. Paul Bopp re-arranged the table for the Collaborative and removed the eliminated Camp Pendleton variations.

- E. It was clarified that neither 404 nor NEPA contemplates the inclusion of mitigation in the assessment of comparative environmental impacts.

VI. Identification of Candidate Alternatives for Elimination

- A. The Collaborative reviewed the Revised SOCTIIP Preliminary Environmental Impact Matrix and identified the following alternatives as *candidates* for elimination prior to the DEIS/SEIR. (Bulleted description of rationale is from TCA memo on "Candidates for Elimination." Additional notes on the alternatives (marked by *) are from the facilitator.

1. FEC – Far East Corridor Complete
 - Ranks highest in impacts to waters of the U.S. and riparian ecosystems (19/19).
 - Ranks highest in impacts to coastal sage scrub (19/19).
 - Ranks very high in impacts to coastal California gnatcatcher (18/19).
2. FEC-TV – Far East Corridor Talega Variation
 - Ranks high in impacts to waters of the U.S. and riparian ecosystems (17/19).
 - Ranks high in residential impacts (17/19).
 - Ranks very high in impacts to coastal California gnatcatcher (18/19).
 - Ranks moderately high in impacts to coastal sage scrub (14/19).
3. FEC-OHV - Far East Corridor Ortega Highway Variation
 - Provides only minor traffic congestion relief on I-5 when compared to the No Project Alternatives.
 - Not cost effective.
4. CC-OHV - Central Corridor Ortega Highway Variation
 - Provides only minor traffic congestion relief on I-5 when compared to the No Project Alternatives.
 - Not cost effective.
5. A7C-OHV - Alignment 7 Corridor Ortega Highway Variation
 - Provides only minor traffic congestion relief on I-5 when compared to the No Project Alternatives.
 - Not cost effective.
6. FEC-APV – Far East Corridor Avenida Pico Variation
 - Ranks very high in impacts to waters of the U.S. and riparian ecosystems (18/19).

- Provides only moderate traffic relief on I-5 when compared to the No Project Alternatives.
7. CC - Central Corridor Complete
 - Ranks high in impacts to waters of the U.S. and riparian ecosystems (15/19).
 - Ranks very high in impacts to residences (16/19).
 - Would result in adverse community disruption impacts in the City of San Clemente at the connector to I-5.

* This alternative provides a good transportation benefit; however the aquatic resources impacts and residential impacts are high, and it is presumed that this alternative will not receive community acceptance. The DEIS/SEIR needs to contain an explanation of the concerns related to takings of homes and businesses and the difficulty of connecting to I-5.

*FHWA/Caltrans voiced concerns about the operational impacts to I-5 with the current configuration.
 8. A7C-7SV - Alignment 7 Corridor Swing Variation
 - Ranks very high in project cost (17/19). Most costly of corridor alternatives.
 - Ranks high in residential impacts (15/19).
 - Would result in adverse community disruption impacts in the City of San Clemente at the connector to I-5
 9. A7C-FECV - Alignment 7 Corridor Far East Crossover Variation
 - Ranks high in impacts to waters of the U.S. and riparian ecosystems (16/19).
 - Ranks high in project cost (16/19).
 - Ranks highest in impacts to coastal California gnatcatcher (19/19).
 - Ranks very high in impacts to coastal sage scrub (18/19).
 10. AIP - Arterial Improvements Plus I-5 Improvements
 - This non-corridor alternative does not perform as well as the two other non-corridor alternatives when comparing impacts to natural resources as identified in the matrix.
 - Ranks very high in project cost (18/19).
 - Ranks highest in residential impacts (19/19).

*The AIP does not perform as well as the AIO and I-5 in relation to wetlands, residential impacts and coastal sage scrub; since the AIO and I-5 will be carried forward, the AIP became a candidate for elimination.

B. The Collaborative recommended that the following alternatives (including the three refinements with presentation of habitat data) be carried forward into the DEIS/SEIR.

1. FEC-M - Far East Corridor Modified
2. FEC-W - Far East Corridor West
3. A7C-FEC-M - Alignment 7 Corridor Far East Modified
4. A7C – Alignment 7 Corridor Complete
 - * Inclusion of this alternative in the DEIS/SEIR will provide an opportunity to elaborate in the document the problems associated with connecting to the I-5.
5. CC-ALPV – Central Corridor Avenida La Pata Variation
6. A7C-ALPV - Alignment 7 Corridor Avenida La Pata Variation
7. I-5 Widening Alternative– (* Although this alternative has a high level of residential impacts and is costly, some members of the Collaborative believe that inclusion of this alternative in the DEIS/SEIR will allow for a useful comparison. Also, the I-5 Widening alternative provides a high level of traffic benefit.)
8. AIO – Arterial Improvements Only
 - *It would be difficult to eliminate this alternative at this point because impacts to natural resources are lower than the other two non-corridor alternatives. The cost is high for the congestion relief that would be achieved. USFWS recommended keeping it in for comparison. Christine Huard-Spencer explained that construction of the AIO would be more extensive than what is designated in the MPAH improvements for Antonio/La Pata.)

C. Substitution of alternative refinements for original alternatives

1. TCA is proposing to substitute two of the eliminated alternatives (FEC and A7C-FEC) with refined alignments of those alternatives (FEC-M Far East Corridor Modified, FEC-W Far East Corridor West, and the A7C-FEC-M Alignment 7 Corridor Far East Modified).
2. The Collaborative agreed to consider eliminating the FEC and A7C-FEC alternatives based on the preliminary analysis that shows the refinements to be environmentally superior and more cost effective than these original alternatives.
3. **The Collaborative agreed to substitute the FEC-M and the FEC-W for the FEC alternative if the FEC alternative is eliminated.**
4. USFWS was not willing to accept the substitution of the A7V-FEC-W for the A7V-FEC at this point. USFWS first wants to review the biological information and to evaluate this alignment in relation to the proposed RMV development plan. In addition, since the goal from a regional planning perspective is to maintain larger chunks of habitat, USFWS is hesitant to substitute an alternative (A7C-FECW) that is less westerly than an alternative that is a candidate for elimination (A7C-FECV).

D. Next steps to make decisions regarding which alternatives should be eliminated prior to the DEIS/SEIR

1. FHWA, with help from P&D, will check the alternatives recommended for carry-forward against the candidates for elimination in terms of 4(f) implications. The goal is to make sure the Collaborative is not eliminating an alternative from avoidance and minimization consideration for 4(f) purposes. Mary Ann Rondinella will email questions to TCA by July 21. If alternatives placed on the list of candidates for elimination do not need to be kept from a 4(f) standpoint, they can continue as candidates for elimination. FHWA will send an email to the Collaborative stating whether there is a problem eliminating one of the candidate alternatives from a 4(f) standpoint. P&D provided a written memo to FHWA at the Collaborative meeting that summarizes the Section 4(f) information in a way that will allow FHWA to consider whether 4(f) impacts should be considered in the elimination of alternatives.
2. Additional information will be provided.
 - a. Listed species for the refined alternatives
 - b. Cost for the refined alternatives
 - c. Revision of the matrix, showing the candidates for elimination and the carry-forward alternatives
3. After the information has been received by the agencies, there will be an opportunity to discuss the information in a conference call, if needed.
4. The agenda for the August 7 Collaborative meeting will consist of decision making on eliminating alternatives.

VII. Indirect effects

- A. Macie suggested that the Collaborative hold a sidebar discussion about indirect effects, similar to the cumulative effects sidebar. It was suggested that this meeting could occur when the TCA receives comments from the Collaborative on the indirect effects memo that was prepared by Betty Dehoney and distributed to ACOE, EPA and USFWS. Susan DeSaddi indicated that she would review the memo and provide comments to TCA. There was discussion of when this conference call might occur, Collaborative members decided that a conference call could be held the last week of July.
- B. Susan DeSaddi indicated that she thought the Runoff Management Plan identified indirect effects only to waters of the U.S. She also stated that the indirect effects analysis should address effects to ecosystem integrity.
- C. It was agreed that analysis of indirect effects would factor more into the selection of the LEDPA than into alternatives elimination prior to the DEIS/SEIR. Susan DeSaddi reiterated the Army Corps disclaimer that if after eliminating alternatives prior to the DEIS/SEIR, information on indirect effects

changes the Army Corps view on the alternatives, such alternatives can be revisited.

VIII. NCCP/SAMP update

- A. Jill Terp reported that the Working Group meeting scheduled for July 7 was postponed. She said that the B1 alternative will be analyzed in terms of economics. Although B1 does not meet NCCP planning guidelines and does not have economic benefit, it will be described in the draft document for the NCCP. There is continuing discussion related to another alternative.
- B. The B4, B5, B6, and B8 alternatives are currently being considered for full analysis in the draft document, along with another alternative.
- C. The schedule for release of the DEIS for the NCCP is fall 2003. There will be a joint EIS/EIR for the NCCP, a joint EIS/EIR for the SAMP and SAA, and an EIR for general plan amendments and zoning change.
- D. The Army Corps is managing the SAMP process. USFWS will review the NCCP and SAMP (which are integrated). EPA will review the draft document once it has been published.
- E. The Collaborative said it will be beneficial to have a presentation and discussion on the range of alternatives for both the NCCP and SAMP when they are ready.

IX. Update on Air Quality Sidebar (June 25)

- A. Carollyn Lobell distributed her meeting notes on the Air Quality sidebar of June 25. These have not yet been reviewed by the other participants in that sidebar meeting.
- B. Nova Blazej said that most of EPA's issues were addressed in this sidebar. A few continue to be outstanding (re-entrainment of PM10 and air toxics). There are different views on these issues between EPA and FHWA. TCA will follow FHWA's guidance once there is a resolution between EPA and FHWA.

X. LHS/RMP/Hydrology Report sidebar plans

- A. TCA/P&D will prepare written responses to the Army Corps comments on the LHS/RMP/Hydrology reports. The Army Corps will review these responses and determine whether a sidebar meeting is needed.
- B. Susan DeSaddi will give potential dates for this sidebar to Louise Smart, who will then find out availability of TCA and Psomas [The date is August 11] and notify the agencies of the selected date. The meeting, if it occurs, will be held in Los Angeles.

XI. Traffic sidebar plans

A traffic sidebar meeting (which could be by conference call or could be held in Sacramento) will be scheduled for the third week of August.

XII. Next Collaborative meeting

- A. The next Collaborative meeting will be held on Thursday, August 7, from 8:30 AM to 5:00 PM.
- B. The primary agenda item for this meeting will be decision making on the elimination of alternatives from detailed evaluation in the DEIS/SEIR.

ACTION ITEMS – August 7, 2003

	WHO	WHAT	Done
1	TCA and Jill Terp	TCA: Send email to Jill Terp, laying out concept for a mitigation brainstorming session for early October, including: Army Corps, SAMP project manager, USFWS (Ken Corey), Orange County (Tim Neeley), NCCP (Rod Mead), RMV (Laura Eisenberg or Richard Broming), ERDC (Dan Smith). Jill will forward this to NCCP group and will discuss with Ken Corey.	
2	TCA	Provide a map to the Collaborative that identifies some of the initial candidate sites for mitigation that were discussed at the Collaborative meeting.	
3	USACE and EPA	Prepare additional language on how the alternatives evaluation process relates to the 404 process. Provide to TCA for inclusion in the new memo that explains the rationale for eliminating alternatives from DEIS/SEIR evaluation.	
4	TCA, P&D	Add footnotes to the Alternatives Elimination Matrix that explain the factors. Remove "hectares".	
5	TCA	Draft new text and circulate to Collaborative for comments and ultimate inclusion in DEIS section on "alternatives considered but eliminated" and in FHWA letter requesting concurrence.	
6	Stephen John	Review TCA's proposal for Peer Review of the Growth Inducing Analysis and provide feedback to TCA the week of August 11. Note verbal approval was given at the meeting.	8/7/03
7	Rob Thornton, Brett Gainer, TCA, FHWA	Discuss how to address the central corridor alternative(s) in the DEIS/SEIR. TCA will report on the attorneys' decision in an email to the Collaborative.	
8	EPA, USFWS, USACE	On Monday, August 11 at 2:00, discuss and decide on which central corridor alternative (CC or A7C) to include in the DEIS/SEIR (should one be carried forward after the decision of the attorneys) and report back to TCA. Delayed pending resolution of item 7.	
9	Macie Cleary-Milan	Take the agencies' schedule concerns under consideration, hold separate conversations with one or more agencies, and report the schedule decision to the Collaborative.	
10	FHWA, TCA, P&D	Hold a discussion on what is needed in order for FHWA to conduct its 4(f) check on the eliminated alternatives.	
11	Chris Keller	Call each agency about completion of comments that have not yet been sent to TCA.	
12	Chris Keller	Prepare a list of outstanding or conflicting issues. Circulate to the Collaborative in preparation for September Collab meeting.	
13	Louise Smart	Confirm Nova Blazej's availability for September 10/11 meeting.	
14	Louise Smart	Schedule and prepare agendas (in consultation with Collaborative members) for sidebars on: LHS/RMP/Hydrology, Indirect effects, traffic issues	

Collaborative Decisions/Agreements¹, August 7, 2003

1	<p>The Collaborative agencies supported Chris Keller's proposal for continuing her work as QA/QC manager:</p> <ol style="list-style-type: none"> 1. She will conduct preliminary review of the DEIS/SEIR by reviewing comments on the reports to make sure that all the substantive changes that are important to the agencies and relevant to the DEIS/SEIR are incorporated in the document. 2. She will be reviewing final technical reports to make sure agreed-to changes were made. 3. She will track the status of the comments and responses. She will report back to the Collaborative on unresolved or conflicting issues as reflected in the comment/response tables. 4. She will make some procedural and documentation recommendations ("housekeeping" issues).
2	<p>Agreement on documentation of decision to eliminate alternatives:</p> <ol style="list-style-type: none"> 1. As the Collaborative reaches agreement to eliminate any of the alternatives at the August 7 Collaborative meeting, members of the Collaborative may add to the bulleted list of the rationale for any/each one. 2. USACE and EPA will add language to this memo, to explain the relationship between this elimination process and the 404 process. 3. TCA will draft language to flesh out the bullets and will incorporate the USACE/EPA language in this new text. 4. The Collaborative agencies will have one week to review and comment on this text. 5. After the Collaborative agencies review and comment on this text, a final version of the text will become the text both for the DEIS/SEIR section on alternatives considered but eliminated and for the FHWA letter requesting concurrence from the Collaborative agencies.
3	<p>The Collaborative agreed to the use of 10% construction cost for an estimate of mitigation cost (for the alternatives comparison matrix) and agreed that a footnote should explain how this mitigation cost was estimated in the cost data.</p>
4	<p>The Collaborative agreed to add a new factor to the alternatives comparison matrix, labeled "community disruption" which would use "yes" or "no" as the comparative data. This factor will be defined in a footnote.</p>
5	<p>With the addition of the "community disruption" factor, the Collaborative agreed to the factors that appear in the alternatives comparison matrix.</p>
6	<p>The Collaborative agreed to eliminate ten alternatives from detailed evaluation in the DEIS/SEIR.</p>
7	<p>The alternatives which will be carried forward into the DEIS/SEIR are: FEC-W (initial and ultimate), FEC-M (initial and ultimate), A7C-FEC-W (initial and ultimate), CC-ALPV (initial and ultimate), A7C-ALPV (initial and ultimate), AIO, I-5, and No Project. The CC or the A7C <i>may</i> be carried forward.</p>
8	<p>The Collaborative approved TCA's proposal for peer review of the growth-inducing analysis.</p>

Next Collaborative Meeting: September 10-11, 2003. The agenda will consist of resolution of outstanding issues and further exploration of ideas for mitigation sites.

¹ These are agreements reached during the meeting among those present. They do not represent agency concurrence. They are a basis for moving forward procedurally from one meeting to the next, and they are documented to help the group avoid backtracking.

**MEETING SUMMARY
SOCTIIP COLLABORATIVE
August 7, 2003**

In attendance:

FHWA: Maiser Khaled, Robert Cady, Mary Ann Rondinella
Caltrans: Lisa Ramsey, Smita Deshpande, Ryan Chamberlain
EPA: Steven John, Mike Schultz
USFWS: Jill Terp (by phone)
USACE: Susan DeSaddi (by phone)
TCA: Macie Cleary-Milan, Maria Levario, James Brown, Paul Bopp, Terry Swindle
Carollyn Lobell, Rob Thornton, Karla MacCary (Nossaman)

Camp

Pendleton: Larry Rannals

Consultants:

CDR Associates: Louise Smart and Dan Adams
Viewpoint West: Chris Keller
P&D Environmental Services: Christine Huard-Spencer, Betty Dehoney
Earthworks: Margot Griswold

Handouts

- The Facts: TCA Environmental Programs
- Foothill/Eastern Toll Road Environmental Mitigation
- Siphon Reservoir Coastal Sage Scrub Site
- Hard copies of documents previously sent to the Collaborative:
 - Candidates for Elimination prior to the Draft EIS/SEIR
 - SOCTIIP Preliminary Environmental Impact Matrix (7/21/03)
 - Sensitive Wildlife Impacts by Alternative
 - Ultimate Impacts to Plant Species
 - Initial Impacts to Plant Species
 - Plant Community Impacts by Ultimate Project Alternative
 - Plant Community Impacts by Initial Project Alternative

I. Announcements

- A. Larry Rannals announced that he now has a new Deputy in the CPLO office, Major Mike Walker, who may become more involved in the SOCTIIP project in the future.
- B. The LHS/RMP/Hydrology sidebar meeting which had been scheduled for August 11 has been postponed.

II. Ground Rules suggested by the facilitator

- A. Participants should be at or come to the table to speak.
- B. Participants should speak loudly so those who are on the phone can hear.

- C. Any participant (including those on the phone) may request a caucus at any time.
- D. Participants should take care of themselves, including ensuring that they get a real break in addition to any small group discussion that typically occurs in breaks.
- E. If anyone misses, does not hear, or does not understand something, he/she should ask for it to be repeated.
- F. If anyone has a particular point he/she wants to make sure is documented in the meeting summary, he/she should request this and confirm the appropriate wording.

III. Quality Assurance/Quality Control Program

- A. Chris Keller expressed her desire for the QA/QC program to be responsive to the current needs of the project. The scope for the current contract was developed by FHWA, MCB-CP, Caltrans and TCA nine years ago, and since the project is moving into a new phase, the QA/QC role should be re-evaluated. Chris would like feedback from the agencies on what, if anything, they need from this program from this point forward.
- B. Chris provided a brief history of the QA/QC program. She was hired in 1994 to provide independent review and oversight and to report back to the agencies on products and procedures. The goal was to result in a complete and defensible EIS/EIR for the SOCTIIP project. Since inception of the QA/QC program, she has been keeping records. During Phase II of the SOCTIIP project, she has provided an independent review of the technical reports, has provided agencies information on historical comments, has been tracking which comments have been received and resolved, and has been identifying agency comments which conflict with another agency's comments. She has produced a status report, which tracks the status of comments and responses to comments.
- C. Chris described her vision for QA/QC services for the DEIS/SEIR phase of the Collaborative process:
 - 1. She will conduct preliminary review of the DEIS/SEIR by reviewing comments on the reports to ensure that all substantive changes that are important to the agencies are incorporated in the document.
 - 2. She will be reviewing final technical reports and tracking agency comments to verify that agreed-to changes were made.
 - 3. She will continue to track the status of the comment/response tables.
 - 4. She will report back to the Collaborative on unresolved or conflicting issues as reflected in the comment/response tables.
 - 5. She will make some procedural and documentation recommendations, which she described as "housekeeping" issues.
- D. **Agreement: The agencies supported Chris's proposal.** They were asked to comment on what had been useful to them in the QA/QC process:
 - 1. Steven John reported that Nova Blazej had told him that EPA is relying on Chris's work because of the volume of material. EPA

believes that Chris's independence is very important to the process. EPA relies on Chris' knowledge of historical information and her role in assuring that the comments are being tracked.

2. Susan DeSaddi agreed with EPA and added that Chris's participation has been extremely valuable and has helped keep the USACE accountable by assisting the USACE track what they have/have not done.
3. Jill Terp USFWS values Chris's historical knowledge of the project and past agency positions and comments, which has helped USFWS transition during personnel changes on this project. She said USFWS would support the continued participation of the QA/QC program.
4. Maiser Khaled explained that he had just recently become aware of and understood Chris's role and it seems useful. His view of quality control was that Chris would do a preliminary review of the environmental document prior to FHWA's review. Later discussion clarified that Chris's role is not to serve as a substitute reviewer/commenter for the agencies.
5. Larry Rannals has been part of the project since Chris's position began. He explained that the Marine Corps had originally requested this function, with the intention that should any alignment be selected which traverses Camp Pendleton property, the Marine Corps will use this EIS as the EIS for granting an easement through the base. Since there may be future law suits on this project, the Marine Corps wants the NEPA process to be as procedurally correct as possible. The intention is not for Chris to be another agency reviewer, but to serve as an independent body to ensure that the NEPA process is followed correctly. Larry said that the Marine Corps preference would be for Chris to continue her work through the Record of Decision, and at minimum, through the distribution of the DEIS/SEIR to the public. He acknowledged that since TCA is paying for the QA/QC program, the decision rests with TCA.
6. Smita Deshpande stated that Caltrans depends on Chris for her historical perspective and that Caltrans relies on Chris especially given the speed of documents coming through to produce the DEIS/SEIR. Caltrans especially appreciates the table of historical comments and the identification of what has/has not been resolved.
7. Chris Keller clarified that TCA had not suggested elimination of her position and that she had suggested that the Collaborative discuss her future role to help determine whether her services were still needed and to make sure her efforts were useful and meaningful.
8. Macie Cleary-Milan noted that Chris's contract started out at \$93,000 and has grown to approximately \$600,000. TCA has a fiduciary responsibility to review the contract. She clarified that TCA is not relying on Chris for legal defensibility; TCA has been sued eleven times, has prevailed eleven times, and relies on its own legal team to help TCA in the event of a lawsuit. However, TCA understands that

the agencies need to have someone to help them feel comfortable. Macie expressed her hope that the QA manager would be more actively involved in resolution of issues by identifying and reminding the agencies of what has been resolved so that issues are not revisited. She said that the intent of this position was not that Chris would review the documents for the agencies, but that the agencies could rely on her to review and help provide assurance on some selected reports that are of less relevance to individual agencies, so the agencies can focus on reports that are of particular interest to them.

9. Chris Keller reaffirmed her role in creating the historical record to ensure follow-through on decisions that have been made and also emphasized the need to go forward and not keep backtracking.

E. Discussion of Chris's role prompted discussion of the screencheck EIS process.

1. Mary Ann Rondinella said that Chris Keller had not reviewed the first screencheck document to determine whether previous comments have been addressed. FHWA is reviewing this screencheck draft and is finding it difficult to determine whether their comments have been incorporated. Mary Ann Rondinella said she would have liked to have FHWA's review expedited by having Chris do a preliminary review on the incorporation of technical review comments into the document.

This statement led to the following discussion:

- a. The agencies which made specific comments are in the best position to determine whether their comment was/was not addressed.
 - b. TCA has made considerable effort to compile the comments and prepare a response table. Also, all agencies agreed to the process for the first screencheck. The response table should be used by the agencies to verify that their comments have been included. Smita Deshpande pointed out that the comments/response tables were not complete when Caltrans and FHWA received the first screencheck document.
 - c. The technical report reviews need to be completed and comments given to TCA so the response tables can be finalized.
 - d. The screencheck document will not incorporate every comment, since the comments are specific to the technical reports and may not be relevant to text that is in the DEIS/SEIR. However, the screencheck document takes into account the comments that were made.
2. Chris Keller's role will be:
 - a. To point out any comment that was not addressed (rather than to pass judgment on the response)
 - b. To identify conflicting comments among the agencies

- c. To provide tracking of historical comments and whether they have been addressed
- 3. When the agencies get the preliminary DEIS/SEIR, their review will be easier if the process of comments/responses/issue-resolution on the technical reports has been completed.
- 4. Maiser Khaled said that FHWA's role is to ensure that a document complies with NEPA requirements, not to do QA/QC review of documents. FHWA holds TCA and Caltrans responsible to ensure that QA/QC is done. FHWA will use its attorneys to ensure that NEPA procedures have been appropriately followed.
- 5. Mike Schultz of EPA said this was a classic discussion that occurs when there is an ambitious schedule, and he described EPA's review process:
 - d. EPA does a review of the mechanics (are all the pieces there, has the process been followed, are comments responded to)
 - e. EPA then looks at the document from a substantive standpoint. He said that the more correct the document is from a mechanical standpoint, the easier it is for EPA to consider it from a substantive standpoint.
- 6. Ryan Chamberlain suggested that the agencies' review of the DEIS/SEIR would be facilitated if the comment/response tables reference the page where the comment is reflected in the document. Chris Keller agreed that this would help.
- 7. Christine-Huard Spencer expressed concern with the enormous level of effort and amount of time it would take to go back and annotate the response charts with the page numbers in the revised documents. She also explained why comments on the technical reports are not always directly linked to the screencheck EIS text:
 - a. Many of the comments pertain to specific language in the technical reports and not necessarily to language in the DEIS/SEIR.
 - b. The original screencheck document that has been given to FHWA and Caltrans preceded many of the comments and responses. As comments are received, they are being incorporated in the technical reports.
 - c. The expectation is that the agencies will read the entire DEIS/SEIR document and not just look for specific places where their comments were addressed. Ryan Chamberlain (Caltrans) said that they do review the document page by page, and that his suggestion was to facilitate quality assurance and make sure that comments don't fall through the cracks.
- 8. Macie Cleary-Milan said that *if* the agencies believe that page references that link the comments/responses to specific pages in the screencheck document would be *extremely* valuable, then TCA will do this, but she doesn't want to spend the time and effort if it is not

extremely valuable. No Collaborative agencies indicated that this level of effort was necessary.

9. Chris Keller stated that the group should be realistic about what she can do.
10. Final technical reports will be available when the preliminary draft of the DEIS/SEIR document is ready for the Collaborative's review.

III. **Mitigation - TCA's Past Experience and Present Opportunity**

- A. In response to a request from the facilitator to have TCA provide some information about mitigation, TCA arranged a presentation about their mitigation on past projects and to discuss current mitigation ideas for the Foothill South project as part of context-setting for the elimination of alternatives. Macie Cleary-Milan invited Margot Griswold of Earthworks to describe TCA's past mitigation efforts. Macie emphasized TCA's commitment to providing mitigation and their commitment to follow-up on all mitigation measures to ensure they are effectively implemented.
- B. Margot Griswold presented slides that illustrated the various mitigation projects that the TCA has undertaken. The slides illustrated the changes from bare ground to mature vegetation. One of the approaches is to gain a sense of the original vegetation of the site to inform decisions on restoration. Margot stated that the TCA is very receptive to her ideas related to mitigation and also highlighted the aspects of some of the more successful mitigation sites, e.g., Bonita Canyon.
- C. TCA owns the Upper Chiquita Canyon Conservation Easement. There is an opportunity for early mitigation because they own the area. Macie and Margot discussed TCA's vision for this area, which is targeting: coastal sage scrub, oak woodlands, sensitive plants, drainages, and native grasses as possible mitigation for the FTC-S. TCA will be discussing and exploring ideas for early mitigation with the USFWS.
- D. Macie and Margot reviewed some of TCA's current mitigation ideas:
 1. TCA has begun discussion with USFWS regarding restoration for other species besides coastal sage scrub.
 2. The area south of Tesoro High School will offer riparian, marsh, meadow, and adjacent upland areas mitigation opportunities.
 3. The shifting of the FEC alignment to accommodate the wetland provides the potential for wildlife connection to Upper Chiquita.
 4. TCA's process is to look for sites that make sense for the project and that will work on a regional basis. For wetland sites, it is necessary to find sites that have water.
 5. Cañada Gobernadora has great potential for restoration and enhancement. This will be an entire system restoration and is regionally near some of the alternatives. Macie said that TCA has talked with RMV about the Tesoro and Cañada Gobernadora site.
- E. Macie explained her view that the Collaborative process may challenge the traditional thought process related to mitigation. She requested that the Collaborative agencies consider other areas where the agencies would like

TCA to review the potential for mitigation. TCA wants to have a dialogue about mitigation and is willing to consider and conduct research on sites proposed by the resource agencies to determine if restoration/revegetation is feasible at those locations.

1. Jill Terp asked whether TCA would consider acquisition, and Macie affirmed that acquisition could be considered. Jill said it is unclear whether RMV will need to acquire additional property for mitigation or whether RMV will propose restoration on property that they own.
2. Jill reported that there are other mitigation sites that have been less successful than TCA's. She is not sure whether TCA should use these as mitigation opportunities or whether the given agency that initiated them should do something. She mentioned San Juan Capistrano and some county park areas.
3. Jill explained that USFWS has been looking at the RMV property and has not considered other potential sites and will need some time to give thought to other sites, including strategic acquisitions to improve linkages and connections. She recommended the inclusion of some of the NCCP group in discussion of potential mitigation for this project.
4. Susan DeSaddi echoed this idea and said she would encourage creating a forum for dialogue between the Collaborative and selected individuals from the NCCP/SAMP process.
5. Jill explained that USFWS will be occupied with the internal Section 7 consultation on the Riverside project and she will not be able to take an active role in any SOCTIIP related efforts or discussion of mitigation for SOCTIIP until after September.
6. TCA's mitigation plans need to take into account the NCCP and SAMP plans and the RMV mitigation plans. The Collaborative recommended that TCA discuss mitigation with those who are working on the NCCP/SAMP and RMV. TCA will send an email to Jill Terp, laying out the concept for a mitigation brainstorming session for early October, including: Army Corps, SAMP project manager, USFWS (Ken Corey), Orange County (Tim Neely), NCCP (Rod Meade), RMV (Laura Eisenberg or Richard Broming), ERDC (Dan Smith), and CDFG. Jill will forward this to the NCCP group and will discuss it with Ken Corey. The possibility of having the meeting at a planned NCCP meeting was mentioned..

Mary Ann Rondinella said that since this discussion will be held prior to circulation of the DEIS/SEIR and with people outside of the Collaborative, it will be important to convey three critical points:

- a. That all alternatives are receiving equal consideration
- b. That TCA is still looking at avoidance and minimization first, before making decisions which include mitigation
- c. That TCA is looking at the whole context of SOCTIIP.

7. Susan DeSaddi stated that as the Collaborative begins to look at various sites for compensatory mitigation (after attempting avoidance and minimization), it will be important to not lose sight of the functional assessment work that has been done. She added that mitigation should address replacement of functional losses, not just acreage.
8. Jill Terp agreed that USFWS is also concerned about replacement of functional losses and that TCA should consider replacement ratios greater than 1:1 on smaller projects and as a means to compensate for temporal loss. She said that ratios can be reduced when mitigation is implemented ahead of impacts. USFWS would like higher offsets than are described in the NES. CDFG has been asking for higher ratios than 1:1.
9. The Collaborative will continue to discuss potential mitigation sites and opportunities in future Collaborative meetings.
10. TCA will provide a map of potential candidate mitigation sites that were discussed at the meeting.

IV. **Elimination of Alternatives from Detailed Evaluation in the DEIS/SEIR**

A. The Collaborative briefly discussed the process for making decisions on eliminating specific alternatives:

1. Susan DeSaddi expressed appreciation for TCA's memo, "Candidates for Elimination Prior to the Draft EIS/SEIR" (July 2003), which provides a bulleted, summary rationale for elimination of candidate alternatives. She said that documentation of the continuing process and rationale for decision making on alternatives is very important for the record.. This memo plus the matrix will be the basis for the text in the DEIS/SEIR regarding the elimination of alternatives. Susan said that the Army Corps would like the opportunity to add some text to this document describing how this process relates to Section 404. EPA will participate in this.
2. Mary Ann Rondinella said that the EIS will need a more robust discussion than the bulleted list in this memo. She recommended that the section of the DEIS/SEIR on eliminated alternatives should build on the information in the memo and provide additional detail. For example, it should include an explanation of the factors that were used, such as what does "cost-effectiveness" mean? The factors in the bullets and the matrix should be turned into text.
3. **The Collaborative made the following decision regarding documentation of the decision to eliminate alternatives:**
 - a. **As the Collaborative reaches agreement to eliminate any of the alternatives at the August 7 Collaborative meeting, members of the Collaborative may add to the bulleted list of the rationale for any/each one.**

- b. **USACE and EPA will add language to this memo, to explain the relationship between this elimination process and the 404 process.**
 - c. **TCA will draft language to flesh out the bullets and will incorporate the USACE/EPA language in this new text.**
 - d. **The Collaborative agencies will have one week to review and comment on this text.** (USFWS may or may not be able to review it. If USFWS is unable to conduct this review, USFWS is willing to defer to the other agencies' review and comments.)
 - e. **After the Collaborative agencies review and comment on this text, a final version of the text will become the text both for the DEIS/SEIR section on "alternatives considered but eliminated" and for the FHWA letter requesting concurrence from the Collaborative agencies.**
- B. The Collaborative discussed the factors that were applied to the comparison of alternatives:
1. The factors do not have specific "thresholds." Rather, the data itself provides a basis for comparison, in which the reader can assess relatively high, medium, or low impacts.
 2. Numbers for the bird species on the "Sensitive Wildlife Impacts by Alternative" chart will be conservatively assumed to represent pairs.
 3. The "cost" factor includes construction cost and an assumed mitigation cost at 10% of construction cost. This is TCA's best estimate of mitigation costs, based on past experience. Rob Thornton explained that this estimate is in no way intended to prejudice permit conditions; it does not imply that the agencies accept these as the mitigation costs for the project. **The Collaborative agreed to the use of 10% construction cost for an estimate of mitigation cost and agreed that a footnote should explain how this mitigation cost was estimated in the cost data.**
 4. Steven John said that the factor relating to impacts to residences does not capture the concern about the Central alternatives which would necessitate significant reconfiguring of the San Clemente area surrounding the interchanges on I-5. **The Collaborative agreed to add a new factor to the alternatives comparison matrix, labeled "community disruption" which would use "yes" or "no" as the comparative data. This factor will be defined in a footnote.** Mary Ann Rondinella suggested that the "yes" or "no" relate to a specific question, such as, "Does the alternative physically divide a community or so adversely impact it to disrupt cohesion?" and that TCA use language in the Socio-Economic report to frame this question.
 5. **With the addition of the "community disruption" factor, the Collaborative agreed to the factors that appear in the alternatives comparison matrix.** Footnotes will be added to explain the factors used in the matrix.

- C. The Collaborative discussed the alternatives for elimination candidate list to ascertain for each alternative whether there was any objection to eliminating the given alternative. If there was no objection or request for further discussion, the candidate would be dropped from detailed evaluation in the DEIS/SEIR. The results of this process were:
1. **The Collaborative agreed to eliminate:**
 - a. **The FEC Alternatives (initial and ultimate) and to substitute the FEC-W and FEC-M refined alternatives for these alternatives.**
 - b. **The FEC-APV Alternatives (initial and ultimate)**
 - c. **The FEC-TV Alternatives (initial and ultimate)**
 - d. **The A7C-FECV Alternatives (initial and ultimate) and to substitute the A7-FEC-W refined alternatives for these alternatives.**
 - e. **The CC-OHV Alternatives (initial and ultimate)**
 - f. **The A7C-7SV Alternatives (initial and ultimate)**
 - g. **The A7C-OHV Alternatives (initial and ultimate)**
 - h. **The FEC-OHV Alternatives (initial and ultimate)**
 2. At the request of Jill Terp, the Collaborative identified for further discussion the CC Alternatives (to be discussed in conjunction with the A7C Alternatives) and the AIP Alternative.
- D. The Collaborative discussed the inclusion of one of the Central Corridor alternatives (the CC or the A7C):
1. Stephen John presented the resource agencies' position that there is value from a NEPA/404 process perspective to include one of the Central Corridor alternatives for detailed evaluation in the DEIS/SEIR. This would provide an appropriate range of alternatives, including one that is distinctively different from the others, in the mix of evaluated alternatives. Stephen John said that he did not believe that EPA would concur with the elimination of all the central alternatives from detailed evaluation in the DEIS/SEIR.
 2. Susan DeSaddi reported that when she presented the alternatives to management at USACE, it was with the understanding that at least one of the central corridor alignments would be retained in the DEIS/SEIR to provide a balance in the range of alternatives being evaluated.
 3. Jill Terp reminded the group that the central corridor alternatives were brought forward from Phase I because of USFWS concerns about impacts of the Camp Pendleton alternatives on natural resources. Given the lower natural resource impacts of the central corridor alternatives compared to the far east corridor alternatives, USFWS would be concerned about not evaluating one of the central corridor alternatives in the DEIS/SEIR for the purpose of comparison.
 4. Maiser Khaled stated FHWA's position that neither of the central corridor alternatives should be carried forward because they are not reasonable or feasible. He explained that since there are no federal

funds in this project, FHWA's principal role is related to the effect of the project on the operations of I-5. Therefore, any decision made by FHWA will have to take into account the implications for traffic and operations on I-5. The central corridor alternatives have unmitigatable adverse impacts where they connect to I-5 from a safety and operations standpoint and therefore are not feasible. FHWA has evaluated the possibility of reconfiguration of a central corridor connection to I-5 and has determined that such reconfiguration to make the connections operationally feasible would destroy a large part of San Clemente, would have adverse impacts on the connections north and south of the interchange, and would entail huge cost. Even without a viable I-5 connection, the alternatives with a central corridor connection already have a prohibitively high socio-economic impact in terms of residential property takings. The property takings would be considerably higher if the I-5 interchange was to be built to acceptable standards. FHWA holds that an alternative that is not feasible should not be carried forward into the DEIS. Maiser said that the elimination of this alternative could be explained in the DEIS section on the alternatives that were eliminated.

5. Stephen John expressed concern that the public will not read that section of the DEIS/SEIR. The public will look at the alternatives that are carried forward and will miss the opportunity to compare the central corridor alternatives with the remaining alternatives.
6. Christine Huard-Spencer suggested that the section of the document that compares the carry-forward alternatives could begin with an explanation that the study examined a large range of alternatives and that certain ones were eliminated and why they were eliminated. This could set the context for those that were carried forward.
7. Rob Thornton provided a legal perspective. He said that there is no bright line in the court cases about what is a reasonable alternative, what is a reasonable range of alternatives, and what is feasible. The courts have had different, non-consistent rulings. There is a seminal NEPA case in which the judge held that an agency is not excused from analyzing an alternative just because the agency does not have the authority to implement the alternative. He acknowledged the points of view of both the resource agencies and FHWA. He stated that a central corridor alternative would provide a stark contrast to the San Onofre alignments. In his judgment, from a NEPA standpoint it makes sense to include one of the central corridor alternatives for the purpose of comparison and to demonstrate to the public that the study did look at different alternatives. Inclusion of one of the central corridor alternatives can illustrate all the problems associated with the central corridor options.
8. Maiser told the group that FHWA's attorney holds a completely different legal view and has said that the agencies should not

deceive/mislead the public into thinking that an alternative might be under consideration. In Maiser's judgment, inclusion of the alternative with its unmitigatable impacts on I-5 in the DEIS/SEIR would be misleading. Rob Thornton commented that there has never been a case where an EIS was rejected because too many alternatives were evaluated, and inclusion of the alternative is not misleading because the impacts will be disclosed.

9. TCA explained that it would be very costly to redesign the connection between the central corridor alternatives and the I-5. Both central corridor alternatives already involve a large number of residential property takings.
10. The FHWA and TCA attorneys will talk about how to address the central corridor alternative(s) in the DEIS/SEIR. TCA will send out an email to the Collaborative, reporting on their decision. The Army Corps attorney is available to discuss this if needed.
11. On Monday, August 11 at 2:00, EPA, USFWS, and USACE will discuss, via telephone, and decide on which central corridor alternative (CC or A7C) to include in the DEIS/SEIR (should one be carried forward after the decision of the attorneys) and report back to TCA. The issue to be addressed is that the A7C has lower impacts on the wetlands and waters of the US than the CC, while the CC has lower impacts on coastal sage scrub and coastal California gnatcatchers than the A7C. *[Note this has been delayed because discussions between FHWA and TCA about the central connection alternatives are still ongoing.]*

E. The Collaborative discussed the AIP alternative.

1. Jill Terp had requested further discussion on the AIP alternative.
2. It was explained that since the AIO alternative and the I-5 widening alternative will be carried forward, the DEIS/SEIR will provide evaluation of the components of the AIP. In addition, the AIP has the highest cost and the highest residential impacts of the alternatives.
3. **The Collaborative agreed to eliminate the AIP alternative from detailed evaluation in the DEIS/SEIR.**

F. **The Collaborative agreed that the alternatives which will be carried forward into the DEIS/SEIR are: FEC-W (initial and ultimate), FEC-M (initial and ultimate), A7C-FEC-W (initial and ultimate), CC-ALPV (initial and ultimate), A7C-ALPV (initial and ultimate), AIO, I-5, and No Project. The CC or the A7C may be carried forward.**

V. **Peer Review of the Growth Inducing Analysis**

A. Carollyn Lobell summarized TCA's plans for peer review of the growth inducing analysis section of the Socio-Economics technical report. TCA considered two key issues in developing its plan:

1. What is the appropriate framing of the question? TCA will ask the reviewers to consider: Is the analysis (approach, assumptions, analysis, and conclusions) reasonable?

2. Who should be the reviewers? TCA tried to identify reviewers who have a broad perspective and possess familiarity and knowledge based on professional experience.
- B. Steven John suggested that a representative from SCAG be included.
- C. Chris Keller suggested Dr. Jun Onaka as a potential reviewer. However, it was decided that this would not be appropriate because he will be working as a subconsultant to P&D and thus may not be perceived as independent.
- D. Mike Schultz told TCA that the Los Angeles Economic Development Corporation might be able to provide interesting perspective on the economic effects of the project.
- E. Macie said that the reviewers will be given approximately one month to review the growth-inducing analysis. The intent is for the reviewers to focus on the overall analysis, not to make editorial comments.
- F. **The Collaborative approved TCA's proposal for peer review of the growth-inducing analysis.**

VI. **Update on LHS/RMP/Hydrology sidebar**

- A. The LHS/RMP/Hydrology sidebar set for August 11 was postponed due to a medical situation for a key consultant.
- B. Susan DeSaddi reported that she has asked the Army Corps hydrologist to frame questions and issues for this meeting.
- C. Susan will identify potential dates that will work for the Army Corps, send them to Louise, who will forward them to P&D so that Psomas can indicate their availability. The selected date will be announced to the Collaborative so that the agencies can participate in the meeting, in person or by telephone.
- D. After the LHS/RMP/Hydrology sidebar has occurred, a separate sidebar meeting on indirect effects will be held.

VII. **Schedule for Preliminary DEIS/SEIR Review**

- A. Macie Cleary-Milan listened to the concerns expressed by the agencies about the schedule for review of the DEIS/SEIR. She explained that she is under a lot of pressure to meet the schedule that is currently in place. In order to potentially extend the circulation date, Macie would need to have a firm date to circulate the draft EIS/SEIR. The Collaborative would have to commit to a reasonable date and hold to that commitment.
 1. FHWA and the other agencies would like to have completion of comments and responses and resolution of outstanding issues prior to preliminary review of the DEIS/SEIR.
 2. USFWS will be occupied with Section 7 consultation on the Riverside project during the month of September. This is scheduled to be completed September 15; however, there may be delays, and Jill Terp's responsibilities related to Riverside occur at the end of this process.
 3. Caltrans said that they would need 45 days to review the DEIS/SEIR because it must be reviewed by Caltrans headquarters and legal counsel following review by District 12.

4. Macie said that a revised date for public circulation of the DEIS/SEIR would need to be accompanied by assurances that the agencies would adhere to that date and that there would not be any additional schedule slippage.
5. A suggestion was made of a schedule as follows:
 - a. October 1 to October 30 – 30 days for agency review of the preliminary DEIS/SEIR (Caltrans said that the schedule needs to take into account Caltrans request for 45-day review to accommodate Caltrans headquarters' review. [Note: There was **no discussion of the exact steps and procedure for Caltrans' two-step review process.**])
 - b. October 31-November 15 – 15 days for TCA revision of the draft
 - c. November 15-November 30 – Final review by Camp Pendleton and FHWA (**and Caltrans, per Maiser Khaled statement at the meeting**).
 - d. December 1 – public circulation of the DEIS/SEIR
6. Macie will take the schedule concerns under consideration, hold separate conversations with one or more agencies, and report the schedule decision to the Collaborative.

VIII. **Status Report on Comments/Responses**

- A. Chris Keller referred the Collaborative to the most recent Status Report on Comments/Responses, which indicates where the agencies are in the process regarding each technical report. She said that she will update the Status Report every two weeks.
- B. Chris noted that to achieve the goal of having a single review of the preliminary DEIS/SEIR by the agencies, it is critical for the agencies to have all their comments completed and responded to and all the issues resolved as soon as possible.
- C. Chris Keller will call each agency about completion of comments that have not yet been sent to TCA.

IX. **4(f) Review of Alternatives**

- A. Mary Ann Rondinella reported that FHWA has not yet done its review of the alternatives which were candidates for elimination, to see if there are any 4(f) concerns and to determine whether the elimination of any of them should be reconsidered due to 4(f) implications.
- B. She said that FHWA has not received a complete 4(f) evaluation and has been trying to compile information, using placeholders for historic properties.
- C. Christine Huard-Spencer explained that because of the phased process for addressing cultural resources, the DEIS/SEIR text has some information on historic properties that was not integrated into the 4(f) evaluation. P&D has yet to receive comments on the cultural resources technical report from some of the agencies.

D. FHWA, TCA, and P&D will hold a sidebar discussion on what is needed. The question for discussion will be: What does FHWA need in order to conduct its 4(f) check on the eliminated alternatives?

X. **September SOCTIIP Collaborative Meeting**

A. The next meeting will be September 10 and 11 (new dates).

B. The agenda for the meeting will be the resolution of outstanding issues. Chris Keller will call all the agencies which still owe comments and will prepare a list of issues that the agencies identify as outstanding.

XI. **Documentation**

Chris Keller requested that all SOCTIIP documents including meeting notes include a header or footer which labels the document and provides information on who prepared it, its date, whether the document is for internal purposes only, and whether it is a final product.

XII. **Meeting Summary of June 25-26**

Louise Smart asked the Collaborative to review the draft meeting summary from the June 25-26 Collaborative meeting to ensure that it sufficiently captures their discussion.

ACTION ITEMS – September 11, 2003

	WHO	WHAT	Done
1	John Long	John Long will incorporate the new tables and the discussion at this meeting into his memo on induced travel demand. This will be distributed to the Collaborative. He will also prepare a memo that addresses the uncertainty of the model.	
2	Nova Blazej and Chris Keller	EPA will update Chris Keller on the disposition of EPA's list of traffic issues.	
3	EPA	EPA will review socio-economics comments and identify any outstanding issues.	

Collaborative Decisions/Agreements¹, September 11 2003

1	The Central Corridor alternative will be included for detailed analysis in the DEIS/SEIR is the CC, based on discussions between EPA and USACE. The A7C has been eliminated.
2	TCA proposed, and the Collaborative agreed, that discussion of the practicability and feasibility of all of the alternatives will occur <u>after</u> the DEIS/SEIR is released to the public.

Next Collaborative Meeting: October 1 and 2, 2003. The topics will be outstanding issues. [PLEASE NOTE: The October 1 and 2 meeting was cancelled. Instead, a conference call was held on the morning of October 2.]

¹ These are agreements reached during the meeting among those present. They do not represent agency concurrence. They are a basis for moving forward procedurally from one meeting to the next, and they are documented to help the group avoid backtracking.

**MEETING SUMMARY
SOCTIIP COLLABORATIVE
September 11, 2003**

In attendance (* indicates this person participated by telephone)

FHWA: Maiser Khaled, Robert Cady, Mary Ann Rondinella, Mahfoud Licha,
Jean Masur*, Bob O-Loughlin*

Caltrans: Lisa Ramsey, Smita Deshpande, Arianne Glagola, Ryan Chamberlain
Majid Ghaboosi, C.T. Bathala, Hector Salas, Duyet Do, Firooz Hamedani,
Joe El-Harake,

EPA: Nova Blazej*, Steven John*, Mike Schulz, Mark Brucker*, Roger Gorham*

USFWS: Jill Terp*

USACE: Susan DeSaddi, Kerry Casey

TCA: Macie Cleary-Milan, Maria Levario, Paul Bopp, Terry Swindle
Carollyn Lobell (Nossaman)

Camp

Pendleton: Larry Rannals, Bob Taylor

OCTA: Ron Taira

Consultants:

CDR Associates: Louise Smart

Viewpoint West: Chris Keller*

P&D Environmental Services: Christine Huard-Spencer, Michael Benner,
Betty Dehoney

BonTerra: Ann Johnson, RBF: Scott Taylor

Psomas: Novin Reshedi, Soorgul Wardak, Marcy Rockwell, Alex Meñez

Austin-Foust: Kendall Elmer, DKS Associates: John Long

Handouts

- Table 2a. Change in VMT and VHT with and without distribution feedback loops, using SCSAM and OCTAM3.1.
- Cinco Cities Letter on their Peer Review of the Traffic Report.

I. **Announcements**

- A. Macie Cleary-Milan, Maria Levario, Christine Huard-Spencer, Ann Johnston, and a few other women who have been part of the SOCTIIP consultant team participated in the Avon Two-Day Breast-Cancer Walk.
- B. Mary Ann Rondinella will begin a new job for FHWA in Colorado in early November.
- C. Chris Keller will be out of the country (Prague, Croatia) from September 21 to October 8.
- D. FHWA-California division will be moving the weekend of October 18.

II. Decision on Central Corridor alternative

- A. Macie told the group that FHWA and TCA have agreed on the inclusion of one of the Central Corridor alternatives for detailed analysis in the DEIS/SEIR for comparison and disclosure purposes. Discussion in the document will include a statement that this alternative will have adverse unmitigable impacts and a description of what else would have to be done to make this alternative function with the I-5 interchange. Maiser Khaled said that FHWA had been reluctant to include this alternative. Because of its extreme impacts on the community and on the operations of I-5 at the interchange, FHWA deems the alternative infeasible and unreasonable. However, FHWA regulations allow for an unreasonable alternative to remain in the document if a resource agency or the public insists on including that alternative, so long as the impacts are disclosed in the document. Therefore, FHWA is agreeing to the inclusion of this alternative for comparison, with the understanding that the full impacts on I-5 will be discussed in the document. Discussions are still underway between TCA and FHWA about how to convey the shortcomings of the alternative in the document. Maiser said that FHWA hopes that this alternative will not be selected as the LEDPA. Steven John expressed appreciation for the efforts taken by TCA/FHWA to discuss the inclusion of a Central Corridor alternative in the DEIS/SEIR.
- B. The Collaborative agreed that the Central Corridor alternative that will be included for detailed evaluation in the DEIS/SEIR is the CC, based on discussions between EPA and USACE. The A7C has been eliminated.**
- C. TCA proposed, and the Collaborative agreed, that discussion of the practicability and feasibility of all of the alternatives will occur after the DEIS/SEIR is released to the public.**
- D. There will be two FHWA letters requesting concurrence for the elimination of alternatives from detailed evaluation in the DEIS/SEIR.
1. FHWA sent a letter to the agencies on September 10, regarding the two Camp Pendleton variations.
 2. The other letter will address all the other alternatives recommended by the Collaborative for elimination. TCA is drafting an attachment to this letter, describing the rationale for elimination. This draft will be circulated the week of September 15 to the Collaborative for comments, including USACE review for justification that is congruent with the 404 process.

III. Location Hydraulic Study/Run-Off Management Plan/Hydrology Report

- A. Hydrology Report. Novin Reshedi of Psomas explained that the Hydrology Report is a supporting document and provides baseline data that is used in the Location Hydraulic Study and the Run-Off Management Plan. The

hydrology study is a regional study which covers six major watersheds and spans three different counties. The Orange County Hydrology Manual and Addendum #1 form the basis for the procedure that was used for the regional hydrologic analysis.

1. Kerry Casey said that he had reviewed all the reports, that they are technically sound, and that he had just a few questions on the details.
2. Questions from the Collaborative:
 - a. Since there have been some slight modifications to the Orange County method, will Orange County approve the discharges? Answer: Psomas used parameters from the Orange County manual. Orange County will not normally "approve" the discharges. There is no one uniform method that can be applied over the whole area. Psomas has confidence that their method is acceptable. Macie explained that TCA and the consultant have communicated with Orange County throughout this process. Kerry Casey said that the approach taken by Psomas is similar to what the Army Corps would have done and that if TCA has confidence that Orange County will accept this, the Army Corps is satisfied. He suggested that TCA provide the report to Orange County and get their acceptance.
 - b. Why does Psomas believe that their estimation regarding sedimentation without the project is underestimated? Answer: The results are based on local data, using gauge data. When calibrated data is used, it shows underestimated value for low-frequency rainfall. Psomas has taken a conservative approach. Kerry Casey explained that, based on Army Corps experience, for more frequent events, a sediment transport change in discharge of 10% is not a big difference in terms of impact.

B. Location Hydraulics Study (LHS). Alex Meñez of Psomas explained that the objective of the LHS is to assess impacts to floodplains for the 100-year storm event. The study assessed pre-project conditions and post-project conditions, using the ultimate footprint as a conservative approach. The conclusions were: (a) that an impact of greater than one foot is adverse, while an impact of less than one foot is minor; (b) that a velocity increase of greater than four feet per second is adverse in terms of erosion. Mitigation measures that will decrease impacts are (a) the use of streamlined pier extensions to allow debris to float up to the top to allow more flow and (b) increased bridge length. The USACE reviewed and approved the model for bridge crossings.

1. Kerry Casey said that Psomas had covered most of his questions and asked about the implications of bridges at an extreme adverse angle. Discussion of skewed bridge crossings included the following:
 - a. What are the impacts of angled bridges? Will increasing bridge length result in more bridge piers? Answer: Because of the locations of the crossings, there are only a few sets of piers that

are actually in the floodplain. The creeks are lower than the embankments.

- b. When you model the pier as a blocked obstruction, what happens to the flow? Answer: Although the piers that are located in the stream are modeled as blocked obstruction, there is enough conveyance to maintain the flow.
- c. Does the angle of the bridge or blocked obstruction translate into a need for bank stabilization? Answer: The skew does not project that far into the floodplain. Mitigation would not be by bank stabilization but by redesign of the bridge.
- d. Does the report describe design options? Answer: Yes, it presents several different options. The configuration may be to lengthen the bridge, which would reduce the footprint (rather than re-orient the bridge), or to increase the height of the bridge to pull it away from the stream channel.

2. Other questions:

- a. What about numbers and design of culverts? Answer: We are too early in the study to address this. All the stream-crossing locations identified in the study were open channel flow with either new bridges or widened existing bridges. Although there will be culverts at small crossings, they have not yet been defined at this stage.
- b. Does the report do the same analysis for the two-year event? Answer: The two-year event is applied in the HECRAS model.
- c. What are the impacts of changes in flow volumes and timing of flow to habitat and species due to more frequent events (two-year/five-year)? Betty Dehoney said that this is an indirect effects issue and will be discussed later. The NES has taken a worst-case approach and shows all the impacts as permanent fill right now. The study estimated a 150-foot dripline outside the impact area to capture potential impacts from erosion and sedimentation and has conservatively overestimated impacts. Macie explained that when it is time for permitting, TCA will know more about the bridge design and where rip-rap will be, and there will be a subsequent calculation of shading and rip-rap impacts. Macie said that for sensitive areas, TCA has been able to do sensitive design solutions tailored to those specific conditions.

- C. Run-Off Management Plan (RMP). Marcy Rockwell of Psomas presented an overview of the Run-Off Management Plan. The purpose of the plan is to identify and quantify impacts to water resources and appropriate mitigation measures for those impacts. The RMP considers changes in run-off quality and quantity, including impacts from both construction and operations. The RMP analyzes impacts for the ultimate project, as a conservative approach. There are five parameters: drainage concept (discharge points and culvert

locations), erosion and sedimentation, storage volumes to mitigate erosion and sedimentation, surface water quality analyzed on a watershed basis, and mitigation that includes pollution-prevention Best Management Practices (BMPs) applied across the board and treatment BMPs designed to mitigate impacts on a site-specific basis. One mitigation measure is the use of Extended Detention Basins (EDBs), based on Caltrans criteria and requirements. The EDBs range from 5 to 20 per alternative. The location of the EDBs is based on topography, habitat constraints, and the volume of water to be treated. Through the use of EDBs, all the impacts are mitigated for all the alternatives. Discussion/questions included the following:

1. What are the sedimentation impacts from high flows? Answer: For the first storm condition, we will have high cure and high water. So we have to reduce the volume and the cure. This is factored into the EDB volume so the downstream water will be protected.
2. What about impacts on downstream habitat? Answer: All the mitigation will be fitted into the footprints at the major bridge crossings. (This was accepted by Kerry Casey.)
3. There is no commingling of water from local run-off (what comes off the roadway) and off-site (water than comes in from natural areas).
4. The EDB design, size, and maintenance program: Earthen depressions that are cut into the ground will be vegetated and will have an inlet structure that is stabilized to prevent scour in the basin. When there is run-off, water will pool up in the basin. There will be an outlet structure that will meter the flow and let it out to the receiving structure. Maintenance will include regular inspection and annual maintenance consisting primarily of removal of woody vegetation and standing water. Maintenance to remove sedimentation will be needed only once every ten years. The EDBs will have a surface area of one to five acres. Vegetation will be natural grasses, probably a hydro-seed mix. Typically, there will be a species complement that is consistent with vegetation on exterior areas and is tolerant both of the high-hydric regime and of drought so it will work regardless of the hydrology condition. These will be a totally different device from the EDBs used at the San Joaquin corridor. Approximately eight of these have been built for Caltrans and monitored over five years, with very few maintenance problems. This EDB is an attenuation device, not an infiltration basin, although some (perhaps 20%) infiltration will occur.
5. What about buffers, to provide access to the basins? Answer: The buffers can be vegetated or not, depending on what Caltrans wants.
6. Would there be differences in the bypasses, depending on the alternatives? Answer: These basins are designed to the 85th percentile annual storm event. There would be no differences among the alternatives.
7. In what kind of event would there be a bypass? Answer: A bypass would occur beyond the 25-year event. The purpose of the basins

would be to treat the more frequent storm events. According to the Orange County Hydrology Manual, mitigation is required for the 25-year event. This is a detention basin for water quality purposes, not for channel flows.

8. What are the indirect effects of redirected flows? Would the larger storm events redirect flows from one drainage to another? Answer: No. Some minor re-routes within a drainage will occur. These are not significant from a hydrology standpoint. All the water is ending up in the same stream course it has gone to before.
9. Are there indirect effects on habitat of redirecting flows? Answer: The designers have worked to maintain the flow to essentially the same location. To the extent that there is a change or difference, this will be mitigated through the EDBs. We do not anticipate a shift in vegetation communities that will be measurable. We concluded in the NES that because of the findings of the RMP, the vegetation communities are not anticipated to shift. (Macie): We will make sure we make this point clear in the NES.
10. In some places, there are 1000 or more feet between culverts. Is that significant for habitat? Answer: We can look at the specific locations where such distances between culverts occur. The expectation is that if there is a place where there is a large distance between culverts there is no drainage.
11. What are the changes to the timing of flow and duration of flow with the use of these kinds of basins, pre- and post-project? Answer: In terms of timing the changes will be negligible. There will be a change in the duration of flow. The EDBs are designed to discharge from full basin over a period of two days.
12. What is the potential to change from intermittent flow to a perennial flow? Answer: The EDBs are not designed or intended to control flow on a perennial basis.
13. Where in the reports is the explanation of changes to flow rate and flow volumes from the footprint of the project? Answer: This information is in the RMP, and there is no change because the channel flows will match the post-development flow.
14. Underground detention basins are not on Caltrans' approved list because of difficulty of maintenance. During a storm event, how would the EDB be maintained if it is underground? Answer: There are no underground EDBs in any of the refined alternatives.
15. What if the EDB were a de-silting basin? Answer: The concern is that the necessary maintenance would eliminate vegetation. The plan for these EDBs is to do sediment removal once every ten years, at which time, the basin will be re-seeded and stabilized.
16. Are there provisions in the plans to do such vegetation? Answer: Yes. That is Caltrans' current standard procedures. Lisa Ramsey said that Caltrans would put this maintenance in its budget. Maiser

Khaled added that the cost is part of the commitment to mitigate to protect water quality.

17. The analysis assumes that EDBs and BMPs are all incorporated in the project. Are these measures acceptable to Caltrans? Answer (Macie): TCA has been having ongoing discussions with Caltrans about the approved BMP for the project. These EDBs will be maintained according to Caltrans policies. TCA is planning to monitor maintenance and will report on this to the TCA Board.

IV. Indirect Effects

- A. The Collaborative developed a list of issues and concerns related to indirect effects. The goal was to ensure that the document addresses indirect effects in a way that meets the needs and concerns of the agencies.
- B. The list included:
 1. Indirect effects on habitat from drainages, including how drainages are going to be spanned and culverted. The concern is increased turbidity due to modification of the drainage, and whether this will result in effects on habitat. There is incomplete information in the technical reports regarding the location of culverts. What is the effect on function and value of drainages?
 2. Wildlife crossings. The NES did not contain specifics of what types or locations of wildlife crossings would occur. (Macie said that TCA would create a better map that shows these crossings more specifically.)
 3. Growth and growth-facilitating effects. The request is for location identification of potential growth-facilitating effects. It is anticipated that land use will adjust to the location of the alignment. This could be expressed in terms of distance from centerline or distance around an interchange. Maps have been requested which would show the higher probability of more intense development due to increased value of the land around the toll alignment. This could be a narrative or a simple map. (Macie noted that TCA is not going to speculate on the phasing of development.)
 4. Analysis of road kill. TCA and Caltrans noted that there is no reliable data that can be used and no consistent reporting methodology. Currently, data is based on drive-by reporting and random reporting from maintenance workers. FHWA suggested that data might be useful in identifying "hot-spots." TCA will continue to have discussion with USFWS on this issue.
 5. Effects to habitat from flow that is coming from right-of-way, not from off-road surfaces. Betty will try to talk with Dan Smith (he is difficult to reach). Dan will be asked to review Betty's expanded site-specific discussion of indirect effects.

6. How the information will be presented. In the DEIS/SEIR, rather than just reference other documents, such as the technical reports, summarize the analysis and outcomes in these other reports.
 7. Increased fire risk/access
- C. The goal of indirect effects analysis and discussion in the DEIS/SEIR is to talk about ways to avoid these indirect effects and to build some of these avoidance strategies into the project description.
- D. Macie will put in writing how TCA intends to address indirect effects, using the Comment Response Table format. This table will be distributed to the Collaborative for review and will include:
1. A statement of how TCA intends to address this issue
 2. An indication of where the issue will be addressed in the document

V. **Traffic Issues**

- A. John Long, Kendall Elmer, and Ron Taira (OCTA) were present to report on their review/discussions of traffic issues and to discuss these issues with the Collaborative. John Long said there were two primary issues: induced travel demand and model confidence levels.
- B. Induced travel demand. To answer EPA's question about induced travel demand, John has produced a memo which has been discussed with Austin Foust and EPA and will be distributed to the Collaborative soon. The memo describes the use of a sensitivity test conducted by OCTA to answer the question: how is induced travel demand being handled in the forecasting process? John explained that in a travel demand model, feedback loops (also called speed recycling) can be used to address trip distribution and mode choice. Initially, the model was used for a static distribution to test the alternatives for the SOCTIIP project. This analysis identified what choice in route would be made if a particular alternative were implemented, in order to assess the impact on I-5. The static distribution analysis assumes that travel between origins and destinations does not change. However, the model can also produce an estimate of travel speeds, which enables us to calculate how far people will go to shop or work. The premise is that people will make origin and destination choices based on how much time it takes to get to a given destination. If they can travel farther in the same amount of time due to increased accessibility, they will, and this can be factored in through a sensitivity test which feeds back speeds and changes the distribution of travel when there is a new facility. The OCTAM model has the capability to calculate this. The change can be measured as effect on I-5 in terms of number of the volume on roadway segments, the Vehicle Miles Traveled (VMT) or the number of Vehicle Hours Traveled (VHT). The OCTAM model was run using feedback loops, to calculate changes in travel demand as compared to the static distribution. The goal was to determine whether the feedback loops

indicate induced travel demand when a build alternative is compared to the no-build alternative. John believes that Best Management Practices on a national level include the use of feedback loops as a better measurement than a static distribution analysis. Below is a summary of the findings:

1. The feedback loop/speed recycling analysis shows a dampening of the reduction of volume on I-5. The feedback loop analysis shows that when a major new facility is built, people will have the opportunity to travel further in the same amount of time. As a result, the overall average trip length will be increased for people in the southern Orange County area because more people will use I-5 when it becomes more usable. Therefore the volumes on the I-5 will not decrease as much as is shown in the static distribution analysis. John Long made the point that although the speed recycling analysis shows that the improvement on the I-5 will be lower, he cannot assess whether the percentage of change is significant. The Purpose and Need for the project does not specify a particular amount of benefit.
 2. The feedback loop/speed recycling analysis shows an increase in VMT over what is indicated in the static distribution analysis. VMT is usually measured on a system basis, across an entire system, including all facilities. The theory is that when you build a new facility and change the accessibility within the system, you will induce longer travel and thus increase the VMT. This could have an impact on air quality. The question then is, is the change in VMT significant? Although John Long said he could not comment on whether the change in VMT is significant, he noted that although the analysis shows greater VMT in the sub area, the percentage differences are much less when measured across the air quality basin.
 3. Comparisons were made using the OCTAM model and the sub-area model. The documentation that is used in the environmental process is based on the sub area model. The comparison of information between the OCTAM model and the sub-area model shows that the differences (between the static distribution analysis and the speed recycling analysis) are smaller using the sub-area model. John suggested that the data from both models should be considered.
- C. Ron Taira of OCTA described OCTA's approach to speed recycling. He said that if the input speeds by facility type are within 5% of the output speed, then OCTA does not believe that speed recycling is necessary. SCAG uses input VMT versus output VMT. The models are calibrated and validated based on those assumptions. When speed recycling analysis is conducted, it is necessary to assess how this will impact the model's calibration. The calculation for the 2000 base year indicated that in order to calculate correctly, OCTA would have to re-validate the entire model stream with the recycling methodology. Ron offered this information as a caveat. He believes that the numbers are in the right direction, but that the numbers with and

without the feedback loop would be closer in magnitude if the model underwent a recalibration process. Ron added that the number of iterations of the model makes a difference. For the sensitivity test, there were five iterations. He believes there would be lower differences if there were more iterations.

- D. The group discussed Table 2a, which was prepared by Kendall Elmer and which provides data on the change in VMT and VHT for the southern Orange County area, comparing the difference between the no-action alternative and the FEC alternative, with and without the distribution feedback loops and using the SCSAM and the OCTAM3.1 models. For example, the table shows that without the feedback loop, the build alternative would increase the VMT in the south-county area model by 0.3%; using the feedback loop analysis, the VMT would increase by 1.1%. Questions related to this data included:
1. Could the differences between the data with and without feedback loops be attributed to “noise” in the model? Answer: The trend is that VMT is shown to be higher with feedback loops, even if there is noise in the model.
 2. Why does the sub-area model show less difference than the OCTAM model? Answer: It has been demonstrated that the sub-area model has a better validation than the OCTAM model. On an individual roadway by roadway basis, there is a better forecast of existing conditions through observed counts, and the sub-area model has a better match to the existing counts than the regional model. The sub-area model has more roadway segments and is more refined in the assignment of trips. The sub-area model does not use a feedback loop. It uses the speed recycling results from the regional model and makes a different assignment of trips using a more refined network.
 3. Does SCSAM account for truck trips? Answer: To some degree. However, OCTAM does not account for truck trips.
- E. The facilitator asked, “So what does this mean to you?” Discussion of the implications of this data for the environmental document included:
1. Larry Rannals: Through the use of a sub-area model and the use of feedback loops, the data that has been developed is more accurate.
 2. John Long: Best Practices say that you should try to account for redistribution of travel. The feedback loops are a tool to let you see the change. The question now is: is this change significant enough to be meaningful. The trend is apparent in the analysis. The data follows the theory the modelers have about that trend, but the size of the change and the accuracy is subject to considerable debate, especially given the caveats that Ron Taira put on this analysis.
 3. Macie Cleary-Milan: We need to consider what constitutes Best Practices for southern Orange County. OCTA has told us that the County is just beginning to look at speed recycling and that this is not a standard practice in southern Orange County.

4. Maiser Khaled: FHWA would use the adopted model for operational analysis and air quality analysis. Although there is a trend, shown in the speed recycling analysis, that there will be an increase in VMT, how much increase there will be is debatable. Therefore you cannot predict the effect on air quality. If the speed recycling data is significant enough in terms of whether the Purpose and Need for the project is being achieved, then it is good to know this data.
5. Mark Brucker: FHWA's web site includes a discussion of induced travel and says that induced travel should be addressed in analyses. Mark believes this data improves the accuracy of all the analysis.
6. Roger Gorham: The inclusion of induced travel in the analysis as a whole improves the analysis. But the question is not clear about whether the speed recycling increases the accuracy of the analysis.
7. John Long: This data does not address whether an alternative changes trip generation. Trip generation could be changed because you increase the amount of trips people make because they have greater accessibility or because development has been increased. There is no good tool at this time to measure this. The tools have tried to deal with redistribution of travel, and people debate about their accuracy.
8. Kendall Elmer: The exercise has tried to assess one or two aspects of induced travel demand. Although there is a change in the VMT that is indicated through the speed recycling data, we need to look at the performance on I-5, which is linked to the Purpose and Need for the project. Tables 1 and 3 show the actual forecast volumes on I-5, which are a direct reflection of the traffic assignment element. Table 1 shows that if you compare volume on the I-5 with and without speed recycling, there are volume differences of no more than 100 vehicles per hour on I-5. The effect is negligible in terms of volume differences. In Table 3, we isolated I-5 volumes, focusing on sub-area model differences for I-5, and although differences are indicated, they are fairly small. On Table 3a, using sub-area data, the change in terms of daily volumes is a very small percentage, both with and without the feedback loops.
9. Macie Cleary-Milan: The Collaborative had requested a peer review of the traffic study by the different cities in the area. A letter from the Cinco Cities peer review group expresses their view that the congestion on I-5 during the peak period is understated and the benefits to I-5 are understated. Joe El-Harake noted that the Cinco Cities focus is on peak hour traffic, while the modelers have focused on average daily trips. Roger Gorham said that local context would be needed to assess whether the difference between a 6% or 7% improvement on congestion on I-5 is a big difference. Joe El-Harake said that the Average Daily Trips are different for different days of the week. The benefit will really be the reduction of traffic during the peak period.

10. Maiser Khaled: FHWA would use the induced traffic demand data only to see which alternatives perform better than others. Kendall explained that since the model was run only with the two extreme alternatives, the no-action alternative and the FEC alternative, the data does not compare the effects of different alternatives.
11. Chris Keller asked if during scoping the public had indicated an interest in the issue of induced travel demand. Macie replied that she did not believe that this issue had been raised by the public and that the public would perceive the ability to go further in a shorter amount of time as a big benefit.
12. Mike Schulz stated that the speed recycling information confirms the Purpose and Need for the project and underpins why this project is being proposed. The air quality modelers will rely on accepted models for air quality analysis. To the extent that induced travel demand relies on existing models in use, these are the models that the air quality modelers will rely on.

F. Confidence levels in the travel model.

1. John Long responded to EPA's comment requesting an assessment of confidence levels in the travel model. He explained that there is no way to quantify confidence levels for a travel model. There are Best Practices on how to calibrate models, and John believes that the SOCTIIP process has followed standard practices of calibration. The sub-area model shows greater calibration than OCTA's regional model. John believes that the models show reasonable validations. John addressed this in his June 16 peer review memo.
2. John recommended that Kendall Elmer avoid using numerical information in his memo regarding confidence levels on the forecasts. He agrees with Kendall's statement that when you are comparing differences among alternatives between two models, this provides a higher level of confidence than when comparing differences with just one model. He said that there are inevitable inaccuracies in a travel model. The way to improve this is to take the model and use it as a growth tool, and then compare projected incremental change to traffic counts, to decrease the error. The model can be used to calculate the growth in order to get to Level of Service calculations. This method cannot be used for VMT and VHT calculations because there are not enough traffic counts. The issue of "noise" in the model is a difficult one to address because it depends on the factor that is being considered. John will write a memo on uncertainty that can be used to inform the discussion of confidence level in the DEIS/SEIR.
3. Roger Gorham noted the need to separate the question of model validation from induced travel demand. It is possible to have a well-validated model that reproduces current conditions well but doesn't tell whether there will be a lot of induced travel demand.

4. Mark Brucker described his views on uncertainty and said he would like to have the points below included in the description of uncertainty in the DEIS/SEIR. He would also like discussion about the fact that there is greater uncertainty for some factors than for others and how the magnitude of uncertainty compares with the magnitude of differences.
 - a. There is uncertainty due to "noise".
 - b. The uncertainty increases the more steps are gone through to get to results.
 - c. The uncertainty is greater for smaller local areas than for regional areas.
 5. Macie said that the modelers should review and be able to endorse the language that will go into the environmental document regarding certainty of the model.
- G. Next steps – John Long will incorporate the new tables and the discussion at this meeting into his memo on induced travel demand, with comments on the general trend. In addition, John will write a memo that addresses the confidence level issue. These will be distributed to the Collaborative. TCA will use a summary of this memo in the DEIS/SEIR. Nova Blazej encouraged TCA to include text in the DEIS/SEIR about the trends indicated in this analysis.
- H. TCA has not decided how the induced travel demand/speed recycling analysis will be used in the environmental document. Nova Blazej said that she hopes the DEIS/SEIR will address this issue in a meaningful way.
- I. Other traffic issues
1. Nova reported that EPA had reviewed its outstanding issues, and with the exception of HOV modeling, all the outstanding traffic issues have been addressed. Nova will hold a separate conversation with Chris Keller to update her on the disposition of these other issues.
 2. Caltrans and TCA are continuing to discuss the policy issue of mitigation of indirect adverse effects. TCA will report back to the Collaborative after this issue has been elevated in Caltrans. The results will be reflected in changes to the environmental document relative to these improvements.
 3. Caltrans inquired about conversion from ADT to AADT. Kendall Elmer said that the ADT to AADT data recently provided by Caltrans for I-5 is generally consistent with the data that is currently in the traffic model report and that, because the recent data is more detailed, it will be incorporated into the model document.
 4. Caltrans asked about the difference between how truck traffic is handled in the local model and how truck traffic is handled in the regional model. Kendall Elmer said that this issue is discussed in the

traffic model report and that the discussion will be refined to make it more clear how truck traffic is handled in each model.

VI. Natural Environmental Study (NES)

Responses to comments on the NES will be provided to the Collaborative by the end of the week of September 15.

VII. Schedule

- A. Macie Cleary-Milan told the Collaborative that the screencheck document will be distributed to them at the end of September. TCA will be reviewing the document the week of September 15. A thirty-day review period will begin at that time. Comments are due back to TCA by Halloween.
- B. Chris Keller expressed concerns regarding the ability to conduct a comprehensive, defensible quality assurance review, given the status of the outstanding comments, responses to comments, agencies' indication of acceptance or non-acceptance of the responses, and resolution of any outstanding issues. Chris referred participants to the 4th Revised Status Report (September 10, 2003) that shows the status of comments by agency. Macie said that TCA has been trying to highlight the big issues and deal with them at the Collaborative meetings. The TCA team will review the response tables the week of September 15.
- C. Mary Ann Rondinella indicated that FHWA is relying on TCA to make sure an adequate QA/QC review is done. When FHWA receives the next iteration of the screencheck document, FHWA will first conduct a readiness review on the document before distributing the technical reports and the document to the rest of the FHWA team. She said that she has been told that if the document is not ready for review, FHWA will not distribute it to the team. If the document is not acceptable to FHWA, schedule delays may result. Macie said that TCA would like to discuss with FHWA any readiness concerns FHWA may have.
- D. Macie indicated that TCA needs to move forward with the DEIS/SEIR, regardless of the status of comments and responses. She noted that TCA has already delayed the screencheck one month.
- E. Although agencies will have a continuing opportunity to make comments during the DEIS review period, Macie would like assurance from the agencies that those agencies which have been working on this project through the Collaborative will continue to work with TCA on the issues rather than write a critical letter. If there is an issue that an agency wants to document in a letter, TCA would like it to be written in such a way that indicates that the agency and TCA will continue to work on the issue.

- F. Mary Ann Rondinella asked TCA to flag any non-acceptance comments, during TCA's review of the screencheck document, and let the Collaborative agencies know whether the particular issue will be dealt with in the draft document or whether TCA will just stay with their position. If the latter, the issue should then be brought back to the Collaborative.
- G. Jill Terp told the group that Jim Bartel of USFWS had told Wally Kreutzen of TCA that the thirty-day review time would be FWS's goal, but that FWS could not commit to meeting that goal.
- H. **The October 1 and 2 Collaborative meeting will be devoted to discussion and resolution of any outstanding issues.** (FHWA will probably participate by telephone because they will not have a travel budget at that time.)

VIII. **Air quality**

Fred Greve of Mestre Greve discussed outstanding air quality issues with the Collaborative.

- A. EPA accepted the plan to provide discussion in the environmental document about why the carbon monoxide analysis covers the worst-case year.
- B. Re-entrained PM10. Mestre Greve will prepare a qualitative analysis of re-entrained PM10 according to the FHWA guidelines and include it in the screencheck document. Mark Brucker has provided a web link to FHWA's qualitative hot-spot analysis guidelines. The PM10 hot-spot analysis that has already been done will be moved into a separate section of analysis for CEQA only. There is no plan to do a paved road dust emissions analysis. Nova said that Mark will review this part of the screencheck and would call Mestre Greve if needed.
- C. Mobile air toxics. EPA has requested more discussion of mobile air toxics, including PM2.5, relevant federal and state regulations, existing conditions, and health effects. Fred said that mobile air toxics will be discussed in the document in the for-CEQA-only section, since FHWA has been adamant about not including air toxics in the NEPA document. The air toxics discussion will include toxic air concentrations along I-5, along a representative corridor such as the FEC, and along the arterial improvement alternative. Nova said that EPA is pleased to have this covered in the CEQA part of the document and that she understands that FHWA and EPA will continue to have policy disagreement on this subject.
- D. Cumulative impacts from construction. Carollyn Lobell reported that TCA has held discussion with FHWA regarding the cumulative impacts from construction. There has been a lot of concern about the SCAG study as it is

not a complete cumulative impacts analysis. SCAG guessed about what else might be under construction at the same time as the SOCTIIP project. TCA believes that it would be speculative to try to guess what else might be under construction at the same time. Bob O'Loughlin of FHWA said that the MPOs calculate total lane miles of projects in the Regional Transportation Plan and then calculate an emissions factor based on non-construction sites to estimate impacts. There is uncertainty in this approach as it is only a crude estimate. The emissions numbers cannot be applied on the project level.

- E. Consistency of design concept and scope. Jean Masur said that FHWA is still concerned about the lack of consistency with regional (RTP) plans for conformity purposes. Only five of the alternatives are potentially consistent. This needs to be disclosed in the environmental document. Carollyn Lobell replied that Fred Greve has made some changes that address this. Fred Greve explained that only the MPO can do a regional air quality analysis which would show that another alternative would have the same or less emissions than a project that is in their RTP.
- F. Nova Blazej told the Collaborative that there are a number of comments within Chris Keller's matrix of acceptance/non-acceptance of responses to comments where EPA has said they will agree to disagree. From EPA's standpoint, EPA does not need to revisit these issues. When asked whether these would be included in comments on the DEIS/SEIR, Nova said that it would depend on whether the issue is primary or secondary. EPA will probably not comment on secondary issues again. In regards to mobile air toxics, EPA will be pleased to have a CEQA section in the document that discusses this subject. Given the FHWA/EPA national discussions on this issue, EPA will probably not comment again on mobile air toxics.
- G. Bob Taylor of MCB-CP had two comments from the branch head:
 - 1. There was confusion in Section 6 where a link was made between CEQA and NEPA. Since that language has been stricken, this comment is moot.
 - 2. Camp Pendleton questioned the number and location of receptors and suggested an additional receptor. Fred Greve said that it would be expensive to put a receptor at this suggested place, that there is a receptor north of this location where there is more traffic, and that he is sure that there would be no significant impacts in that area since there were no impacts north and south of this area. The Marine Corps accepted this conclusion.

IX. **Socio-economics**

- A. Nova Blazej said she will go through EPA's comments on the Socio-Economics report to identify any outstanding issues.

- B. Christine Huard-Spencer reminded the group that section 5.6, the updated text on growth inducement, was sent to the Collaborative. She said that no additional text, separate from the report, will be forthcoming.
- C. EPA wants to be clear about what will be included in the screencheck document. Christine said this will be explained in the context of the comment/response matrix.

Draft Meeting Summary
SOCTIIP Conference Call – October 2, 2003

Participating:

TCA: Macie Cleary-Milan, Maria Levario, Paul Bopp, Romi Archer (P&D), Carolyn Lobell (Nossaman)
EPA: Nova Blazej, Steven John, Mike Schulz, Mark Brucker
USACE: Susan DeSaddi
FHWA: Maiser Khaled, Mary Ann Rondinella, Brett Gainer, Bob Cady
Caltrans: Lisa Ramsey, Ryan Chamberlain
CDR: Louise Smart

Action items are in bold print.

I. NEPA/404 MOU

Susan DeSaddi asked to discuss the status of the SOCTIIP project in relation to the NEPA/404 MOU concurrence points. She asked when TCA and/or FHWA anticipate submitting the 404 application. The public notice should be released commensurate with the DEIS. This should be preceded by submission of the 404 application to the Army Corps. **Carolyn Lobell and Susan DeSaddi will discuss this separately.**

II. FHWA/Caltrans Letter requesting concurrence on elimination of alternatives

FHWA/Caltrans need to send out a letter requesting agreement on the alternatives that have been dropped. To do this, the Collaborative agencies need to provide comments on the Alternatives Elimination Memo that will be part of that letter. The following steps will be taken:

- A. **TCA will draft a cover letter (10/2) and send it to FHWA and Caltrans.**
- B. **TCA will re-send (10/2) to the Collaborative agencies the Alternatives Elimination memo, which will be attached to the cover letter, including information about where to find relevant maps in the existing documents.** TCA does not have a map that shows the original alternatives and the refined alternatives together. TCA does have a map showing all the alternatives that are being carried forward, including the refined alternatives.
- C. **All Collaborative agencies need to provide feedback on the Alternatives Elimination memo by Thursday, October 9.**

III. Update on Schedule and Documents

- A. Macie apologized to the agencies for a printing error resulting in the delivery of unbound screencheck documents. She has arranged for printing companies to pick up the documents in the agencies' local areas, bind them, and deliver them back to the agencies by October 3.
- B. The October 1 delivery included the screencheck document and, for those who requested them, the DEIS/SEIR appendices and technical reports.
- C. October 6 – More technical reports will be distributed (Traffic, Paleo, Visual, RMP, Public Services and Utilities).
- D. October 10 – LHS Technical Report will be distributed.
- E. Responses to NES comments will be sent electronically October 2 or 3.
- F. Responses to Traffic and Air Quality comments will be sent in the next few days.

- G. In response to Maiser Khaled's expression of concern about completion of comments in the next 30 days, given the number of documents that are arriving at the agencies, **Macie asked the Collaborative to focus first on the screencheck document.** Macie indicated that Collaborative comments on the technical reports would be addressed as applicable in the screencheck EIS/SIER.
- H. The cover letter included in the document distribution includes a table with information about what document is going to whom and in when (on 10/2, TCA sent the distribution table to the Collaborative in an email).
- I. **Comments on the screencheck document should be provided to TCA using the comment/response table format. Agencies should contact TCA by email or telephone during the review period if they see any major issues of concern, rather than wait to identify these issues in their written comments.** TCA will send responses to comments on the first screencheck document electronically.
- J. After receiving Collaborative agency comments on the screencheck document, TCA will respond and will coordinate with FHWA and Camp Pendleton. The target date for the release to the public of the DEIS/EIR is the end of November/beginning of December.

IV. November SOCTIIP Collaborative Meeting

- A. To accommodate schedules, **the Collaborative meeting will be held Tuesday and Wednesday, November 4 and 5. If there is a one-day meeting, it will be November 5.**
- B. Maiser Khaled cannot attend the November meeting. Bob Cady can participate only on the 5th. Mahfoud Licha, who will be taking Mary Ann Rondinella's place, will attend both days. If required, **TCA will meet separately with FHWA to address FHWA comments.**
- C. By the time of the November meeting, the Collaborative agencies will have completed their comments on the screencheck document. Issues related to those comments will be the primary agenda item for the November meeting.

V. Native American Consultation

- A. Ryan Chamberlain indicated that the Native American consultation process should be initiated prior to release of the Draft EIS/SIER. Ryan said that Caltrans wants to talk with FHWA about the Native American consultation process.
- B. FHWA will make an internal decision about who will take the lead on Native American consultation, given the departure of Mary Ann Rondinella on October 24. Stephanie Stoermer will be contacting Caltrans and Camp Pendleton archaeologists to discuss this issue. **Maiser will talk with Stephanie about this issue and will keep Ryan informed.**
- C. TCA has proposed and distributed a letter to send to the Native American tribes and is seeking approval from FHWA and Camp Pendleton.

VI. Traffic Issues

- A. Louise Smart said that John Long has prepared two memos, an expanded memo on induced travel growth and a memo on model confidence. Although Kendall Elmer had reviewed the draft of these memos and made comments, she does not know whether he has seen the final memos. **Louise will send these memos to the**

Collaborative as soon as she confirms that Kendall and John have agreed to the language in the final memos. Ron Taira has reviewed the memos and said they were fine.

- B. Question (posed by EPA): Why does Table 2a show an increase in vehicle hours traveled in the build scenario as compared to the no-build scenario?
1. Louise Smart reported that she had talked with John Long about this and he had told her:
 - a. That he has no explanation for this increase and that he would expect the model to show some benefit (decrease) in VHT due to the project.
 - b. That the analysis of a larger area does indicate a benefit, while the analysis of this smaller area does not.
 - c. That this figure is not a result of model "noise."
 - d. That understanding why there is this increase would entail going back to the model itself, which is not feasible.
 2. The increase in VHT is 0.6%, and that this is very small.
 3. After reading John Long's memos, including his response to this question, the agencies can decide whether any further discussion is needed for clarification.
 4. At the September Collaborative meeting, Bob O'Loughlin of FHWA had raised the question of whether this number would make a difference in the hot spot air quality analysis. Macie asked FHWA to read John's memo and to consider that the change is only 0.6%. **TCA will discuss this with FHWA.**
- C. Mark Brucker asked why the information on the alternatives elimination matrix table regarding future traffic demand differs from the information in Table 2a. **Mark Brucker will write up this question and send it to the Collaborative, Kendall Elmer, and John Long, requesting an explanation.**
- D. Louise reiterated that statement that Mike Schulz made at the September Collaborative meeting that the speed recycling information confirms the Purpose and Need for the project and underpins why this project is being proposed. Mike Schulz reiterated his comment and said that it is important to focus on the fundamental questions on the project, namely, will the project meet the Purpose and Need?

VII. Air Quality

FHWA had raised an issue related to the "consistency of the design concept and scope of the project in the EIS and the design concept and scope of the project in the SCAG (and possibly SANDAG) RTP. Mary Ann Rondinella said that this should be addressed in the DEIS/SEIR. Macie said that TCA understands that conformity is necessary. **TCA and FHWA will discuss this separately.**

VIII. Whether there are any showstopper issues

In the agenda for the meeting, Louise Smart had asked the agencies, "From what you have seen up to now, are there any big, show-stopper-type issues that are giving you heartburn that TCA should be working on? Even if you have not yet received a response to your comments, . . . are you feeling anxious about the issue and thus about the potential response?" Below are the agencies' responses to this question.

- A. Steven John: From the standpoint of checking for adequacy in respect to 404, EPA does not see flaws or project stoppers. EPA has not yet reviewed the document from the perspective of environmental impacts and thus cannot answer regarding show-stopper issues in that regard. Nova Blazej added that if EPA has an issue, it will be the result of internal discussion at EPA about how big the issue is. EPA committed to communicating informally with TCA if there is an issue, rather than waiting to notify TCA through the written comments process.
- B. Louise Smart reported on her telephone conversation with Jill Terp. Jill had said that USFWS included its issues in their comments and that the Service would be looking for information in the screencheck document regarding impacts to listed species (especially the Pacific Pocket Mouse, Arroyo Toad, and Gnatcatcher), effects to regional planning, how/whether the project may cause further fragmentation, and whether the project will bring in invasive species.
- C. Susan DeSaddi: The Army Corps has no showstopper issues at this point and will contact TCA if there are any concerns.
- D. Lisa Ramsey: Caltrans does not have any showstoppers so far and will notify TCA if there are any concerns.
- E. Mary Ann Rondinella: FHWA will do a readiness review of the document and wants to wait to see all the responses to their comments to determine whether there are previous comments that the document does not address in order to decide what level of effort to put into review of the screencheck document. Macie stated that the screencheck document will be a complete document and that TCA expects that FHWA as a sponsoring agency will provide a thorough review of the screencheck document within the agreed upon review period of 30 days. She asked Mary Ann to speak with Maiser about FHWA's commitment to TCA regarding review of the document.

ACTION ITEMS – February 17, 2004

	WHO	WHAT	Done
1	Collab	Ensure that their agencies respond to the FHWA letter regarding Section 106 within 15 days (by March 1) and email Macie and Maiser sooner if they receive an informal answer prior to then.	
2	TCA	TCA will create a bulleted list of action items from the Army Corps/EPA memo, to clarify the process for getting to the LEDPA/Preferred alternative/Permittable project.	
3	TCA	TCA will prepare and distribute a revised matrix that reflects permitting categories and the 2/17 Collaborative discussion TCA will insert data from the executive summary, where possible. TCA will focus on discriminators and will include a separate group of parameters that are needed for determination of compliance but that are not discriminators.	
4	TCA	TCA will talk with the RWQCB after the DEIS/SEIR is out for circulation.	
5	TCA, EPA, and USACE	Macie, Nova, and Susan DeSaddi will participate in a conference call to further clarify the concept/opportunity related to conservation easements as an avoidance tool.	
6	TCA	TCA will contact the Collaborative agencies to find out how many copies of which documents the agencies need and whether they need paper or CD copies.	

Collaborative Decisions/Agreements¹ – February 17, 2004

1	The Collaborative agreed to use a matrix of parameters, or factors, that are discriminators for comparing the alternatives. as part of a multi-dimensional evaluation as the basis for agency discussion and input to the Army Corps selection of the LEDPA.
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Next Collaborative Meeting: Monday, March 15, 9:00AM to 4:00PM
[Please note: This meeting has been cancelled. The next Collaborative meeting will be: April 19 and 20]

¹ These are agreements reached during the meeting among those present. They do not represent agency concurrence. They are a basis for moving forward procedurally from one meeting to the next, and they are documented to help the group avoid backtracking.

**DRAFT MEETING SUMMARY
SOCTIIP COLLABORATIVE
February 17, 2004**

In attendance:

FHWA: Mahfoud Licha, Maiser Khaled (by phone)
Caltrans: Lisa Ramsey, Smita Deshpande, Ryan Chamberlain, Charles Baker
EPA: Nova Blazej, Steven John, Mike Schulz
USACE: Susan DeSaddi
TCA: Macie Cleary-Milan, Maria Levario, Pete Ciesla, Paul Bopp, Carollyn Lobell and Rob Thornton (Nossaman), Terry Swindle, Lisa Telles (for public involvement discussion)

Camp

Pendleton: Larry Rannals, Bob Taylor

Consultants:

CDR Associates: Louise Smart

Viewpoint West: Chris Keller

P&D Environmental Services: Christine Huard-Spencer, Michael Benner

BonTerra: Ann Johnston

Handouts

- SOCTIIP Environmental Impact Matrix for Selected Parameters
- Chapter 2 of Phase I Proceedings: Developing Criteria to Select NEPA and CWA Section 404 Alternatives
- Map – SOCTIIP Alternatives
- SOCTIIP Collaborative Document Distribution Sheet
- Volume 1: Executive Summary, EIS/SEIR and Draft Section 4(f) Evaluation for the SOCTIIP Project

I. **Update on the Schedule**

The DEIS/SEIR is currently being reviewed by FHWA in Washington D.C. After FHWA gives their final approval, the document will go to Camp Pendleton for up to 30 days' review. It is anticipated that two weeks will be required to do revisions, print the document, and distribute the document. FHWA has indicated that they do not see any "showstoppers." TCA is estimating the release of the public draft document around the end of March.

II. Public Involvement

- A. Lisa Telles, TCA Director of Communications and Public Affairs, spoke about the public involvement activities anticipated for the DEIS/SEIR. These include:
1. Distribution of the document (21 libraries, 18 city halls, and community centers of major neighborhood associations, and through the web site). Comments may be submitted via the internet.
 2. A Saturday day-long public meeting will be held to take public testimony into the record, probably at Tesoro High School. This meeting will include two half-hour presentations during the day (one in the morning, one in the afternoon). Participants fill out comment cards if they choose. The tentative date is April 24th.
 3. TCA is looking for a facility in case the April 24th date does not work.. Lisa noted that there are very limited locations in south Orange County large enough to accommodate the anticipated number of attendees.
 4. TCA expects to receive many phone calls related to potential impacts to individual persons/homeowners. The TCA will have an inhouse logging and tracking system for phone calls.
 5. Public involvement to date has included: a speakers' bureau, use of a project mailing list, and an information office in downtown San Clemente.
 6. Property owners within 300 feet of each alternative will be notified of the availability of the DEIS/SEIR. TCA is working with the Army Corps to help the Corps send out its public notice.
- B. The Army Corps wants to coordinate its Public Notice with TCA's public involvement efforts.
- C. TCA exhibited fossils found during the construction of the Eastern (241) Toll Road at "Fossils in the Fast Lane" on February 6 at the Old Courthouse Museum in Santa Ana. This exhibit will be on display for 9 months.
- D. Generally, comments received to date show the community is anxious for the DEIS/SEIR to be released. There are a lot of comments about traffic on I-5. The number one question is: When is the toll road going to be built? Additionally, the Sierra Club and Surfriders are interested in runoff issues and potential changes to Trestles Beach.

III. Section 106 MOA

- A. Pete Ciesla reported that FHWA and TCA are seeking feedback on a new MOA to formalize roles and responsibilities related to Section 106 and to be certain that there is agreement on the process. At SHPO's recommendation, FHWA sent out letters to each Collaborative agency asking (1) whether the SOCTIIP project will be considered an undertaking by that agency, (2) if so, who will represent that agency in discharging its Section 106 responsibilities, and (3) whether the Agency wishes to designate FHWA as the lead Federal

Agency to fulfill their Section 106 responsibilities. FHWA is expecting a formal response to their letter within 15 days, even if the agency does not have a role in the process. After hearing from all the agencies, the revised MOA will be sent to the agencies. **Action item:** Agency representatives on the Collaborative should ensure that their agencies respond to the FHWA letter regarding Section 106 by March 1 and should email Macie and Maiser sooner if they receive an informal answer prior to then.

- B. SOCTIIP cultural studies are being prepared through a phased approach: (1) identifying sites and (2) evaluating sites and the impacts on them. The MOA will serve as a legal document that indicates that the agencies agree to the process.
- C. Smita Deshpande stated that based on a meeting with SHPO, FHWA, Caltrans, and TCA, the DEIS can be distributed for public review prior to finalization of the MOA.

IV. **Discussion of Process for Arriving at LEDPA/Preferred Alternative/Permittable Project**

- A. Mike Schulz, EPA, reported that EPA, USACE, and USFWS had spoken since the last meeting. Susan DeSaddi, USACE, and Steven John, EPA, had prepared and distributed to the Collaborative two memos to assist in understanding the Section 404 requirements and how these relate to the SOCTIIP project. The guidance available on Section 404 is generic rather than prescriptive. Mike said that he realized that if the decision-making process is approached in a stepwise manner, it is possible to end up with a LEDPA that is not permittable. EPA and the Army Corps are recommending a multi-dimensional evaluation approach that will take into account the many factors that are included in the 404 requirements, using the expertise of the Collaborative members and deferring to the Army Corps' LEDPA-determination and permitting authority.
- B. Collaborative members discussed various ideas and processes to accomplish the multi-dimensional evaluation. **Agreement: The Collaborative agreed to use a matrix of parameters, or factors, that are discriminators for comparing the alternatives as the basis for agency discussion and input to the Army Corps selection of the LEDPA.** Discussion on the matrix included:
 - 1. The use of thresholds that can serve as criteria:
 - a. Thresholds could be used to articulate a decision rationale to the public, rather than to seek a perfect answer based on a set of numbers. The public needs to understand the assumptions behind decisions on the alternatives.
 - b. Thresholds should be used not as an absolute but as a means of defining minimal/moderate/major impact. The comparative information for most parameters should not be a "yes" or "no" in the matrix cell, but something that indicates amount or degree of resources affected.

- c. Thresholds can be a range.
 - d. Not every parameter will have thresholds.
 - e. Thresholds do not need to be incorporated into the matrix. They can be used to interpret the matrix.
 - f. Agencies with expertise regarding particular parameters can help define the threshold(s).
 - g. Since the parameters need to be balanced, allowing for the consideration of trade-offs, the decision making should not be constrained by absolute thresholds. The purpose of the alternatives analysis is to do a comparison, to look at the alternatives in relation to the different parameters, with continuous feedback. The Collaborative should not get stuck on an abstract threshold. The thresholds can be comparative indicators and can help identify where impacts are too severe for a given parameter to be balanced against other parameters. The law does not provide hard and fast thresholds. Reliance is on professional judgment.
2. The focus will be on ensuring that the matrix includes all the right parameters and what information/metrics will help the Collaborative make a comparison.
 3. FHWA would like a similar way of classifying achievement of benefits (minimum, moderate, major), such as the level of congestion relief.
 4. The Phase I criteria for selecting alternatives for evaluation can be used to help identify additional parameters for the matrix. The criteria are extensive – they encompass most of the elements that are included in an EIS. For the purposes of comparing the alternatives, discussion needs to focus on those parameters that can be used to make a meaningful comparison.
 5. Parameters/factors to be included in the matrix should be discriminators and should relate to something that can be measured, as a basis for comparative narrative.
 6. Some parameters or categories of parameters may have higher priority than others.
 7. Suggestions related to the parameters/factors included:
 - a. Add cultural and historic resources to the matrix.
 - b. Include recreation resources (4(f)) with acreage and/or and quantity of recreation resource as a metric.
 - c. Under endangered species, there needs to be either (1) detailed information about why particular species/habitat were used as parameters or (2) inclusion of parameters for the other species.
 - d. Military impacts should be reflected in the matrix. This could be impacts on military training or encroachment on military land, expressed in terms of numbers of acres.
 - e. Add impacts to businesses.
 8. USFWS input to the matrix is essential.

9. The matrix should represent a list of criteria that can be used, not only to compare the alternatives, but also to ensure that a given alternative is not contrary to compliance requirements and to tell a story to the public about why an alternative was selected.
 10. The initial matrix will provide data relevant to each parameter for each alternative. The Collaborative will discuss this matrix to determine whether or not to establish descriptive classifications that indicate comparative values such as “minimum/moderate/major” or other appropriate classifications.
 11. The Collaborative suggested that the final matrix include cross-reference to specific sections of the DEIS/SEIR document.
 12. **Action item:** Next steps regarding the matrix:
 - a. TCA will prepare and distribute a revised matrix that reflects permitting categories and the 2/17 Collaborative discussion
 - b. TCA will insert data from the executive summary, where possible.
 - c. TCA will focus on discriminators and will include a separate group of parameters that are needed for determination of compliance but that are not discriminators.
- C. Discussion on how to address practicability included:
1. Alternatives are or are not practicable. Practicability is not a comparative parameter. The determination is not whether one alternative is *more* practicable than another; rather whether the alternative *is* practicable.
 2. To date, there has been no practicability determination.
 3. There is a need to better understand cost, logistics, and existing technology (the Army Corps factors for practicability).
 4. After Collaborative discussion to build a deeper understanding of cost, logistics, and existing technology, TCA, in consultation with FHWA, will articulate its views on practicability of the alternatives, using these factors.
 5. FHWA would like to apply practicability as an early factor to eliminate any alternatives that are not practicable from the alternatives comparison discussion.
- D. The multi-dimensional evaluation should recognize the improvement in impacts that has already been achieved by TCA in refining the alternatives to avoid and minimize impacts. This improvement is incorporated in the DEIS so the public is aware of the efforts that have already been made to minimize impacts.
- E. The multi-dimensional evaluation of the alternatives will not occur until the agencies have had an opportunity to read the Draft EIS/SEIR and hear public comment.
- F. The analysis, using the matrix as a basis for discussion among the Collaborative, will provide agency input to the Army Corps' determination of the LEDPA. Then, mitigation can be applied to the selected alternative.

- G. Assuming the DEIS/SEIR is released to the public at the end of March, the plan for the SOCTIIP Collaborative will be:

March – Collaborative discussion of the matrix from the standpoint of (1) are these the correct parameters/factors and (2) does it provide the information the Collaborative needs to compare the alternatives?

April – Collaborative participation in mutual education on agency policy/case law/legal interpretation and on their perspective on impacts to resources they have expertise on.

May – Commencement of Collaborative discussion comparing the alternatives (public meetings will have occurred, but the public comment period will not yet have been closed).

June and beyond – Further discussion to compare and evaluate the alternatives (public comment period will have been closed). This will constitute input to the Army Corps decision on the LEDPA.

This rough schedule will be adjusted if the DEIS/SEIR is released later than currently anticipated.

- H. The Army Corps will make a public interest determination. This determination is based on the 20 factors listed in 33 CFR 320.4. "Public interest" does not equate to "public controversy."

- I. The Collaborative commented that the Regional Water Quality Control Board's views are needed. The RWQCB typically waits until they receive a preferred alternative before starting their review. It will be important to ensure that the Collaborative evaluation of the alternatives does not leave out RWQCB perspective. TCA has already received an indication of what the RWQCB is looking for and has tailored the project to address their concerns. The RWQCB will be particularly interested in the stormwater runoff plan.

Action item: TCA will talk with the RWQCB after the Draft EIS/SEIR is circulated.

V. Review of the DEIS Alternatives

Paul Bopp "walked" the Collaborative through each alternative, using large-scale maps and including separate maps showing the alternatives in relation to the RMV development bubbles and to natural resources.

VI. Conservation Easements as an Avoidance Measure

- A. Nova Blazej reported that EPA has suggested that TCA consider the use of conservation easements as an avoidance measure. Although mitigation of impacts to aquatic resources cannot be factored into the selection of the LEDPA, efforts to reduce direct and indirect impacts (such as where the project crosses waterways) can be applied. EPA believes that conservation easements may be a useful tool to incorporate further avoidance into the project as part of getting to the LEDPA.
- B. Paul Bopp said that since Best Management Practices, such as extended detention basins, are project design features, there are no anticipated indirect

effects to avoid further through conservation easements. Macie reminded the group that TCA is unable to hold properties in perpetuity, and it has been difficult to find organizations willing to take over such easements. She asked: what distance within the streambeds from the project is EPA talking about, what is the obligation for long-term management, and what protection would conservation easements provide?

- C. **Action Item:** Macie, Nova, and Susan DeSaddi will participate in a conference call to further clarify the concept/opportunity related to conservation easements as an avoidance tool.

VII. **SOCTIIP Collaborative Document Distribution**

Pete Ciesla distributed copies of the SOCTIIP Collaborative Document Distribution sheet. Action Item: TCA will be contacting the Collaborative agencies to find out how many copies of which documents the agencies need and whether they need paper or CD copies.

VIII. **Next Collaborative Meeting – March 15**

The next Collaborative meeting will be March 15. **[Please note: This meeting has been cancelled. The next Collaborative meeting will be April 19 and 20.]** The primary topic will be a review of the parameters and metrics for the matrix. In addition, there may be a discussion of mitigation if more information is available by then.

ACTION ITEMS – April 19, 2004

	WHO	WHAT	Done
1	Larry Vinzant	Send TCA (4/19) the federal distribution list for the DEIS/SEIR.	X
2	Nova Blazej	Let FHWA (Mahfoud) know (and copy TCA) what EPA HQ needs, after notice has been published in the Federal Register.	
3	Macie	Will look into differentiation between erosion/sedimentation and floodplain encroachment and how to express this on the Matrix. TCA will identify the metrics that are used for this parameter.	
4	TCA	Review the Matrix and clarify whether the impact measure for species is the individual, the species, or the presence/absence of the species.	
5	TCA	Talk with Jill Terp about including coastal sage scrub acreages as a parameter on the Matrix, how and whether to include wildlife movement as a parameter, and how valuable would be information n numbers of bridges versus box culverts (under "wildlife movement corridor maintained").	
6	TCA	Delete parameter on wildlife refuges.	
7	TCA	Ask FHWA what measures can be used for community cohesion.	
8	TCA	Check with Jill Terp to find out : <ul style="list-style-type: none"> • which are the parameters she wants for species (should they indicate individuals or species?) • what type of measurement will reflect the value of habitat to those species? • Whether coastal sage scrub should be included as a surrogate for habitat for the gnatcatcher • Whether and how to include wildlife movement as a parameter • Whether indicating numbers of bridges versus numbers of box culverts would be valuable information on the Matrix 	
9	TCA	Correct the reversed data in Military Impacts for FEC and CC.	
10	TCA	List names of individual impacted recreational resources for each alternative.	
11	TCA	In revising the Matrix, create a separate section for parameters that were considered but that were not discriminators. This section will include: growth inducement, Operations-Exceedance of SCAQMD thresholds, Construction: Exceedance of SCAQMD thresholds, Impacts to 303(d) list, and the environmental policy parameter, and perhaps the coastal zone parameter.	
12	Chris Keller	Go through the meeting summaries and other documents and will send an email to the Collaborative, referencing those documents which address this issue.	X
13	TCA, FHWA, EPA, USACE	Hold a meeting to address the wetlands delineation issue. To be held in Los Angeles.	X

Collaborative Decisions/Agreements¹, April 19, 2004

1	If there is no difference among the alternatives related to the construction/air quality parameter, then move this parameter to an area of the matrix that shows factors which were considered but which are not discriminators. The operations/air quality parameter should include the information from the EIR that does differentiate among the alternatives.
2	Macie will look into the wording in the Dan Smith report, relevant to the first wetlands parameter, and will call Susan if the wording isn't in line with Susan's suggested wording, "Waters of the U.S. including riparian ecosystems." TCA will include a footnote to define the parameter.

Next Collaborative Meeting: May 17 and 18, 2004

¹ These are agreements reached during the meeting among those present. They do not represent agency concurrence. They are a basis for moving forward procedurally from one meeting to the next, and they are documented to help the group avoid backtracking.

**MEETING SUMMARY
SOCTIIP COLLABORATIVE
April 19, 2004 (Conference Call)**

Participating in Conference Call:

FHWA: Mahfoud Licha, Larry Vin Zandt, Stephanie Stoermer
Caltrans: Lisa Ramsey, Smita Deshpande, Ryan Chamberlain
EPA: Nova Blazej, Liz Varnhagen, Steven John, Mike Schulz
USACE: Susan DeSaddi, Mark Durham (briefly), David Castanon
TCA: Macie Cleary-Milan, Maria Levario, Paul Bopp, Rob Thornton (Nossaman
Consultants:
CDR Associates: Louise Smart
Viewpoint West: Chris Keller
P&D Environmental Services: Christine Huard-Spencer, Michael Benner

I. Update on the status of the DEIS/SEIR

- A. Macie Cleary-Milan reported that TCA met on April 6 with the Camp Pendleton Environmental Impact Review Board (EIRB). The TCA provided a formal presentation to the EIRB, summarizing both the process used to develop the SOCTIIP DEIS/SEIR and a general overview of the contents of the DEIS/SEIR. Larry Rannals and Bob Taylor assisted the TCA in this presentation to the Camp Pendleton EIRB; and the TCA fielded questions from the EIRB following the formal presentation. The Board voted to forward the DEIS document to Headquarters, Marine Corps (HQMC) for further review without comments. On April 13, Larry Rannals provided a similar presentation on findings of the DEIS/SEIR to the HQMC EIRB in Washington DC. The EIRB at HQMC expressed some concern with certain language contained in the DEIS which could be perceived (by a reader unfamiliar with the Collaborative process) as indicative of the Marine Corps favoring one particular alternative over the others. The HQMC EIRB voted to concur with release of the DEIS for public review contingent upon FHWA's agreement to remove the subject disputed language prior to public distribution of the document. On April 15, Larry also briefed the Deputy Assistant Secretary of the Navy (DASN) for Installations & Environment on the SOCTIIP DEIS/SEIR; and the DASN concurred with the findings of the HQMC EIRB. A letter will be forwarded to the FHWA from the Marine Corps within the next week that provides results of these two EIRB review efforts and findings. (Note: The subject Marine Corps letter was ultimately forwarded to FHWA and the TCA on 28 April 2004.)
- B. TCA is working hard to get the Draft ready for distribution, including release on CDs.
- C. Next steps
1. 4/29 TCA will be circulating the document.
 2. 4/30 The Federal Register will announce circulation.

3. 4/30 The 60-day review period will begin.
4. TCA will distribute the public notice for the Army Corps, which will be sent separately from TCA's notice. TCA has been coordinating this with Susan DeSaddi.
5. The public hearing will be held on Saturday, June 19 from 10:00-6:00 at Tesoro High School. The Collaborative agencies are invited to attend. During the hearing, there will be presentations and an opportunity for the public to comment to a moderator as well as having their comments recorded by a court reporter.
6. Larry Vinzant said that FHWA has a fairly extensive federal distribution list. He will send it (4/19) to TCA.
7. Nova Blazej will let FHWA (Mahfoud) know (and will copy TCA) what EPA HQ needs, after notice has been published in the Federal Register.
8. Stephanie Stoermer said that changes were needed in the 106 and 416 sections in order to use terminology consistently. Macie said that those changes will be made in the final document.

II. Participation by USFWS

- A. Mike Schulz told the Collaborative that he had spoken with Jim Bartel at USFWS, who had told him that USFWS was continuing to spend 100% of staff time on the Riverside project. Jim had told him USFWS recognized that it would have been ideal to offer their views at an early time, but that they have been unable to do so. However, USFWS does expect to offer their comments "later on." There was no definition of "later on" or what those comments would include.
- B. Macie said that TCA had gone to USFWS offices with Paul Bopp, Valarie MdFall, Margot Griswold, and Ann Johnston. They briefed Jill Terp and Ken Corey for two hours in a "mini-Collaborative" and had reviewed the maps of the alternatives. Macie said that (1) she left the meeting feeling that USFWS was "plugged in" to the project, (2) that Jill had complimented her sister federal agencies on how they have represented USFWS interests, and (3) that Ken Corey was well aware of the alternatives and where the Collaborative was in the process.
- C. Louise said she had spoken with Jill who said she didn't know when she would be able to participate in the Collaborative and sent her apologies for not having been available.

III. Review of the Evaluation Matrix for Determination of Preferred Alternative/Least Environmentally Damaging Practical Alternative: Summary of Adverse Impacts before Mitigation (April 2, 2004)

The Collaborative reviewed the Matrix and commented on the following questions:

- Are there any missing parameters that should be included?
- Are there any parameters that should not be included?
- Are the measures/metrics appropriate and useful?
- Can the matrix, once revised as suggested at this meeting, be used as the basis for the multi-dimensional evaluation discussion to give input to the Army Corps decision on the LEDPA?

A. Traffic

1. Larry Vinzant asked whether there were any safety issues included in the parameters. A: The alternatives are designed to Caltrans standards. Therefore there are no safety issues associated with any of the alternatives.
2. Chris Keller asked about the operations issues of the Central Corridor (CC) alternative. A: As a mitigation measure, TCA added a configuration of the CC alternative that could work if that alternative were selected. This configuration of the CC will be included in the environmental document as a mitigation measure that would be used if this alternative were selected. This configuration of the CC alternative would impact a large number of properties. These displacements are not currently reflected in the socio-economics impacts parameter for the CC alternative.
3. Nova Blazej asked why the parameter, "Operations: indirect adverse peak hour impacts to I-5 ramps and intersections," is broken out from the parameter on "Operations: direct adverse peak hour impacts to intersections and ramps," and whether the indirect impacts are a subset of the direct impacts parameter. A: The indirect impacts parameter is not a subset of the direct adverse impacts parameter. In addition, it was noted that all beneficial impacts are direct impacts.
4. The facilitator polled the participants, who indicated that all the traffic parameters are acceptable.

B. Air quality

1. Nova reported that Orange County has been designated as a severe non-attainment area for the 8-hour ozone standard and is likely to be a non-attainment area for PM2.5, which is a relatively new standard. The PM2.5 non-attainment areas will be announced in December of this year. She said that the new information will need to be included in the Final EIS.
2. Larry Vinzant noted that the last two air quality parameters, "Operations: Exceedance of SCAQMD thresholds" and "Construction: Exceedance of SCAQMD thresholds," do not provide discrimination among the alternatives. Macie explained that the construction parameter is related to temporary air quality impacts during construction. **The Collaborative agreed: If there is no difference among the alternatives related to the construction/air quality parameter, then move this parameter to an area of the matrix that shows factors which were considered but which are not discriminators. They also agreed that the operations/air quality parameter should include the information from the EIR that does differentiate among the alternatives.**

C. Aquatic resources

1. Susan DeSaddi said the title of the "Wetland Resources" section should be changed to "Aquatic Resources," since the study looked at wetlands and non-wetland waters of the U.S. In addition, she said that the title of the first parameter ("Acres of riparian ecosystems . . .") should instead be "Acres of waters of the U.S. including riparian ecosystem" and should include a footnote of explanation. Macie explained that TCA wants to be consistent with the

wording of Dan Smith's report. Macie will look into the wording in the Dan Smith report and will call Susan if the wording isn't in line with Susan's suggested wording. TCA will include a footnote to define the parameter. Mike Schulz added that the purpose of the Matrix is to gather into one place all the information that is needed to make the multiple determinations in order to select the preferred alternative/LEDPA. The need is to ensure that the data connects to compliance with the Clean Water Act.

2. The group discussed the timing and extent of jurisdictional wetlands delineation. (Please see IV. below.)
3. Larry Vinzant asked about the significance of the "Impacts to 303(d) list." Mike Schulz explained that the 303(d) list is the basis in California on which EPA assesses compliance with the Clean Water Act. However, since the parameter is not a high-priority discriminator, it can be moved to another section of the Matrix if desired. Macie explained that "I" means impaired, while "NI" means not impaired.
4. Mike Schulz said that it will be difficult to persuade EPA that the direct and indirect effects of the alternatives have no bearing on water quality, despite the use of BMPs.
5. Steven John requested that TCA add to the Matrix the normalized ranking information from the Dan Smith functional assessment. TCA agreed to do this.

D. Water quality

1. Nova said that she wants to be sure that the Erosion/Sedimentation parameter reflects the disagreement between EPA and TCA regarding the finding of no adverse impacts. She would like to see reporting on what would be the erosion and sedimentation impacts if there were no BMPs. She referred to the Earth Resources parameter that shows cut and fill. Macie explained that the BMPs are project design features, which are required under the Caltrans permit, and which are designed to eliminate adverse impacts due to erosion and sedimentation. She said that identification of such impacts in the absence of BMPs would be speculation. Nova asked how TCA determined the earth resources impacts. Michael Benner and Paul Bopp explained that the design of the stream crossings and the interchanges would result in the indicated earth resources impacts. Macie noted that the impacts are related both to erosion control and to floodplain encroachment. She said that TCA will look into this. Susan DeSaddi requested that TCA identify the metric that is used to determine the quantification of impacts for the erosion/sedimentation/floodplain encroachment parameter. TCA agreed to do this.

E. Biological – Direct impacts to Threatened and Endangered Species

1. Nova asked whether there is meaning that should be drawn from the information about steelhead trout, other than that this is potentially viable habitat. Macie said TCA will summarize the information better to identify potential habitat and presence or absence of the trout.
2. The question was raised about whether the direct impacts listed for the species indicate individuals or species. Nova suggested that TCA check in with Jill Terp to find out which are the parameters she wants used and what type of

measurements will reflect the value of habitat to those species. TCA will review the Matrix and clarify whether the measure is the individual or the species or the presence/absence of the species.

3. Larry Vinzant noted that there are a lot of species listed on the Matrix, which gives the impression that species are a more important parameter than the other parameters. Macie explained that all of these species will be addressed in a biological opinion and that therefore it is appropriate to include them in the Matrix.
 4. Susan DeSaddi reported that it had been helpful to include in the earlier Matrix (for elimination of alternatives prior to the DEIS/SEIR) coastal sage scrub as a placeholder for habitat for endangered species. She suggested that the coastal sage scrub acreages be carried forward to this Matrix. Rob Thornton said that coastal sage scrub is used as a surrogate for yet-to-be-described habitat for the gnatcatcher. Macie agreed that coastal sage scrub really is the target and is an important consideration for USFWS. She will ask Jill to comment on this issue.
 5. Nova suggested that the parameter about wildlife habitat loss may be a good place to talk about habitat fragmentation. She said that the current measure is awkward and that it may be more useful to talk about how many wildlife movement corridors would be impacted by each of the alternatives and, as a separate measure, to identify what mitigation measures would be implemented. Macie said that in some areas, the information about wildlife movement is unknown and that she doesn't know how the wildlife movement factor could be quantified. Macie will talk with Jill about how and whether to include wildlife movement as a parameter.
 6. Nova suggested that for the "wildlife movement corridor maintained" parameter, TCA indicate numbers of bridges versus numbers of box culverts. Macie said she would check with Jill on her views related to how valuable this information would be to her.
 7. Susan suggested that TCA eliminate the parameter on wildlife refuges since there are none in the study area and since this information would ordinarily be covered under 4(f) information. Macie agreed to delete this.
- F. Socio-economics
1. It was agreed to move environmental justice impacts to the separate, non-discriminator, part of the Matrix since there are no environmental justice impacts for the alternatives. Keeping this in a separate section shows that environmental justice was considered.
 2. Nova said it was useful to include the numbers of residential units displaced. Although she at first questioned the accuracy of number of residents displaced, since people may have moved since the original estimate, she accepted this information as a useful indicator.
 3. Nova asked why the I-5 showed impacts to community cohesion, since the I-5 already divides the community. Macie explained that implementation of the I-5 alternative will encroach further on the communities. Steven John suggested including a footnote that reports that these are already divided communities or

neighborhoods. Nova suggested asking FHWA what they use to measure community cohesion. Macie said that TCA would look into this.

4. Mike Schulz asked about growth inducement. Macie said that this parameter has been dropped because it is not a discriminator. Macie agreed to put growth inducement into the separate section of the Matrix that shows factors that were considered but are not discriminators.

G. Military impacts

1. TCA will fix the Matrix where the Far East Crossover and the Central Corridor data is reversed.
2. Nova asked for and received confirmation that (a) for the I-5, there are 6 acres of impacts to military uses because of widening and (b) this impact is not consistent with the Department of the Navy agreement, because the agreement never contemplated widening.

H. Recreational resources

1. Nova suggested that this parameter would be more meaningful if the specific impacted recreational resources were listed for each alternative. Macie said that TCA would list the names of the recreational resources for each alternative.
2. Macie said that the coastal zone parameter may get moved to the group of parameters that were considered but that are not discriminators.

I. Project Cost

1. Susan DeSaddi said that the explanation of what the project costs parameters reflects is very helpful. The Army Corps will still need to see and review the actual cost estimates that were built into the bottom line costs. The Corps reviews that information because cost is a factor in their decision-making process. The Corps will not re-do the calculations. They just need to be able to defend this information, especially if one of these alternatives is rejected based on the cost factor.

J. Environmental Policy

1. TCA will move this parameter to the non-discriminator section of the Matrix. TCA is not moving forward with any alternatives that do not comply with environmental policy.

K. Overall assessment of the sufficiency of the Matrix.

The agencies expressed overall satisfaction with and appreciation of the Matrix, expressed in the following specific comments:

- FHWA – We're happy with it at this point.
- Caltrans – We're happy, except we believe that earth resources can be eliminated from the table. EPA disagreed about removing earth resources, as this parameter describes the different degrees to which the alternatives require earth movement, which could be a significant potential impact and could relate to PM requirements for Orange County.
- EPA – This Matrix is clearly off to a good start. There is additional work, but will be useful in putting us in the right direction.
- Army Corps – Hats off to TCA

IV. Jurisdictional wetlands delineation discussion

- A. At this point, no jurisdictional wetlands delineation has been conducted on any of the alternatives. The planning level delineation data developed by Dan Smith forms the basis for the wetlands parameter that is listed on the Matrix. TCA has planned on conducting a jurisdictional wetlands delineation on the LEDPA/preferred alternative for permitting purposes, once that alternative has been selected. The Dan Smith acreage calculations are larger than the acreage anticipated in the jurisdictional wetlands delineation.
- B. Concerns related to this approach included:
1. Where the comparative numbers of acres are fairly close among the alternatives, there is a desire to have more certainty in order to make an accurate comparison of the alternatives. There is less certainty in the functional assessment. The planning-level delineation includes both wetlands and non-wetland waters of the U.S and does not separate out wetland acreage. It had been agreed that the planning-level delineation information could be used to eliminate alternatives from detailed evaluation in the DEIS/SEIR. However, additional delineation work is needed before a LEDPA decision can be made.
 2. TCA's understanding from prior discussion with the Collaborative was that there was agreement that delineation would be conducted on the LEDPA and that this analysis would serve as a check on the planning-level delineation.
 3. Conducting jurisdictional wetlands delineation on all the alternatives will create delays in the schedule and was not anticipated by TCA. This would be especially cumbersome given the expectation that significant problems with some of the alternatives may result in their elimination, separate from the issue of wetlands impacts.
 4. Dan Smith's planning-level delineation has normalized ranking, which may be useful comparative factors. Dan Smith's work needs to be ground-truthed through some field work. Dan Smith did not consider any case law or SWANC in his calculations. Dan Smith's planning-level delineation
 5. The Army Corps believes that they communicated with TCA regarding the need for delineation in order to select the LEDPA, especially in Susan DeSaddi's December 2003 email suggesting that the spring of 2004 would be a good time to do the delineation.
 6. Although the field work could be conducted in a fairly short time, it might take several months to obtain the access needed to conduct delineation on all the alternatives.
 7. It is helpful for the Army Corps regulators to be out in the field with TCA. Dan Smith's work does not account for on-the-ground calls in terms of isolated waters of the U.S.
- C. Options to consider regarding wetlands delineation:
1. When delineation is performed on RMV land, that information can be used to assess the accuracy of the planning-level delineation data. However, analysis in that study area will only provide information relevant to the refined alternatives.
 2. Activities could be undertaken to ground-truth Dan Smith's work. This effort could be undertaken within the project schedule leading to the FEIS prior to selection of the LEDPA and would not need to delay the issuance of the DEIS.

3. A three-parameter delineation could be done for those alternatives that remain as contenders after assessing the practicability of the alternatives. Although the least-environmentally-damaging evaluation and the practicability evaluation are usually done in parallel, the Collaborative could begin by looking at the parameters on the matrix that are related to practicability.
 4. TCA could set priorities for its three-parameter delineation by beginning the delineation work on those alternatives that are most likely to become the LEDPA/preferred alternative, in order to make comparisons among them.
 5. TCA could prioritize the delineation work on the alternatives and report back the delta between the delineation and Dan Smith's analysis on one of the alternatives and apply that difference to the existing data on the other alternatives. (This option was rejected because the delta is anticipated to be different for all the alternatives. Because there are different mixes of aquatic resources, there would be different error factors for the different types of resources.)
- D. Next steps regarding the delineation issue
1. Chris Keller will go through the meeting summaries and other documents and will send an email to the Collaborative, referencing those documents which address this issue.
 2. A meeting will be held to specifically address this issue. It will be in Los Angeles with TCA, the Army Corps, EPA, and FHWA and respective agency attorneys.
- V. Chris Keller's review of the Executive Summary.
- A. Nova asked whether Chris's comments are being considered and incorporated in the DEIS/SEIR. Macie told the Collaborative that TCA had included the minor changes that had been suggested, but that TCA had been unable to make changes related to substantive issues, since the draft had already gone to Camp Pendleton for review. These will be reflected in the Final document.
 - B. Similarly, the changes made by the Collaborative in the Matrix will be reflected in the Final document.
- VI. May 17-18 Collaborative meeting
- A. In response to a request for a tour of the alternatives, TCA will hold a tour on May 17.
 - B. Collaborative discussion will occur in a meeting on May 18.
- VII. Next Steps
- A. TCA will send out the DEIS/SEIR packages on Wednesday 4/28, and will let the Collaborative know if that date is changing.
 - B. EPA, USACE, FHWA, and TCA will hold a meeting regarding wetlands delineation.

MEETING SUMMARY

2004-04-29 SOCTIIP Sub-Group meeting on Wetlands Delineation

Participants:

FHWA: Maiser Khaled (by phone), Larry Vinzant (by phone)
EPA: Steven John, Mike Schulz, Liz Varnhagen (by phone)
USACE: Susan DeSaddi, Mark Durham, David Castanon (Acting Branch Chief)
TCA: Macie Cleary-Milan, Paul Bopp, Rob Thornton (Nossaman)
CDR: Louise Smart (by phone)

The purpose of this meeting was to agree on the level of detail of information that is needed for the various project alternatives that are included in the DEIS/SEIR in order to make decisions related to the LEDPA/preferred alternative. A primary question was whether a 3-parameter delineation needs to be done on all eight alternatives, just the preferred alternative, or something in-between.

What information exists now?

1. At the Army Corps' suggestion to start delineation on the likely candidate alternatives, TCA conducted 3-parameter delineation for the Far East Alternative (purple) and the A7-FEC (dark orange) and looked at data that was available from 1995 for the Central Corridor (yellow) which was spot-checked in 2001. The Army Corps has this information but has not done verification of that data.
2. TCA had Glen Lukas reconfirm delineation information on Camp Pendleton in spring of 2004. The Army Corps has not yet seen this information.
3. RMV has done delineation that will be useful on the refinements (green, lavender, purple), although the RMV data will leave some gaps that will need to be filled in for these alternatives. The RMV data is an acceptable jurisdictional delineation. The data has not been made available to TCA, but is expected to be available imminently. Once the Army Corps has verified this information, it will become public as soon as RMV has given up their option to appeal it (within 30 days). TCA will request release of this information from RMV for TCA's use on the SOCTIIP project.
4. There is information on Talega that is an acceptable delineation. According to the Army Corps, this information is now public record, and the Army Corps will provide it to TCA.
5. There is the Dan Smith planning-level delineation information. This quantifies special aquatic sites but not all waters of the U.S.
6. There is a lack of jurisdictional delineation information related to I-5 and the arterials-only alternative (blue). TCA's concern is the large number of property owners who would have to grant access in order for TCA to gather the data.

In terms of data for the alternatives, there are gaps that need to be filled in. The Conservancy has, in the past, denied access to TCA for data collection.

What is TCA's assessment of practicability for the alternatives?

TCA has continued to say that the socio-economics impacts of I-5 are overwhelming due to the 843 homes and 400 businesses which would have to be taken, coupled with the construction impacts and bifurcation of the community. The arterial-only alternative takes 263 residences and adds the least amount of traffic relief on I-5. If either of these alternatives were selected, they would not have sponsors. TCA would not build them, and there is no other funding for them. In addition, FHWA would not approve the connection of the Central Corridor alternatives to I-5

because of operational and safety issues and potential significant impacts on the community as a result of the connection to I-5. The Central Corridor alternative takes 593 residences without providing an adequate connection to I-5. The construction of a workable connection to I-5 would necessitate taking additional property.

Options discussed

1. Begin with the eastern set of alternatives, in order to provide differentiation among them. Request use of RMV data. Do additional delineation to fill in the gaps.
2. Spot-check the Dan Smith data on the western set of alternatives, to validate this data (Concern was expressed about spending time doing further work on an alternative that may be dropped because of practicability/socio-economics issues. At the same time, it may be useful to document validation of the planning-level data).
3. Begin practicability discussions following the release of the DEIS/SEIR to the public.

Agreed-to Next Steps

1. TCA will release the DEIS/SEIR for public circulation on May 7.
2. Steven and Susan will get back to TCA the Dan Smith data vis a vis the I-5 alternative (and the arterial-only alternative?) by Friday, May 7.
3. Existing delineation data will be used for the Central Corridor. This is data that the Army Corps has seen.
4. TCA will go to the Conservancy Board on May 6 and request access to Conservancy property. Prior to that time, TCA will send EPA and USACE a copy of the letter TCA will present (and has sent) to the Conservancy Board. EPA and USACE will send a supporting letter to TCA and to the Board, and will precede their letter with a phone call to the President of the Board.
5. TCA will contact RMV to request the delineation information. TCA will report back to Susan the results of this request.
6. TCA will focus delineation work on the eastern set of alternatives, to fill in the gaps.
7. TCA will revise the Evaluation Matrix, as a result of the Collaborative discussion on April 20, and distribute to the Collaborative approximately 1/2 week prior to the May 18 Collaborative meeting.
8. The Collaborative will begin discussions on the practicability of the alternatives at its next meeting on May 18.

Plans for May 17 and 18 Collaborative Meeting

- On May 17, TCA will provide a tour of the study area. Louise will send an email to the Collaborative, asking who would like to participate.
- On May 18, the Collaborative will meet from 9:00-4:00 (we may end early). The topics will be:
 - TCA update to the Collaborative on the status of the data and what is available at that point.
 - Collaborative review of the revised Evaluation Matrix.
 - Collaborative initial discussion regarding practicability, as applied to the alternatives

ACTION ITEMS – June 22, 2004

	WHO	WHAT	Done
1	Collab.	Contact TCA with any suggested additions to the public mailing list.	
2	TCA and USACE	TCA will provide wetlands and waters of the U.S. information to the Army Corps. TCA will provide a map showing what data has already been verified (e.g., RMV data) and indicating the data sources.	
3	USACE	USACE will review the TCA data and provide verification through their field work. TCA will submit the report in 2-3 weeks. Susan will coordinate with TCA, Michael Benner of P&D, and Ingrid Chlup of Glenn Lukos Associates.	
4	TCA	TCA will provide to USACE, EPA, and USFWS the state jurisdictional waters information for the stream-bed alteration permit.	
5	USFWS	Jill will review the Evaluation Matrix and provide feedback to TCA and P&D about the metrics, including metrics needed to indicate habitat fragmentation and wildlife corridors. She will obtain internal input on the matrix from species experts and from Ken Corey on regional effects.	
6	USFWS	Jill will set up a conference call with USACE and EPA to discuss the Evaluation Matrix.	
7	MCB-CP	Larry Rannals will send word-smithing suggestions to TCA on Marine Corps parameter for the matrix.	X
8	TCA	TCA will revise the matrix per the feedback received from the Collaborative at this meeting.	
9	TCA, FHWA, and Caltrans	TCA, FHWA, and Caltrans will hold a sidebar discussion on the question of whether/when to do a modified access report for alternatives that connect to I-5.	
10	TCA, FHWA, and Caltrans, with input from EPA and USACE.	FHWA, TCA, and Caltrans will prepare a written proposal regarding which alternatives are <u>not</u> practicable, using the Army Corps/EPA paper for guidance and including case examples or case law to help justify the recommendation. The transportation agencies will check in with the Army Corps and EPA on the specific parameters they will use to make the practicability recommendation. TCA will send the proposal to the Collaborative at least ten days before the August SOCTIIP meeting, at which the Collaborative will respond to this proposal.	
11	TCA	Arrange phone lines for the July 20 SOCTIIP Collaborative conference call (9:00-12:00).	

Collaborative Decisions/Agreements¹ - June 22, 2004

1	The Collaborative agreed to set the goal of determining at the August 10 Collaborative meeting which alternatives are not practicable and of selecting the preferred alternative at the September 20-21 Collaborative meeting.
2	The Collaborative agreed that Viewpoint West will attend Collaborative meetings and document the process of selecting the preferred alternative since the release of the

¹ These are agreements reached during the meeting among those present. They do not represent agency concurrence. They are a basis for moving forward procedurally from one meeting to the next, and they are documented to help the group avoid backtracking.

Next Collaborative Meetings:

July 20 SOCTIIP Conference Call – 9:00-12:00 (In lieu of a July Collaborative meeting)

- **A check-in to preview and discuss comments on the DEIS/SEIR**

August 10 SOCTIIP Meeting – 9:00-4:00

- **Finalize the Matrix**
- **Address practicability – respond to a FHWA/TCA/Caltrans paper that will be sent to the Collaborative at least ten days prior to the meeting and will include a recommendation regarding application of practicability factors to the alternatives, including supporting cases and/or case law. The goal will be to agree on which alternatives are not practicable.**

September 20 and 21 SOCTIIP Meeting (a two-day meeting)

- **Apply other environmental factors to the alternatives. The goal will be to select the preferred alternative that will align with the Army Corps decision on the LEDPA**

**MEETING SUMMARY
SOCTIIP COLLABORATIVE
June 22, 2004**

In attendance:

FHWA: Maiser Khaled (by phone), Larry Vinzant, Tay Dam
Caltrans: Lisa Ramsey, Smita Deshpande, Ryan Chamberlain
EPA: Nova Blazej, Steven John, Mike Schulz, Liz Varnhagen (all by phone)
USFWS: Jill Terp
USACE: Susan DeSaddi (by phone)
TCA: Macie Cleary-Milan, Maria Levario, Paul Bopp, Carolyn
Lobell (Nossaman), Terry Swindle

Camp

Pendleton: Larry Rannals

Consultants:

CDR Associates: Louise Smart

P&D Environmental Services: Christine Huard-Spencer, Michael Benner

Handouts

1. 2004-06-20 Evaluation Matrix for Determination of Preferred Alternative/Least Environmentally Damaging Practicable Alternative – Summary of Adverse Impacts before Mitigation
2. Maps
 - a. ACOE Jurisdictional Wetlands and ACOE Jurisdictional Waters (with blank background)
 - b. ACOE Jurisdictional Wetlands and ACOE Jurisdictional Waters (overlaid on aerial photo)
3. 2004-06-11 Letter to Macie Cleary-Milan from Matthew Vespa of Shute, Mihaly & Weinberger LLP

I. Report from TCA on the Public Circulation of the DEIS/SEIR

A. Public Comment Period

Macie Cleary-Milan reported that the DEIS/SEIR was released for sixty days' public review on May 7. The TCA Board requested an additional thirty days' review time. This was approved, and the comment period will end August 6, 2004.

B. Availability of the document

Macie reported that TCA sent 9000 notices of availability to the mailing list, including property owners within 300 feet of the project. TCA will provide CDs of the document for purchase, has posted the document on the TCA website, has placed

the document at public distribution sites, and has set up an information telephone line so people can call with questions or request the document.

C. Public Hearing

TCA held a public hearing on Saturday, June 19, from 10AM to 6PM at Tesoro High School. Staff from Caltrans, FHWA, and the Army Corps attended. Approximately 700 people were present at the time of the presentation by Paul Bopp and Macie. Mike Harty moderated the public input session, during which time people were able to speak for up to five minutes. Attendees provided comments by speaking publicly during the hearing (which was documented by a court reporter), filling out written comment forms, and giving testimony to a court reporter in a room separate from the hearing room. TCA ran a shuttle to the hearing from the bus stop at Saddleback College and provided a Spanish translator. There were technical information stations for visual impacts, traffic, biological resources, water quality, air quality, and noise. There was considerable interest in the models and visual cross-sections of the project. Many people asked where their homes were in relation to the project and whether their property would be impacted. Susan DeSaddi, who attended, said that it was useful to hear what people had to say and that the hearing was well organized and orchestrated. She noted that the Army Corps will need to discuss additional public hearing needs to fulfill the Corps' responsibility.

D. U.S. Army Corps of Engineers Public Notice

On behalf of the Army Corps, TCA sent a separate mailing of the Corps public notice to a 6000-address mailing list. The Corps public notice was posted to the website commensurate with the release of the DEIS/SEIR. Susan DeSaddi reported that the Army Corps has received about fifteen comments to date.

II. Wetlands and Waters of the United States

- A. Macie reported that TCA has been able to get all the information they hoped for from Rancho Mission Viejo (RMV) and the Talega development. TCA mapped the "gap" areas between the RMV data and the SOCTIIP alignments and received delineation data from Camp Pendleton. The wetlands information is complete, in keeping with the agreement with the Corps of Engineers regarding the approach for the Central Corridor alternative. More specifically, the delineation incorporated the 1995 data from previous studies, and then supplemented the Ranch 2003 data for those properties that overlap the Central Corridor delineation survey area.
- B. Susan asked about the date of the RMV jurisdictional delineation. TCA confirmed that TCA is using the most recent data.

- C. Action Item: TCA will prepare the delineation report in the next two or three weeks and provide the information to the Army Corps so the Corps can start the verification process.

III. Chris Keller's Scope of Work

- A. Macie explained that the original plan had been to have an independent quality control function to oversee the EIS process. In 1993, TCA, FHWA, and Camp Pendleton entered into a contract with Viewpoint West (Chris Keller) to perform this function. The initiation of the Collaborative changed expectations for Chris's role, as the Collaborative process provided the agencies an opportunity to have direct oversight of the study. TCA's expectation was that when the DEIS/SEIR was released, Chris Keller's contract would end. Camp Pendleton, at the EIRB, requested that Viewpoint West monitor the process.
- B. At the EIRB meeting at Camp Pendleton in April, Chris reported that all the alternatives had been evaluated equally and objectively. Camp Pendleton requested Chris to provide a final report documenting the selection of the preferred alternative, based on her observation of the process from now until the selection of the preferred alternative. Larry Rannals explained that the Marine Corps would like Chris to provide a macro, overview perspective, so she can report that the process for the EIS has been completed in accordance with generally accepted NEPA principles. He noted that Chris should not review each individual agency's comments to ensure they have been adequately addressed. He suggested that if any agency wants Chris to provide technical support, that agency can hire Chris separately for that purpose.
- C. Chris will attend Collaborative meetings to enable her to document the process of selecting the preferred alternative.
- D. Jill Terp commented that Chris Keller's involvement has been very helpful in providing continuity when there has been turnover of personnel within agencies. Chris has been the single constant in this process. Jill said she has appreciated Chris's detailed look at products to date.
- E. The Collaborative agreed that this was the way to proceed.

IV. The Evaluation Matrix

- A. In its revisions to the Evaluation Matrix, TCA has attempted to be responsive to all the agency comments.
- B. EPA explained that they will need to have time to review the matrix, cross-check it with previous comments, and hear from USFWS regarding parameters for

biological resources before they can provide final approval on the matrix. EPA will also look at the matrix more closely regarding air quality. Susan DeSaddi said that in terms of the overall suite of parameters, the matrix is complete, and she made some suggestions to clarify the wetlands and waters of the U.S. metric (see below). She added that once the Collaborative has a final draft of the matrix, she will brief her management to ensure USACE acceptance of the matrix. Caltrans gave approval to the matrix, noting that details have been added on 4(f) resources and construction emissions. Larry Rannals said that he has some word-smithing suggestions for the Marine Corps Base parameter and will send these suggestions to TCA. Larry Vinzant said that the matrix is acceptable to FHWA.

- C. Action item: Jill Terp will get internal input from species experts and from Ken Corey on regional effects, will consider metrics needed to indicate habitat fragmentation and wildlife corridors, will provide this input to TCA, and will set up a conference call with USACE and EPA to discuss the matrix.
- D. Suggestions from the agencies included:
 - 1. Describe impacts on plants in terms of numbers of populations as well as individuals.
 - 2. Clarify the relationship between acreage of jurisdictional wetlands and riparian ecosystems; provide a footnote that describes what is represented in the first two rows under "Aquatic Resources." The bottom line for the Army Corps is to depict on the matrix what are the impacts to wetlands and non-wetland waters of the U.S. based on an approved jurisdictional delineation. Next steps regarding the aquatic resources parameters:
 - a. TCA will send jurisdictional delineation information to the Army Corps within two or three weeks. TCA will provide a map showing what data has already been verified (e.g., RMV data) and indicating the data sources.
 - b. The Army Corps will review the data and provide verification through their field work.
 - c. Susan DeSaddi will coordinate with the consultant team through contact with Michael Benner of P&D and Ingrid Chlup at Glenn Lukos Associates.
 - d. TCA will provide to USACE, EPA, and USFWS the state jurisdictional waters information for the streambed alteration permit.
 - 3. Move Environmental Justice to the parameters which were considered but which were not discriminators.
 - 4. If the matrix is included in the FEIS to show the discriminators used by the Collaborative in the selection of the preferred alternative, include a title page listing the parameters and where they are found on the matrix and where they are discussed in detail in the EIS/SEIR.
 - 5. Provide a way to more meaningfully describe in a qualitative way the impacts to 4(f) resources. The interests are: to have a means to discriminate among the alternatives; to avoid a lot of verbiage which would replicate the chapter on 4(f) resources; to avoid putting too much emphasis on acreage of

impact (one acre of impact in one site will not necessarily be equal to an acre of impact in another site); to avoid setting a value among 4(f) resources. Specific suggestions included:

- a. Line up the 4(f) resources across the rows, so the reader can see the commonalities.
- b. Distinguish between 4(f) properties and non-4(f) recreational resources.

E. The TCA agreed to revise the matrix per items a and b, above.

F. Mike Schulz said that the matrix will serve as a tool to foster discussion across the alternatives as the Collaborative hones in on the preferred alternative. Macie clarified that "sign-off" from the agencies means that the matrix is a tool that is ready to be used.

G. Tay Dam of FHWA asked whether TCA has done a modified access report for the eastern alternative connection to I-5. FHWA wants to ensure that the alternative is acceptable to them and will give approval in two stages: (1) conceptual approval up front, and (2) final NEPA approval at the Record of Decision. Action item: TCA, FHWA, and Caltrans will have a sidebar on the question of a whether/when to do a modified access report for alternatives that connect to I-5.

V. Practicability

A. Macie explained that EPA had suggested that TCA make a proposal to the Collaborative related to practicability. TCA is willing to do this but is not yet ready to do so. The Collaborative has held preliminary discussions about what practicability means, but has wanted to wait until the DEIS/SEIR was publicly circulated before holding discussions on practicability related to the project alternatives. Macie asked whether the Collaborative would like to have TCA indicate its assessment of the alternatives in terms of practicability, and the Collaborative assented.

B. Smita Deshpande of Caltrans said that in some past projects, Caltrans has considered the factor of practicability before applying the other factors related to the LEDPA. She added that at this DEIS/SEIR stage, there is more information and therefore the transportation agencies can begin to look at the alternatives in terms of practicability. To assess practicability, Caltrans looks at three factors: cost, logistics, and existing technology. For cost, Caltrans asks: Can the agency fund this? Are any of the alternatives unreasonably expensive? For technology, Caltrans considers, for example, whether any of the alternatives are not seismically sound. Transportation agencies look at socio-economics factors as part of assessing logistics.

C. Maiser Khaled of FHWA suggested that FHWA, TCA, and Caltrans prepare a document describing why certain alternatives are not practicable. Steven John suggested that this document include case law and/or examples to substantiate the

rationale for the recommendations. For example, this could include cases that show where FHWA has drawn the line regarding numbers of residences that would be acquired. Action item: FHWA, TCA, and Caltrans will prepare a written proposal regarding which alternatives are not practicable, using the Army Corps/EPA paper for guidance and including case examples or case law to help justify the recommendation. The transportation agencies will check in with the Army Corps and EPA on the specific parameters they will use to make the practicability recommendation. TCA will send the proposal to the Collaborative at least ten days before the August SOCTIIP meeting, at which the Collaborative will respond to this proposal.

VI. The DEIS/SEIR Agency Comment Process within the Context of the Collaborative

- A. Liz Varnhagen described the internal process that will occur within EPA to arrive at final comments on the DEIS/SEIR. She explained that once staff prepare comments for management review, they do not change these comments pending management finalization. Therefore, she is concerned about any expectation that TCA can respond to comments prior to finalization by EPA management. She said she assumes that EPA has already raised any substantive issues within the Collaborative and that TCA has dealt with them prior to this time. Mike assured the Collaborative that EPA can successfully find a way to communicate to TCA regarding where the comments are headed. As staff is briefing management, they can share any concerns with TCA.
- B. Susan DeSaddi said in-house review of Corps comments will not preclude the Corps from raising within the Collaborative any red-flag issues that are deserving of further Collaborative discussion. Written comments are an obligation for the administrative record. The Corps has already commented on portions of the administrative draft document.
- C. Macie said her hope is to have letters that reflect cooperation and commitment to the process the agencies have been involved in.
- D. Steven John said that there are no showstoppers. Although the project involves significant 404 impacts, he believes that with avoidance and mitigation, the agencies will be able to arrive at an alternative they can concur on. If review of the DEIS/SEIR does surface a big issue, it will be shared informally with TCA in the context of the Collaborative.
- E. Jill Terp explained that USFWS will submit their comments as part of Department of Interior comments. Although she can't speak for the U.S. Geological Survey or the Bureau of Reclamation, USFWS has not seen in the study any big issue or data omission. USFWS will be looking for further avoidance and mitigation, if necessary, to address impacts. She said that USFWS will make every effort to share

comments with TCA in an informal manner as they have previously agreed to do as part of the Collaborative.

- F. **There will be a SOCTIIP Collaborative conference call on July 20 from 9:00 to 12:00 (in lieu of a July meeting) to provide a check-in with the agencies. This will be an opportunity for the agencies to share their comments informally with TCA and for the Collaborative to discuss the comments and issues.**

VII. Plans for Upcoming Meetings

The Collaborative agreed that the first step in moving towards a preferred alternative will be to discuss the practicability of the alternatives. Until the matrix table has been completed, the agencies cannot talk about the non-practicability factors. The Collaborative agreed to set the goal of determining at the August 10 Collaborative meeting which alternatives are not practicable and of selecting the preferred alternative at the September 20-21 Collaborative meeting. They set the following dates and goals for upcoming meetings:

August 10 SOCTIIP Meeting – 9:00-4:00

- Finalize the Matrix
- Address practicability – respond to a FHWA/TCA/Caltrans paper that will be sent to the Collaborative at least ten days prior to the meeting and will include a recommendation regarding application of practicability factors to the alternatives, including supporting cases and/or case law. The goal will be to agree on which alternatives are not practicable.

September 20 and 21 SOCTIIP Meeting (A two-day meeting)

- Apply other environmental factors to the alternatives. The goal will be to select the preferred alternative that will align with the Army Corps decision on the LEDPA.

VIII. California Public Records Act Request

- A. Macie Cleary-Milan distributed a copy of a June 11, 2004 letter addressed to Macie from Matthew Vespa of Shute, Mihaly & Weinberger LLP, requesting the release of information, under the California Public Records Act, related to DKS review of the traffic study. TCA does not believe it is at liberty to provide information to the public without the approval of the Collaborative and requested direction from the Collaborative.
- B. Mike Schulz responded by saying that EPA expresses no opinion in regard to this matter, since the request is under the California Public Records Act, and that the determination of whether to release this information is solely under the purview of

the TCA. The USACE, USFWS, and FHWA concurred with the EPA on this issue. Caltrans deferred to FHWA.

- C. Liz Varnhagen reported that Mr. Vespa had telephoned EPA and EPA had directed him to TCA. Larry Vinzant, from FHWA, said that he had also been contacted by Mr. Vespa. Macie encouraged the agencies to refer all such requests to TCA.
- D. Larry Rannals noted that he does not see any reason why any information prepared for the DEIS could not be released to the public.

ACTION ITEMS – July 20, 2004

	WHO	WHAT	Done
1	Macie Cleary-Milan	Fax the Federal Register notice to Jill Terp.	X
2	Susan DeSaddi	Fax the RMV comment letter to TCA.	
3	TCA	Consult with Army Corps on how best to capture on the evaluation matrix the data that pertains to state and federal jurisdictional delineation.	
4	CDR	Send a revised contact list to the Collaborative.	
5	TCA and FHWA	Coordinate and prepare a proposal to the Collaborative on the application of practicability to the alternatives, including supporting cases and/or case law. Send this proposal to the Collaborative on August 2.	
6	TCA	Send a revised Evaluation Matrix to the Collaborative on August 2.	

Next Collaborative Meetings:

August 10 SOCTIIP Meeting – 9:00-4:00

- **Finalize the Matrix**
- **Address practicability – respond to a TCA/FHWA paper that will be sent to the Collaborative on August 2 and will include a recommendation regarding application of practicability factors to the alternatives, including supporting cases and/or case law. The Collaborative will provide initial feedback to TCA on this paper but not make decisions at this meeting.**

September 20 and 21 SOCTIIP Meeting (a two-day meeting)

- **Reach closure on the elimination of alternatives based on the practicability factors.**
- **Apply other environmental factors to the balance of the alternatives. The goal will be to select the preferred alternative that will align with the Army Corps decision on the LEDPA**

October 18 and 19 SOCTIIP Meeting

**MEETING SUMMARY
SOCTIIP COLLABORATIVE
July 20, 2004**

Participating:

FHWA: Larry Vinzant, Tay Dam
Caltrans: Lisa Ramsey
EPA: Nova Blazej, Steven John, Mike Schulz, Liz Varnhagen
USFWS: Jill Terp
USACE: Susan DeSaddi
TCA: Macie Cleary-Milan, Maria Levario, Paul Bopp, Carollyn
Lobell (Nossaman)

Camp

Pendleton: Larry Rannals

Consultants:

CDR Associates: Louise Smart

Viewpoint West: Chris Keller

P&D Environmental Services: Christine Huard-Spencer, Michael Benner

(Macie, Maria, Paul, Carollyn, Christine, and Tay participated from the TCA offices; the others participated by telephone)

- I. Issues related to review of DEIS/SEIR
 - A. No agency reported any new issues for Collaborative discussion. All issues identified to date have already been raised in prior comments.
 - B. EPA – EPA’s letter will be sent August 5 addressed to Maiser Khaled and will be copied to the primary contacts on the Collaborative. EPA comments will address: direct and indirect impacts to aquatic resources, air quality from construction and operation, and cumulative impacts to habitat and species. For each area of comment, EPA will make comments on how to improve the final document. EPA’s tentative rating is EC2, which stands for Environmental Concerns Insufficient Information. This is a “pretty good rating” and is not considered an adverse rating.
 - C. USFWS – Jill Terp is continuing to prepare her comments, which will then be routed through the Department of the Interior and coordinated with other DOI agencies. Macie will fax a copy of the Federal Register notice to Jill. USFWS concerns are related to the pocket mouse and effects to regional planning. Jill has made suggestions to TCA regarding inclusion of data on suitable habitat for the pocket mouse on the evaluation matrix.
 - D. FHWA – FHWA is looking forward to seeing the comments from the resource agencies.

- E. Caltrans – Caltrans has no issues and does not expect to submit formal comments.
- F. Camp Pendleton – Camp Pendleton will submit a few more wrap-up comments that were not addressed in the screencheck review. These will be sent at the end of July.
- G. All comments are due by Friday, August 6.

II. The Public Process

- A. TCA has been receiving formal comments from the public on a daily basis. The information line receives mostly questions on where to view the document. TCA is receiving comments from the comment cards included in the Study Guide and some comments from the web site. TCA has received a few letters. A number of comments have come from residents along Pico who do not support the Central alternative. There are no surprises in the comments received to date.
- B. Rancho Mission Viejo has not yet commented. The comment period on the RMV plan Draft EIR ends August 9.
- C. The Army Corps received a comment letter from RMV, dated July 7. It was a short letter stating a concern that the FEC-W disrupts the RMV operations at Cow Camp. Of the FEC alternatives, FEC-W is the worst from this perspective. Susan DeSaddi will fax the RMV comment letter to TCA. The Army Corps will furnish other letters and comments to TCA at the close of the public review period.
- D. FHWA has received four separate comment letters on the DEIS/SEIR. Two were addressed to FHWA headquarters and two to David Nichol in the FHWA-CA Division. Those received at the Division office were forwarded to Caltrans and TCA. FHWA-CA Division is required to respond to the letters addressed to FHWA headquarters, in consultation with TCA.

III. Requests for information.

TCA has received a series of requests for copies of the DKS memos prepared as part of the independent traffic consultant review. Macie has put together and is providing the memos from DKS that are responsive to the requests.

IV. The Evaluation Matrix

- A. TCA will provide the jurisdictional wetland information to the Army Corps this week. The Army Corps will need a reasonable amount of time to read the text, study maps, and make a field visit. The process will be:
 1. The Army Corps will review the data during the week of August 9.
 2. The Army Corps will need two to five days in the field.
 3. The Army Corps will hold a separate meeting or conference call with TCA if the Corps finds significant issues on the questions.
 4. If there are no substantial issues, the Corps will send comments to TCA.

- B. TCA will insert the preliminary aquatic resources numbers into the matrix, with the understanding that these numbers will have to be verified. An issue for discussion is how to treat the two rows on the matrix that address aquatic resources: the Dan Smith data and the jurisdictional delineation acreages. It is important to be clear about what the Corps regulates (the jurisdictional acreages). At the same time, the Dan Smith acreages may have value since they roughly correspond to the Fish and Game jurisdictional acreages.
- C. Macie summarized her understanding that (1) the Collaborative is interested in including jurisdictional delineation data in the matrix, now that more specific data is available, and (2) the Dan Smith information is important because it was used in the earlier elimination of alternatives and is the source of data for the I-5 alternative.
- D. TCA will consider, in consultation with the Army Corps, how best to capture the data that pertains to state jurisdictional delineation and addresses Division of Fish and Game and Regional Water Quality Control Board purposes.

V. August 10 SOCTIIP Meeting - 9AM to 4PM

- A. The purpose of this meeting is to finalize the Evaluation Matrix (which will be sent by TCA to the Collaborative by August 2) and to discuss practicability of the alternatives.
- B. Practicability
 - 1. TCA and FHWA will prepare a joint proposal on practicability as applied to the alternatives, by August 2. They will consider the cost, logistics, and technology factors of Section 404 of the Clean Water Act.
 - 2. The Collaborative agencies will begin to discuss this proposal on August 10, when the agencies will be expected to give initial feedback to TCA on the proposal, but not to make a decision. This discussion will continue at the September 20/21 meeting and is anticipated to culminate in further narrowing of the alternatives at that meeting.

VI. September 20/21 SOCTIIP meeting

The purpose of the September Collaborative meeting is to narrow the alternatives, based on practicability. The balance of the alternatives will be evaluated at this meeting from the standpoint of environmental considerations.

ACTION ITEMS – August 10, 2004 Conference Call

	WHO	WHAT	Done
1	USACE and TCA	The Army Corps will provide TCA an outline of their decision document for the Corps 404(b)(1) analysis, in which they will reference the NEPA document. Following this, TCA and the Corps will discuss how the NEPA document can serve as the basis for the Corps 404(b)(1) analysis.	

Collaborative Decisions/Agreements, Dates 2004¹

1	The Collaborative affirmed the goal of selecting the preferred alternative at the October Collaborative meeting.
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Next Collaborative Meetings:

August 25, 3:00 PM conference call. The agenda will include:

1. Final discussion on the evaluation matrix
2. Reconsideration of the CC and A7C-ALPV alternatives from the standpoint of practicability
3. Whatever else may help the Collaborative be prepared for the September 20/21 meeting

September 20/21 Collaborative meeting. The agenda will include:

1. Decision making on the alternatives that will be eliminated because they are not practicable
2. Comparison of the remaining practicable alternatives in terms of cost-effectiveness relative to traffic benefits and in terms of environmental impacts, beginning with socio-economic impacts.

October 18/19 Collaborative meeting. The goal for this meeting is to reach agreement on the preferred alternative, which the Corps can also select as the LEDPA.

¹ These are agreements reached during the meeting among those present. They do not represent agency concurrence. They are a basis for moving forward procedurally from one meeting to the next, and they are documented to help the group avoid backtracking.

**DRAFT MEETING SUMMARY
SOCTIIP COLLABORATIVE
August 10, 2004 Conference Call**

Participating:

FHWA: Maiser Khaled, Tay Dam, Larry Vinzant
Caltrans: Ryan Chamberlain, Suzanne Glasgow, Sylvia Vega
EPA: Steven John, Mike Schulz, Liz Varnhagen
USFWS: Jill Terp
USACE: Susan DeSaddi, Mark Durham
TCA: Macie Cleary-Milan, Maria Levario, Paul Bopp, Carollyn
Lobell (Nossaman)

Camp

Pendleton: Larry Rannals

Consultants:

CDR Associates: Louise Smart

Viewpoint West: Chris Keller (partial)

P&D Environmental Services: Christine Huard-Spencer, Michael Benner

I. Practicability as applied to the SOCTIIP alternatives

- A. Macie Cleary-Milan described the process for developing the "FHWA, Caltrans, and TCA Practicability Proposal" which was written in response to a request from the Collaborative. In preparing this paper, which presents a proposal regarding which alternatives are not practicable, TCA reviewed and utilized the following documents in preparation of the proposal: the National Environmental Policy Act (NEPA)/404 Integration Process and Guidance Paper (February, 1994), specifically "Criteria for Identifying Practicable Alternatives" in the NEPA 404 MOU Guidance (Part 2), and "SOCTIIP Section 404 of the Clean Water Act" [†], [‡] "The 404(b)(1) Guidelines and the Public Interest Review", prepared by U.S. Army Corps of Engineers (Corps), Los Angeles District, Regulatory Branch, in consultation with U.S. Environmental Protection Agency (EPA), Region IX (February 2004) (for SOCTIIP Collaborative discussion purposes only), as well as pertinent case law. TCA drafted the proposal and circulated it to FHWA and Caltrans for input prior to distribution to the Collaborative. The proposal represents a joint effort by TCA, FHWA, and Caltrans. As requested by the Collaborative, TCA, FHWA, and Caltrans prepared this proposal to identify those alternatives that the transportation agencies determined to be not practicable. TCA measured each alternative against the criteria described in these guidance documents, specifically the NEPA/404 MOU that defines criterion for identifying practicable alternatives, and the case law, explained this evaluation in the proposal, and then proposed elimination of alternatives according to this criteria.

- B. Susan DeSaddi of the Army Corps commented that the seven detailed criteria referenced from the NEPA/404 guidance are not the same as the practicability criteria. These detailed criteria include "unacceptable adverse, social, economic or environmental impacts" and "serious community disruption," which are related to selection of the least environmentally damaging alternative, not to practicability.
- C. Maiser Khalid of FHWA asked the rest of the Collaborative to confirm that the NEPA/404 MOU is the guidance document that should be utilized for this discussion of practicability on the part of FHWA, Caltrans and TCA. The NEPA/404 MOU Guidance (Part 2) specifically uses the seven criteria utilized in the proposal to define practicability. In follow-up discussion, it was indicated that there are two steps: 1) practicability and 2) all the other factors in the evaluation matrix, which will be used in a multi-dimensional evaluation. Susan DeSaddi also stated that the NEPA/404 MOU is not a substitute for the regulations.
- D. The EPA and the Army Corps recommended that the proposal limit the practicability discussion to the statutory definition of practicability, which includes the criteria of cost, logistics, and technology. The information provided on residential and business takings should be factored into the cost element, rather than discussed in terms of socio-economic impacts. The remedy for the design deficiency in connecting to I-5 that results in additional takings should be discussed under the cost element. Susan DeSaddi stated the net effect of the design variation for the CC connection at I-5 is that the alternative does not result in severe operational or safety problems. Adverse aquatic impacts should be taken into account in the evaluation to determine the least environmentally damaging alternative, rather than in the practicability evaluation. Adverse social impacts may be addressed under the public interest review and in the evaluation of the alternatives on the basis of environmental damage. Similarly, although an alternative may involve so much controversy that the alternative could not go forward, such as due to large numbers of businesses and residences displaced as the result of an alternative, controversy is not a criteria under practicability. Public controversy is a factor to be considered under the public interest review.
- E. The EPA and the Army Corps assured TCA and FHWA that the Collaborative will consider all factors related to the human and natural environment when they are working towards identifying a practicable alternative that results in least environmental harm, i.e., the LEDPA. This evaluation will occur during the September and October Collaborative meetings.
- F. Mike Schulz and Liz Varnhagen of EPA explained that the bar for dismissing an alternative from further consideration on the basis of practicability is a high one. It means there is no way the project could move forward. Mike Schulz provided examples for private projects: there is not adequate return to justify implementing the alternative; or logistical constraints preventing the alternative from being implemented. It is important that decisions on the elimination of alternatives on the basis of practicability be defensible. Although all the factors discussed in the

paper are worthy of consideration in the overall decision-making process for the preferred alternative/LEDPA, decision making related to practicability should be restricted to those factors that pertain strictly to practicability.

G. Macie reported on the public comment received by TCA during the comment period.

1. TCA received 6067 comments or letters. The following table summarizes these comments:

Comment	Number
Those who completely opposed Foothills South and the tollroad	911
Those who supported Foothills South completely	439
Those who opposed the CC, CC-ALPV, or A7C-ALPV alternatives	2,365
Those who said "no" on the CC but also said "yes" on one or more FEC refinements	1,308
Those who said "yes" on the FEC refinements	835
Those who were against the I-5 alternative	18
Those who were against the I-5 but supported another alternative	134
Those who said "no" on the CC-ALPV and A7C-ALPV alternatives	10

2. The majority of those who said "no" on the CC and "yes" on the FEC alternatives reside in San Clemente. Most of the comments came from San Clemente. Some comments from those who were against the tollroad were from people who are outside the area (including Connecticut and Hawaii). Those who said "yes" on the refinements reside in San Clemente and other places along I-5.

3. TCA received approximately 169 letters, that required responses.

4. Petitions were presented to a subcommittee of the TCA Board, which met the week of August 2. The petitions supported the FEC refinements and opposed the CC alternative. These are in addition to the numbers reported above.

H. M

H. Maiser Khaled, FHWA, explained that the FHWA, Caltrans, and TCA proposal did specifically look at cost as a factor in determining those alternatives that are not practicable. The cost criteria is related both to the order of magnitude of cost and, more importantly, to cost-effectiveness. Under cost-effectiveness, consideration must be given to the benefit received in comparison to the cost. The cost of the CC alternative would be \$1.1 billion plus additional costs to meet operational standards. Liz Varnhagen suggested that another aspect to be considered under cost is inability to secure funding because there would be no project proponent willing to spend dollars for a project where the cost so far outweighs the benefits. In this case the potential proponent would spend dollars elsewhere on competing, more beneficial projects. In addition, the lack of a project sponsor (the DEIS/SEIR indicates that there is no project sponsor for the I-5 alternative and the AIO alternative) would mean lack of financial feasibility.

Stephen John suggested that the cost factor could include the questions of whether the project could get funded and whether bonds for the project could be issued and paid off.

H.I. The agencies were asked to provide a preliminary indication of which alternatives might be eliminated now because they are not practicable. EPA and the Corps of Engineers agreed that the I-5 and AIO alternatives would meet the criteria for "not practicable." They said they were less sure about the CC in terms of practicability, although they acknowledged that the CC has obvious adverse environmental impacts and should be evaluated in terms of its socio-economic and aquatic impacts as part of the separate effort to identify the least environmentally damaging alternative. Maiser stated that FHWA will not accept the CC alternative. Jill Terp said that the USFWS was not going to offer a position at this point, but that her unofficial statement is that the I-5 has the least biological impacts of any of the alternatives and the eastern alternatives have the most impacts to listed species. -There was extensive discussion about the CC alternative and various evaluation factors and where in the process the different factors are relevant. - There was a suggestion that the group not over stride in what could be accomplished on the call. -The conclusion was that all the factors/evaluation issues discussed in the "Practicability Paper" would be separated into the practicability factors and the public interest factors, with the understanding that: 1) all the factors and issues would be discussed through the multi-dimensional evaluation process and 2) practicability can be revisited as necessary, with -and- TCA having can have a "re-opener" clause.

H.J. Mike Schulz stated that it iss it always legitimate to not select an alternative if it is outlandishly expensive. - Liz Varnhagen suggested that EPA consult with their attorney, Hugh Barald, to seek advice. He may be able to help the EPA help the TCA in this situation. The dilemma is that the most cost-effective alternatives are the most environmentally damaging in terms of endangered species impacts.

J.K. The group agreed to use the September 20/21 meeting to make official decisions regarding which alternatives are not practicable, with an expectation that the I-5 and AIO alternatives will fall into that category, and will leave the door open to further consideration of practicability of other alternatives. Maiser Khaled asked the group to reconsider the CC-ALPV and the A7C-ALPV alternatives (short alternatives) in regards to practicability.

K.L. Liz Varnhagen thanked the transportation agencies for preparing the proposal, which enabled the Collaborative to have this discussion on practicability.

II. Evaluation Matrix

A. TCA will provide additional information on jurisdictional wetlands this week and information on suitable habitat for the Pacific pocket mouse soon thereafter.

B. Liz Varnhagen said she may have comments on the evaluation matrix.

III. Next steps

- A. Susan DeSaddi explained that the NEPA/404 guidance encourages the 404(b)(1) analysis to be part of the NEPA document as a stand-alone section or chapter and address all the pertinent factors that go into that analysis. The Army Corps will provide TCA an outline of their decision document for the Corps 404(b)(1) analysis, in which they will cross-reference the NEPA document. Following this, TCA and the Corps will discuss how the NEPA document can serve as the basis for the Corps 404(b)(1) analysis. The expectation is that the practicability proposal will be finalized and carried forward into the LEDPA discussion in the 404(b)(1) analysis. TCA advised Susan that the Jurisdictional Delineation ("JD") would be sent to the Corps later that week.
- B. Susan DeSaddi said that the Army Corps needs to see the JD and understand responses to environment-related comments submitted on the DEIS/SEIR before they are able to make a decision on the LEDPA.
- C. The Collaborative will hold a conference call at 3:00 PM on August 25. The agenda will include:
1. Final discussion on the evaluation matrix
 2. Reconsideration of the CC and A7C-ALPV alternatives from the standpoint of practicability
 3. Whatever else may help the Collaborative be prepared for the September 20/21 meeting
- D. The Collaborative will meet on September 20/21. The agenda will include:
1. Decision making on the alternatives that will be eliminated because they are not practicable
 2. Comparison of the remaining practicable alternatives in terms of cost-effectiveness relative to traffic benefits and in terms of environmental impacts, beginning with socio-economic impacts.
- E. The Collaborative will meet on October 18/19. The goal for this meeting is to reach agreement on the preferred alternative, which the Corps can also select as the LEDPA.

ACTION ITEMS – August 25, 2004 Conference Call

	WHO	WHAT	Done
1	TCA and USFWS	TCA and USFWS will discuss what areas would constitute additional habitat value or "suitable habitat" for particular species, and why, and how this habitat should be reflected in the Evaluation Matrix. TCA will bring this information to the Collaborative.	
2	USACE, TCA, & P&D	Susan DeSaddi will meet with TCA and P&D in September prior to field verification. Susan DeSaddi will provide a list of parameters to TCA/Paul Bopp so that TCA can have GIS layers available at the September Collaborative meeting.	
3	TCA	TCA will identify the themes from the public comments and consider whether these themes will provide useful information/discriminators on the Evaluation Matrix. TCA will report back to the Collaborative.	
4	TCA and FHWA	TCA will hold separate conversations with FHWA to discuss specific questions related to the traffic parameter (Tay Dam) and stream crossings (Larry Vinzant).	
5	TCA	TCA will contact Chris Keller to respond to her question about the status of La Pata on the Orange County MPAH.	
6	TCA	TCA will review the Evaluation Matrix to ensure that all units of measurement are clearly stated.	

Collaborative Decisions/Agreements, Dates 2004¹

1	The Collaborative agreed that TCA will identify the themes from the public comments and consider whether these themes will provide useful information on the Evaluation Matrix. TCA will report back to the Collaborative.
2	The Collaborative agreed that the Evaluation Matrix is a tool which will be used to easily identify comparative factors when evaluating the alternatives.

Next Collaborative Meetings:

September 20/21 Collaborative meeting. The agenda will include:

1. TCA will discuss the agency comments they have received and how they will address them. In addition, TCA will discuss the themes from the public

¹ These are agreements reached during the meeting among those present. They do not represent agency concurrence. They are a basis for moving forward procedurally from one meeting to the next, and they are documented to help the group avoid backtracking.

comments and if/how these themes might provide useful information for the Evaluation Matrix.

2. The Collaborative will “walk through” each of the alternatives (except the I-5 and AIO alternatives) in conjunction with the matrix and have in-depth discussion of the impacts of each alternative and what each alternative accomplishes related to the purpose and need of the project.

October 18/19 Collaborative meeting. The goal for this meeting is to work towards agreement on the preferred alternative, which the Corps can also select as the LEDPA. This meeting will include discussion on mitigation.

November 15/16 Collaborative meeting. This meeting will be a continuation of the discussion from the October 18/19 Collaborative meeting. If the preferred alternative was selected in October, this meeting may include more detailed mitigation discussion on the preferred alternative.

**MEETING SUMMARY
SOCTIIP COLLABORATIVE
August 25, 2004 Conference Call**

Participating:

FHWA: Maiser Khaled, Tay Dam, Larry Vinzant
Caltrans: Ryan Chamberlain, Smita Deshpande, Lisa Ramsey
EPA: Steven John, Mike Schulz, Liz Varnhagen
USFWS: Jill Terp
USACE: Susan DeSaddi
TCA: Macie Cleary-Milan, Maria Levario, Paul Bopp, Carollyn
Lobell (Nossaman)

Camp

Pendleton: Larry Rannals, Bob Taylor, Ben Keasler

Consultants:

CDR Associates: Louise Smart

P&D Environmental Services: Christine Huard-Spencer, Michael Benner

I. Discussion of the Evaluation Matrix - General

- A. Liz Varnhagen suggested that Agency comments on the DEIS/SEIR will serve to refine the matrix since the DEIS/SEIR is the source of the matrix. Mike Schulz stated that EPA would review FHWA/TCA responses to comments before determining whether the matrix would need to be changed.
- B. The entire Collaborative agreed that the Evaluation Matrix is a tool which will be used to easily identify comparative factors when evaluating the alternatives.**

II. Discussion of the Evaluation Matrix – Habitat

- A. Liz Varnhagen suggested that the matrix should reflect both “critical” habitat and “suitable” habitat.
 - 1. “Suitable” habitat may need to be identified to measure impacts to specific species. “Critical” habitat has a regulatory definition. Critical habit is derived when USFWS identifies areas that have the primary constituent elements for survival or recovery of a species. However, there is no regulatory definition of suitable habitat. Suitable habitat is a judgment call. EPA wants the matrix to indicate the presence of good quality habitat that would represent the potential for habitat to be occupied, rather than just the number of species found within the disturbance limits of an alternative. USFWS said that the suitable habitat they are interested in is acreage of habitat for the Pacific pocket mouse in the San Mateo area. Critical habitat is included in the matrix for tidewater goby, arroyo toad, coastal California gnatcatcher, San Diego fairy shrimp, and Riverside fairy shrimp.

- B. Macie Cleary-Milan noted that "suitable" habitat is a new term that is now being introduced into the SOCTIIP discussion and that the term "suitable" implies "values". TCA has had and will continue to hold discussions with USFWS regarding which areas would constitute additional value habitat (beyond critical habitat) for particular species, and why, to help TCA understand the bigger picture related to species (Action Item). Jill Terp said that USFWS needs to have an understanding of impacts to critical habitat. In addition, USFWS needs to understand impacts to endangered species because of impacts to other habitat.
 - C. The habitat units on the matrix represent numbers of acres, not linear feet. The matrix will be annotated to clarify this. The matrix will be reviewed by TCA to ensure that all units of measurement are clearly stated (Action Item).
- III. Discussion of the Evaluation Matrix – Whether other parameters should be added to the matrix
- A. USACE said that at this point no other parameters are needed. The contents of some of the cells may be refined during review of comments and Collaborative discussion. USACE suggested that the acres for riparian ecosystems (D.Smith numbers) had been useful as a general representation of waters of the state but that they may be extraneous and may be superseded by the jurisdictional delineation numbers. Following verification, the jurisdictional delineation of wetlands and waters of the U.S. will be reflected in the matrix. Susan DeSaddi will meet with TCA and P&D in September prior to field verification (Action Item). This discussion will help clarify whether there will be refinements to existing parameters or new parameters related to aquatic resources.
 - B. EPA suggested adding a criterion that reflects comments received from the public and from entities outside the Collaborative that may indicate either a fatal flaw or some follow-on exposure which will create risk or that reflect public interest. This prompted discussion about whether, and if so, how the matrix should reflect public comment and comments from particular entities. Macie said that there is nothing in the public comments that would materially change the discussions the Collaborative has had or constitute a fatal flaw. Larry Rannals said that the matrix should focus on factual information that is included in the DEIS/SEIR rather than reflect political perspectives. TCA stated that the themes from the public comments that would be included in the matrix should be substantive comments relative to technical information. Maiser said that FHWA will take into consideration the views of the public in terms of substantive comments, not just feelings. Where objections have been stated, the reason for the objection must be clear. **TCA will identify the themes from the public comments and consider whether these themes will provide useful information/discriminators that should be reflected in the matrix. TCA will report back to the Collaborative** (Action Item and Agreement).
 - C. USFWS said the Service will want the matrix to reflect suitable habitat for the Pacific pocket mouse. USFWS would prefer acreage as a unit instead of linear feet or linear miles. TCA clarified that the unit is acreage and said that the matrix will clearly specify this.

- D. Camp Pendleton said they are not recommending other parameters be added to the matrix.
- E. Ben Keasler of Camp Pendleton asked whether there are any unmitigatable impacts. This led to discussion of surface water quality impacts. TCA has stated that there will be no adverse impacts to surface water quality, with the full implementation of project design features which are not mitigation, but part of the project, and which are designed to meet the standards of the Clean Water Act. EPA has addressed this issue in its comment letter and will wait to see TCA's response to this comment.
- F. Caltrans said that the matrix is acceptable, and they would like to see it reflect some indication of public opinion.
- G. FHWA said the matrix is acceptable. Tay Dam had questions about the indirect impacts on I-5, and Larry Vinzant had some questions related to stream crossings. TCA will hold separate conversations with FHWA to address these specific questions (Action Item).

IV. Plans for upcoming meetings

- A. September 20/21 (Monday will be 1:00-5:00PM. Tuesday will be 8:30-4:30).
 - 1. This meeting will not be focused on elimination of alternatives due to practicability.
 - 2. TCA will report on its responses to comments.
 - 3. TCA will present themes from the public comments and propose how they might be reflected in the Evaluation Matrix.
 - 4. The Collaborative will "walk through" each of the alternatives (except the I-5 and AIO alternatives) in conjunction with the matrix, using maps and GIS overlays to show impacts, and have in-depth discussion of the impacts of each alternative and what the alternative accomplishes related to the purpose and need of the project. Susan DeSaddi will provide TCA with a list of parameters for GIS overlays.
 - 5. Mitigation will not be discussed at this meeting.
- B. October 18/19
 - 1. The goal for this meeting is to work towards agreement on the preferred alternative, which the Corps can also select as the LEDPA.
 - 2. This meeting will include discussion of mitigation.
- C. November 15/16
 - 1. This meeting will be a continuation from the October 18/19 Collaborative meeting, focusing on continued discussion of mitigation for the LEDPA/preferred alternative.

ACTION ITEMS – September 20 and 21, 2004

	WHO	WHAT	Done
1	TCA	TCA will add to the list of comments those comments from organizations/businesses which provided views beyond concerns for the particular business.	
2	TCA	TCA will compile a list of organizations and agencies which commented.	
3	TCA, FHWA, Caltrans & Collab.	Draft responses to agency comments will go to the Collaborative agencies for review prior to finalizing the comments. This will enable agencies to modify or eliminate comments if desired.	
4	TCA and USFWS	TCA will meet with USFWS to look at the specific design of the FEC road in the area of the Pacific pocket mouse, the opportunities to do refinement, how to define suitable habitat, how to define potential movement of the mouse, and how/whether to manipulate additional habitat. The goal will be to ensure that the Pacific pocket mouse is not an issue that will prohibit consideration of the FEC alternatives.	

Collaborative Decisions/Agreements, September 20 and 21, 2004¹

1	The Collaborative agreed that they could continue to move forward on discussion of the alternatives pending TCA's preparation of a response to the comments.
2	The Collaborative agreed that there is an opportunity to adjust the green, lavender, and purple alternatives to accomplish further avoidance of impacts.

Next Collaborative Meeting:

November 15 and 16, 2004

December, 2004 (specific dates to be determined)

¹ These are agreements reached during the meeting among those present. They do not represent agency concurrence. They are a basis for moving forward procedurally from one meeting to the next, and they are documented to help the group avoid backtracking.

**MEETING SUMMARY
SOCTIIP COLLABORATIVE
September 20 and 21, 2004**

In attendance:

FHWA: Maiser Khaled, Tay Dam, Larry Vinzant
Caltrans: Lisa Ramsey, Smita Deshpande, Ryan Chamberlain, Sylvia Vega
EPA: Steven John, Mike Schulz, Liz Varnhagen
USFWS: Jill Terp
USACE: Susan Meyer
TCA: Macie Cleary-Milan, Maria Levario, Paul Bopp, Carolyn
Lobell and Rob Thornton (Nossaman)

Camp

Pendleton: Larry Rannals, Bob Taylor, Ben Keasler, Lt.Col. Gary Bauman

Consultants:

CDR Associates: Louise Smart
P&D Environmental Services: Christine Huard-Spencer, Michael Benner
Bonterra: Ann Johnston

Note: Christine Huard-Spencer, Smita Deshpande, Sylvia Vega, and Lt.Col. Gary Bauman did not attend on September 21

Handouts

1. SOCTIIP Major Themes Identified in Response to Comments on DEIS/SEIR (federal, state, and regional/local agencies)
2. Foothill-South EIS/SEIR Comments (public)
3. Suitable Soils and Trapping Polygons, from Pacific Pocket Mouse Report, Foothill Transportation Corridor-South
4. Aerial map of study area showing the alternatives

September 20, 2004

- I. Comments received by TCA on the DEIS
 - A. Macie Cleary-Milan highlighted issues that have not been discussed previously in the Collaborative. These included:
 1. Impacts to San Onofre State Park
 2. Lack of refinements to the Central Corridor alternative to avoid wetlands impacts
 - B. Major comments from the Shute Mihaly & Weinberger letter included:
 1. The correlation between the cost of the I-5 alternative and its length
 2. The desire for evaluation of economic feasibility
 3. The desire for more attention to non-road alternatives.

- C. Macie distributed a handout that listed the themes from federal, state, and local agency comments. If the same comment/issue was received from more than one agency/organization, it was included on this list. Liz Varnhagen noted that EPA's comments on air quality were not included in this list, since EPA was the only agency which commented on air quality. Action item: TCA will put together a list of organizations and agencies which commented.
- D. Macie distributed a handout that listed the themes from comments received from the public and the numbers of comments received that correspond to these themes.
 - 1. Action item: TCA will add to the list of comments those comments from businesses which provided views beyond concerns for the particular business.
 - 2. The categories of comments are not overlapping.
 - 3. TCA will respond to 169 letters where a member of the public asked questions. TCA will develop a common response and then refer to the relevant portion of the response.
- E. Responses to the comments are being prepared. Action item: Draft responses to agency comments will go to the Collaborative agencies for review prior to finalizing the comments. This will enable agencies to modify or eliminate comments if desired.
- F. Discussion of the themes by the Collaborative included:
 - 1. It is helpful to see where we are in the process.
 - 2. The Collaborative is looking for correlation with the evaluation matrix and whether there were comments that would affect the information included on the matrix.
 - a. Ben Keasler, Camp Pendleton, asked whether mitigation should be reflected on the matrix since the Clean Water Act specifies consideration of avoidance, minimization, and mitigation.
 - b. Susan Meyer said that for the purpose of selecting the LEDPA, compensatory mitigation cannot be used to buy down impacts.
 - c. Mike Schulz noted that avoidance and minimization has occurred already, through the development of the refinements to the FEC alternatives.
 - 3. The Collaborative agreed that they could continue to move forward on discussion of the alternatives pending TCA's preparation of a response to the comments. Decisions on the alternatives will not be made until the Collaborative has seen the draft responses to comments.
- G. TCA does not believe that there was anything in the agency or public comments that will require a new study to be conducted or a new alternative to be considered.
- H. The formal response to comments will be provided in the final environmental document.

II. Review of wetlands functional assessment based on the Dan Smith data.

- A. Methodology: Dan Smith created GIS layers of local drainages, riparian ecosystems and riparian reaches, and the SOCTIIP alternatives. He then

identified what length of linear stream channels falls within the footprint of each alignment (Criteria 1) and what acreage of riparian ecosystem falls within the footprint (Criteria 2). (For Criteria 3, he then made a calculated baseline of hydrologic, water quality, and habitat integrity. Simulated integrity units were then developed for each alignment alternative and compared to the baseline condition. This allowed for a “no project” vs. “with project” functional assessment of the riparian reaches (Criteria 4). The model assumes that at bridge crossings there will be a 100 percent take within the established project footprint.

B. Discussion by the Collaborative included:

1. Each drainage will be cross-culverted or bridged.
2. The desire is to have an indication on the evaluation matrix of wetlands and waters of the U.S. functions and values.
3. Dan Smith’s indices assume all areas within the footprint are filled. Susan Meyer explained that since project design (including bridges and culverts) will be undertaken to avoid and minimize impacts, the indices on the matrix overestimate impacts in the field. Since it is important to have an accurate reflection of the impacts to functions and values, Susan recommended that bridges and cross-culverts be included when evaluating the alignment impacts or jurisdictional wetlands and functions and values.

III. Pacific Pocket Mouse

A. Macie explained to the group that TCA had been asked to include on the evaluation matrix a measure of suitable habitat for the Pacific pocket mouse (referred to later in this document as “mouse” or “mice”). TCA has been involved in trapping and studying the Pacific pocket mouse over a period of time. Showing suitable habitat is not so easy as drawing lines on the map.

B. Michael Benner described the history of the trapping program (using live traps, capturing the mice, marking them, and releasing them).

1. In 1995-1996, 60,000 trap nights (numbers of traps set times the number of nights) between San Mateo Creek and I-5 to the Gobernadora area. All the surveys were coordinated with USFWS. Trapping was concentrated close to the coast, where the mouse is known to occur, and was also conducted to the north. This survey identified a San Mateo North population and a San Mateo South population.
2. In 2001, the trapping program was focused on an area that extended from the campground to I-5 and involved 3400 trap nights. This was repeated in 2003, for 2300 trap nights.
3. The results of the surveys were:

Year of survey	1995	1996	2001	2003
Numbers of trap nights	60,000		3400	2300
Numbers of mice	33	22	3	4

4. The conclusion is that the numbers are declining.

5. The evaluation matrix shows the acreage of the plant community (coastal sage scrub, chaparral, and marsh communities) within the limits of disturbance of the alternatives. The only location of mice near the alternatives has been at "mouse mountain," and TCA has adjusted the FEC alternatives to avoid this area.
- C. Jill Terp described USFWS interest in the Pacific pocket mouse.
1. The Pacific pocket mouse is one of 19 recognized subspecies of little pocket mice. This mouse has a 2-inch body, is nocturnally active, and eats grains. A burrowing animal, it is among the smallest mammals able to become torpid. Its range used to be from Marina del Rey to Tijuana Valley.
 2. The population at Dana Point Headlands was rediscovered in 1993. The species was listed on the Endangered Species List in 1994. Subsequently, the Oscar 1 population was found at Camp Pendleton. At Dana Point Headlands, USFWS is working on a twenty-acre conservation area, as part of a 120-acre approved development plan. Four mice have been found there.
 3. The population at the Oscar 1 training area on Camp Pendleton is the most robust population. USFWS has been working to understand this population. There were almost 600 captures of unique individuals in 2003 and 400 in 2004. USFWS is encouraged because this population is doing well. There are threats to this population: construction of Crucible Gold Course; road maintenance that could eliminate berms of soft, friable soil; training fires that may affect native grasses and permit invasion by non-native grasses which would create thatch.
 4. USFWS believes that there is a mouse population spread out through the San Mateo Creek bed. Although Jill stated that USFWS understands that connectivity has been compromised, and the population is small.
 5. USFWS is concerned about small populations due to inbreeding or potential loss of reproductive females.
 6. USFWS did a controlled burn at Mouse Mountain to open the canopy, in order to help the population. But no additional mice individuals have been seen.
- D. Macie described TCA's approach to the Pacific pocket mouse.
1. The mice seem to be concentrated in one area (Mouse Mountain), even though the area where the PPM is being trapped in San Mateo North is not where biologists expect that PPM would occur and biologists do not consider the habitat at Mouse Mountain as "superior" habitat.
 2. TCA has been focusing on the issue of connectivity and avoiding direct impact to Mouse Mountain.
 - a. TCA made adjustments to the alignment in the area of Mouse Mountain to avoid impacts. After considering the use of a retaining wall to eliminate a cut slope that encroached on Mouse Mountain, TCA developed an improved means of mitigating impacts by pulling the centerline of the alignment more towards the campground and away from Mouse Mountain. This design allows for a short wall or slope design. In addition, the interchanges were changed to increase the distance to Mouse Mountain. In the vicinity where PPM have been observed, the alignment no longer encroaches past the existing Cristianitos Road.

- b. To address the issue of connectivity, TCA has considered the San Mateo North population and where mice from this population would have to go in order to connect with the San Mateo South population, taking into account distance and obstacles the mice would have to traverse. Currently, mice from the San Mateo North population would have a significant distance to travel, including crossing the Cristianitos road and the agricultural fields.
 - c. In the past, TCA has participated in funding research on PPM, including a translocation study.
- E. USFWS will continue to work with Camp Pendleton on recovery of this species and will look at a system-wide approach to address all the listed species, including the Pacific pocket mouse, arroyo toad, Least Bell's vireo, tidewater goby, and southern steelhead trout. Regarding the mouse, one of USFWS's objectives is to have ten self-sustaining populations. Currently there are three populations, two of which may not be self-sustaining. USFWS does not know what the connection between the San Mateo North and San Mateo South populations needs to look like; the Service does believe the connection has already been compromised.
- F. Ben Keasler said that the viability of the Pacific pocket mouse is very important to Camp Pendleton. However, the Oscar 1 area is an area where the Marines heavily train. Larry Rannals stated that Camp Pendleton will maintain its position that it must have the ability to train anywhere on the base.
- G. Ann Johnston asked USFWS whether there is evidence of genetic exchange between the San Mateo North and San Mateo South populations (there is not). Since the USFWS recovery plan includes an assumption of infrequent exchanges between the San Mateo North and San Mateo South populations, she said it would be helpful to know the basis for that assumption and how USFWS thought it was likely to occur. Michael Benner told the Collaborative that no animals were caught in the traplines between the San Mateo North and South areas. The populations appear to be geographically isolated.
- H. Jill Terp said she was grateful to TCA for their efforts to avoid impacts to the mouse. She expressed the following concerns:
 - 1. If the Central and "short" alternatives were to be eliminated and the approach related to the Pacific pocket mouse were to receive a jeopardy opinion, TCA would not have any alternatives available.
 - 2. Impacts to PPM suitable habitat are a concern, including edge effects, lighting, and changes to habitat through invasion of non-native species.
 - 3. The Service is concerned that if the San Mateo population were to disappear, the species would decline due to so few remaining populations. The Service is more concerned with improvement of the San Mateo North population than with the connectivity to the San Mateo South population.
 - 4. The Service recognizes that Cristianitos Road is a constraint to movement of the mice. However, the Service does not know that Cristianitos Road would be a permanent barrier. Larry Rannals affirmed that there is no plan, vision, or consideration to remove Cristianitos Road; the Road is important to the base and it is part of the State Park lease until 2021. The Service considers the potential highway in combination with Cristianitos Road more of a barrier than

just the existing two-lane Cristianitos Road. The Service stated that termination of agricultural practices, restoration of the agricultural fields, and removal of Cristianitos Road could create connectivity between the San Mateo mice populations. Larry Rannals indicated CamPen has no plans to do any of these things.

- I. Ann Johnston described TCA's approach to mitigation. This would include use of the proposed bridge structure at San Mateo Creek and utilization of a sandy area and a band of coastal sage scrub, which is habitat conducive to the mouse. Although the connection to the San Mateo South population would be longer, the road design would provide cover, seed sources for food, suitable soil types, suitable slope.
- J. Macie reported on a sidebar conversation with Jill. Action item: TCA will meet with USFWS to look at the specific design of the FEC road in the area of the Pacific pocket mouse, the opportunities to do refinement, how to define suitable habitat, how to define potential movement of the mouse, and how/whether to manipulate additional habitat. The goal will be to ensure that the Pacific pocket mouse is not an issue that will prohibit consideration of the FEC alternatives.

IV. Discussion of the Alternatives, the beginning of the "multi-dimensional evaluation"

- A. The agencies concurred with the goal for the discussion, posted by the facilitator: to identify the alternative that is the least environmentally damaging to aquatic resources and "will not create other unacceptable impacts such as severe operation or safety problems, or serious socioeconomic or environmental impacts" (quotation is from NEPA/404 Merger Guidance Document). They listed the factors that must be met for an alternative to go forward as the LEDPA/preferred alternative:
 1. Must be the LEDPA
 2. Must not result in jeopardy to an endangered species
 3. Must be able to receive 401 certification
 4. Must meet the requirements of 106/4(f)
- B. The Collaborative agreed to participate in this discussion in a way that was frank and respectful, encouraged exploration of ideas and perspectives, allowed for non-official comments, and expressed appreciation for others' views.
- C. Paul Bopp "walked" the Collaborative through slides which depicted the alternatives in detail. He noted that the footprint shown is the disturbance limit of the road, not the permanent alignment which will be narrower.
- D. Discussion corrected the misinformation that has been circulated by members of a public interest group regarding impacts to Trestles Beach. The facts are that the project would NOT go through the beach or cut off access to the beach. A Collaborative member suggested that the current users of the beach may not want to increase usage by others. The Collaborative looked at viewsapes that showed where the project would be in relation to the beach and how it would appear from the beach.
- E. The Collaborative looked at the alternatives in conjunction with the Rancho Mission Viejo (RMV) development bubbles. Discussion included:

1. The County will decide on a preferred land use alternative. It is unknown whether and how the County's preferred alternative will conform to the developer's proposal. The County is expected to make its decision in the next two to four weeks.
 2. USFWS is concerned about the RMV development bubbles and would like to make them smaller. The Service hopes to keep as open space the area of Upper Chiquita from 241 to the water treatment plant. The Service hopes that RMV will continue to negotiate the land use.
 3. Selection of a SOCTIIP preferred alternative could influence the development bubbles, as access to the Foothill-South facility would be an important factor.
 4. If the RMV plan slows down significantly, the SOCTIIP process will move along without waiting for decisions to be made on RMV.
 5. The Collaborative would like to see the alternatives in conjunction with the development bubbles and any proposed conservation areas.
- F. The FEC alternatives. The Collaborative looked at an aerial map showing the alternatives and discussed pros and cons of each alternative, beginning with the three FEC alternatives.
1. The Collaborative agreed that there is an opportunity to adjust the green, lavender, and purple (FEC) alternatives to accomplish further avoidance of impacts.
 2. The purple (FEC-M) alternative cuts most deeply into the existing open space and has less connection to the open space. It is close to Cristianitos Creek and impacts a large number of thread leaved brodiaea plants.
 3. RMV has expressed opposition to the lavender alternative (FEC-W) because of its proximity to the RMV heritage sites (cow camp and the family cemetery). Although the alternative does not traverse these sites, RMV is concerned about its impact on their experience. The lavender alternative was an attempt to have a more westerly alignment than the purple alternative.
 4. The green (A7C-FEC-M) alternative does not have a crossing of Canada Gobernadora. It stays on the west side of the Chiquita/Gobernadora Ridge. It stays out of Cristianitos Creek. Much of the green alternative occurs in the development bubbles. The green alignment opens up the area to the east for conservation. Its disadvantage is that it has a skewed crossing of San Juan Creek, although it will be up on a bridge structure at that point.
 5. The green alternative appears to be less environmentally damaging than the lavender or purple alternatives.
- G. The A7C-ALPV ("short") alternative.
1. The dark orange alternative (A7C-ALPV) has a wider bandwidth due to the amount of required earthwork and resulting fill in the north section. It would reduce the future capacity of the Prima Deshecha landfill. It impacts the Prima Deshecha wetlands and a large number of homes in the Talega development. The dark orange alternative impacts rare plants. Traffic relief on I-5 is about half of the benefit received from other alternatives, resulting in a lower cost-effectiveness for the alternative. Larry Rannals said that he believed that TCA would not spend their money for an alternative that underperforms like this alternative.

2. The City of San Clemente has said that they will not support either of the short alternatives because the traffic at the end of these alternatives is funneled onto city streets. Other cities have opposed the short alternatives because they do not help with the regional need.
- H. The CC-ALPV (“short”) alternative
1. The CC-ALPV (or light orange) alternative follows the same alignment as the yellow CC alternative but does not extend to I-5. Cars would use Avenida La Pata to connect to I-5. Local government opposition to this alternative is the same as for the dark orange alternative (see G.2 above).
- I. The yellow alternative (CC)
1. The yellow alternative crosses Canada Chiquita, has the widest bridge structure over San Juan Creek, and impacts 763 homes.
 2. This alternative has wetland impacts. The Collaborative asked whether adjustments could be made to the yellow alternative to avoid wetland impacts (similar to the effort made in developing the FEC refinements to avoid wetland impacts). TCA questioned the value of going through this refinement effort if, in fact, the alternative has such significant socio-economic impacts that it is not a viable alternative. Susan Meyer noted that even if the yellow alternative had the least impacts to wetlands, the socio-economic impacts would not go away.
 3. The alternative uses a flyover to connect to I-5. San Clemente already feels split by I-5. The yellow alternative would further split the city north/south. Exits from I-5 would be eliminated by the connection between the yellow alternative and I-5.
- J. Macie made a proposal for eliminating the purple and yellow alternatives, and the Collaborative took a strawman (unofficial) vote. There was substantial but not unanimous support for eliminating these alternatives. Tay Dam expressed concerns about 4(f) and 106 issues. Jill Terp said that until she sees responses to the agency and public comments and has an opportunity to deal with species issues, she is not in a position to eliminate alternatives and continues to be interested in the yellow alternative and the short alternatives.
- K. Mike Schulz expressed the concern that if there is a USFWS jeopardy opinion on the FEC alternatives, there would be no project, because he believes that the dark orange, light orange, and yellow alternatives will never be acceptable due to socio-economic impacts or lack of performance.

ACTION ITEMS – December 13, 2004

	WHO	WHAT	Done
1	Collab.	The Collaborative agencies should check to make sure they received TCA's draft responses to Collaborative agencies' comments.	
2	TCA	TCA will send to the Collaborative TCA's responses to the comments from Shute Mihaly (in a few days), the State Parks Department, Camp Pendleton, and the Attorney General's office, in that order. TCA will also send their responses to the Fish and Game comments to the Collaborative.	
3	TCA	TCA will ensure that Matt Lakin is included in the distribution list for responses to comments.	
4	TCA, USFWS	Macie will send to Jill a copy of the letter from NOAA/NMFS stating that NOAA/NMFS will rely on USFWS to conduct consultation on their behalf. Upon the consultation initiation request from TCA, USFWS will coordinate with NOAA/NMFS, especially on the steelhead in San Mateo Creek.	
5	Mary Gray and Susan Meyer	Mary Gray will send to the Collaborative a copy of the FHWA legal memorandum regarding Section 7 consultation which reviews statutory requirements and case law. Susan Meyer will email the name and phone number of the Army Corps counsel to Mary. Mary will consult with the FHWA attorney. If there is an issue about the Army Corps' expectation of a Corps recirculation of the FEIS and a Corps ROD to adopt the FEIS, Mary will contact Susan.	
6	TCA, FHWA, and Caltrans	TCA will ask FHWA for assistance on comparative socio-economic data. Smita Desphande said that Caltrans will help provide this information. Susanne Glasgow will provide TCA with residential relocation data on some other projects, particularly in the San Diego area.	
7	Collab.	Collaborative members will provide comments on the flowchart, Environmental Permitting Process for NEPA-404 Integration, to Macie by December 27.	
8	USFWS	USFWS will try to estimate what it will take to accomplish the Section 7 consultation process and provide this input to TCA for the flowchart.	
9	TCA	Macie will send to the Collaborative hard copies of the map showing approved RMV development with the SOCTIIP alternatives.	
10	Collab.	Collaborative members will put these dates on their calendars and hold them for Collaborative meetings: February 1, March 1, April 5, May 3, June 7	

Collaborative Decisions/Agreements, December 13, 2004¹

1	The Collaborative agencies agreed that they would consider receipt of the responses to their comments and to comments from Shute Mihaly, the State Parks Department, Camp Pendleton, the Attorney General's office and Fish and Game Department sufficient for them to proceed with their next steps.
2	The Collaborative agreed that TCA and FHWA should identify an alternative for the purpose of initiating Section 7 consultation.
3	The Collaborative agreed to focus the flowchart on the NEPA-404 process and to not incorporate processes of state resource/permitting agencies into the flowchart.

¹ These are agreements reached during the meeting among those present. They do not represent agency concurrence. They are a basis for moving forward procedurally from one meeting to the next, and they are documented to help the group avoid backtracking.

Next Collaborative Meeting:

Tuesday, February 1

Schedule for the first half of 2005 (please reserve each of these dates):

Tuesday, February 1

Tuesday, March 1

Tuesday, April 5

Tuesday, May 3

Tuesday, June 7

**DRAFT MEETING SUMMARY
SOCTIIP COLLABORATIVE
December 13, 2004
(held at USFWS Carlsbad office)**

In attendance:

FHWA: Mary Gray
Caltrans: Smita Deshpande, Susanne Glasgow (by phone)
EPA: Mike Schulz (by phone), Matt Lakin
USFWS: Jill Terp
USACE: Susan Meyer (by phone)
TCA: Macie Cleary-Milan
Pendleton: Larry Rannals
Consultants:
CDR Associates: Louise Smart

Handouts

- Draft Environmental “Checklist” for NEPA-404 Integration (prepared by Susan Meyer and sent by facilitator to Collaborative in advance of the meeting)
 - Environmental Permitting Process for NEPA-404 Integration (chart prepared by TCA, based on the draft “Checklist”)
- I. Discussion of Next Steps in Completing the SOCTIIP Process
- A. The facilitator asked each participant to identify their desired outcome from this discussion
1. Larry Rannals – To get an understanding of what the process is, especially from the USFWS perspective
 2. Jill Terp – To understand when the agencies might receive the information that Susan Meyer outlined in her draft “Checklist,” since that information will play into the agencies’ decisions.
 3. Smita Deshpande – To be clear about who is responsible for what and the timeline for the next steps
 4. Macie Cleary-Milan – To fill in gaps in the flowchart, clarify certain items, and understand how the elements fit together
 5. Mary Gray – To learn more about the SOCTIIP process
 6. Matt Lakin – To get the process solidified and on a timeline
 7. Susan Meyer – To fill in gaps and get clear about sequence and how things need to come together
 8. Mike Schulz – To identify all the various processes that need to be completed; to understand the critical path – what things can happen at the

same time and what things need to happen in sequence; to put together the details of mitigation for the project

- B. Macie Cleary-Milan provided an overview of the chart for the participants on the phone who could not see the chart.
1. Using Susan Meyer's checklist as a basis, TCA put together an initial road map of how the elements are related.
 2. TCA began with Susan's list of information that is needed and then created paths showing the relationships between each of the processes (the path for the Army Corps decision on the LEDPA, the path for the TCA Board decision on the locally preferred alternative, and the path for Section 7 consultation and the FEIS to the FHWA ROD).
- C. Role of Marine Corps as a Cooperating Agency. The Marine Corps will weigh in:
1. During preparation of the Final EIS/SEIR. The Marine Corps will review and concur with the document before it is released for public review.
 2. During preparation of the ROD.
- D. TCA response to comments.
1. Formal circulation of responses to comments. Before TCA takes action on the EIR, TCA will circulate their comments to the commenters. TCA is considering the best way(s) to do this – whether to respond individually to commenters, whether to post responses to the comments on the website and refer commenters to this document, etc. The Administrative Record will reflect that FHWA formally circulated the final responses to comments.
 2. Circulation of draft responses to the Collaborative agencies in the context of the Collaborative process. TCA sent their draft responses to Collaborative agencies' comments to these agencies last week. **Action Item: The agencies should check to make sure they received them. Action Item: TCA will send to the Collaborative TCA's responses to the comments from Shute Mihaly (in a few days), the State Parks Department, Camp Pendleton, and the Attorney General's office, in that order.** TCA explained that the responses to comments from the Collaborative agencies, Shute Mihaly, State Parks, and the Attorney General's office will encompass all the substantive issues. **Agreement:** The Collaborative agencies agreed that, with the addition of TCA responses to Fish and Game comments, they would consider receipt of the above-listed responses to comments sufficient for them to proceed with their next steps. **Action Item: TCA will send their responses to Fish and Game comments to the Collaborative. Action Item: TCA will ensure that Matt Lakin is included in the distribution list for responses to comments.** TCA will send one hard copy of the comments to each Collaborative agency as each set of comments is completed. When all sets are complete, TCA will consolidate them and send a CD of consolidated comments to each Collaborative agency.

3. Coordination with NOAA Fisheries/NMFS. Jill Terp requested to see comments from NOAA/NMFS. TCA received a letter from NOAA/NMFS which said that NOAA/NMFS will rely on USFWS to conduct consultation on their behalf. **Action Item: Macie will send a copy of this letter to Jill. Upon the consultation initiation request from TCA, USFWS will coordinate with NOAA/NMFS, especially on the steelhead in San Mateo Creek.**
 4. Matt Lakin said that EPA would like to meet with TCA to discuss the responses to EPA's comments. This meeting will occur as EPA becomes more comfortable with the LEDPA. EPA will pose specific questions to TCA and will circulate them to the Collaborative, so that Collaborative members can choose whether to attend the EPA/TCA meeting.
- E. Collaborative agreement on the Preliminary LEDPA. This is not necessarily a formal step. The Collaborative will participate in discussion on the preliminary Preferred Alternative/LEDPA to give a general direction to TCA prior to TCA's Board taking action on the Preferred Alternative. This discussion will occur during Section 7 consultation, when more information is available.
- F. Section 7 consultation
1. TCA anticipates that they will submit the Biological Assessment and their request for the initiation of Section 7 consultation in January.
 2. Jill said that USFWS has already begun work on the Pacific pocket mouse analysis and the Upper Chiquita Bank agreement. The Service has some trapping data on another population of the Pacific pocket mouse that is the same species as the mice in the action area. It is hoped that this information will help the Service better understand the mouse.
 3. Mary Gray described a FHWA legal memorandum which reviews statutory requirements and case law regarding Section 7 consultation. **Action Item: Mary will send a copy of this memorandum to all the Collaborative Agencies.** This document addresses the following questions:
 - a. Who starts the 135-day clock? Answer: The federal lead agency, when they submit the Biological Assessment. There are six items that must be included in the Biological Assessment to start the clock.
 - b. What must happen in the 30-day period? Answer: The Service must let FHWA know whether they agree with FHWA's determination of effect.
 - c. How fixed is the 135-day period to arrive at a jeopardy/non-jeopardy decision? Answer: Unless an extension is granted to USFWS by the applicant, the 135-day period is a fixed timeframe.
 - d. Must the applicant do all that USFWS requires? Answer: No.

G. Question regarding Corps of Engineers ROD

1. In response to a question from Mary Gray, Susan Meyer explained that the Army Corps is not an official Cooperating Agency on the SOCTIIP project and therefore is unable to adopt the FHWA FEIS without re-circulating the final document for public review.. The Army Corps will make a decision on whether the FEIS is adequate to fulfill Corps responsibilities under 404 and NEPA. The Army Corps 404 permitting decision constitutes a federal action by the Corps, thereby requiring NEPA compliance. The Corps will issue its own ROD, which is a decision document (just like that of FHWA) that is published in the Federal Register. Mary Gray expressed concern that this step is redundant and that it may cause public confusion as it entails a second circulation of the FEIS/SEIR and gives the impression that there is a separate process.
2. **Action Item: Susan Meyer will email the name and phone number of the Army Corps counsel to Mary. Mary will consult with the FHWA attorney. If there is an issue about the Army Corps' expectation of a Corps recirculation of the FEIS and a Corps ROD to adopt the FEIS, Mary will contact Susan.**

H. Timeframe for Fish and Wildlife consultation.

Jill clarified that the 30 days for USFWS preparation of a response on the adequacy of the biological information submitted for initiating consultation and the 135 days for the formal Section 7 consultation are concurrent, not sequential. There have been times on other projects when USFWS has declined to initiate consultation because they have felt that the information was not adequate.

- I. Selection of an alternative for the purpose of Section 7 consultation
 1. Section 7 consultation is conducted on a particular alternative.
 2. TCA and FHWA are prepared to identify an alternative for Section 7 consultation. They recognize they are stepping out ahead of the Collaborative and that they are taking a risk in doing so. However, their discussions with Collaborative members have given them sufficient confidence to proceed in this way. The Collaborative members do not want to participate in discussions of a preliminary LEDPA/preferred alternative until there is more information from USFWS, and the information from USFWS cannot be obtained until Section 7 consultation occurs. Section 7 consultation cannot occur until there is an alternative to consult on. Therefore, it is necessary and advisable for TCA to move forward with Section 7 consultation by identifying an alternative.
Agreement: The Collaborative agreed that TCA and FHWA should identify an alternative for the purpose of initiating Section 7 consultation.
 - a. Mike Schulz said he liked the approach of TCA and FHWA declaring an alternative to pursue Section 7 consultation.
 - b. Jill Terp said that the decision on which alternative to request consultation on is TCA's and FHWA's decision to make.

3. TCA will ask the Collaborative to make a decision on the preliminary LEDPA/Preferred Alternative at some point during the Section 7 consultation period when more information is available.
- J. Relationship between the Biological Assessment, Section 7 consultation, and mitigation
1. Mary Gray said FHWA will review the Biological Assessment to ensure that it is complete, prior to initiating a request for Section 7 consultation.
 2. Jill asked whether the Biological Assessment will include proposed mitigation for aquatic impacts. Susan Meyer's "Checklist" identifies "General understanding of proposed mitigation for aquatic impacts" as a remaining data need. Mary Gray explained that proposed mitigation for aquatic impacts would be included in the Biological Assessment insofar as this mitigation pertains to the species at issue. She and Macie noted that they may use performance standards where complete design may not be available.
 3. The Biological Assessment will address impacted aquatic species, such as the steelhead trout, arroyo toad, and fairy shrimp.
 4. TCA has presented conceptual mitigation plans to the Collaborative, including some performance standards. Jill noted that the RMV's plan was not approved at the time TCA presented its conceptual mitigation and that the Marine Corps property has been unavailable for offsetting impacts.
 - a. The USFWS is interested in more proximate mitigation to offset aquatic impacts.
 - b. Larry Rannals said that he does not believe that there will be any opportunities for mitigation on the Base. The Commanding General of the Base will speak from the Marine Corps. His decision will be based on a recommendation from Environmental Security, which has stated in the past that there will be no mitigation on the Base.
 - c. Mary Gray said that FHWA is not tied to on-site mitigation and that there often is a better place for mitigation than on-site.
 - d. Jill reminded the group of the Section 7A1 federal obligation to preserve the species.
 - e. Jill encouraged TCA to provide mitigation information as early in the process as possible. She noted that there may be proposals about restoration which could have long-term benefits but short-term impacts to listed species.
- K. Army Corps needs regarding "general understanding of proposed mitigation for aquatic impacts"

1. Susan Meyer said that for purposes of 404(b)1 evaluation, mitigation needs to be proposed that will demonstrate that wetlands functions and values are adequately addressed and that, in the aggregate, there will be no net loss to wetlands functions and values and no significant degradation to aquatic resources.
2. TCA is working on its revised functional assessment, the revised jurisdictional delineation, and the 404(b)1 alternatives analysis.

L. Army Corps request for comparative socio-economic data

1. Susan Meyer explained that this comparative data has been requested by her manager. Residential and business relocations is a pertinent environmental factor for the SOCTIIP project, and decision-makers at the Corps want to understand the range of residential relocations for comparable transportation projects within the region..
2. **Action Item: TCA will ask FHWA for assistance on comparative socio-economic data. Smita Desphande said that Caltrans will help provide this information. Susanne Glasgow will provide TCA with residential relocation data on some other projects, particularly in the San Diego area.**
3. Mary Gray explained that socio-economic impacts are defined, not just by the numbers of relocations, but also the effect on neighborhood and community groups and on community cohesion. The significance of relocation numbers is affected by the availability of replacement housing. Evaluations of relocations are made on a project by project basis.
4. Susan said that the Corps would like to have the data that they requested, with a focus on projects in urban areas.

M. Revisions to the Flowchart

1. The goal is to continue efforts to clarify the next steps and to apply a calendar to these schematic steps
2. **Action Item: Collaborative members should provide comments on the flowchart, Environmental Permitting Process for NEPA-404 Integration, to Macie by December 27.**
3. **Agreement:** The Collaborative members agreed to keep the chart to the NEPA-404 process and to not incorporate processes of state resource/permitting agencies into the flowchart.
4. **Action Item: USFWS will try to estimate what it will take to accomplish the Section 7 consultation process and provide this input to TCA for the flowchart.**

5. Larry Rannals provided the following Camp Pendleton changes to the flowchart
 - a. Put an asterisk on the blocks, "FHWA/TCA prepare final EIS/SEIR" and "FHWA/TCA prepare Record of Decision" and add the footnote: "Requires USMC and Department of the Navy concurrence."
 - b. Re-order two boxes: Put "FHWA/TCA Circulate response to comments" above "Collaborative agrees on preliminary LEDPA."

II. RMV development map.

Action Item: Macie will send to the Collaborative hard copies of the map showing approved RMV development with the SOCTIIP alternatives.

III. 2005 Meetings

The Collaborative set the first Tuesday of the month, beginning in February, as the dates for Collaborative meetings for the first half of 2005. These dates are:

February 1

March 1

April 5

May 3

June 7

Action Item: Collaborative members should put these dates on their calendars and hold them for Collaborative meetings.

ACTION ITEMS – February 1, 2005

	WHO	WHAT	Done
1	Mary Gray	Mary Gray will call Bill Berry (Camp Pendleton wildlife biologist) and report back to Macie and Jill about how he wants to be involved. If Bill wants Mary to call Deborah Bieber (760-725-9728), she will do so.	
2	Jill Terp	Jill will see if she has other information that is appropriate for distribution and provide this for TCA's use in the Biological Assessment.	
3	Stephanie Stoermer	Stephanie Stoermer will get a copy of the Shute Mihaly letter from Maiser Khalid. If she is unable to obtain this, she will contact TCA to request another copy.	
4	EPA and USACE, TCA	Steven and Susan will call TCA and set up a meeting in Los Angeles to discuss TCA's response to their comments. TCA will notify all the agencies of the date/times/locations. Caltrans will attend as an observer. USFWS would like to hear the wetlands discussion. Camp Pendleton will probably not attend but would like to know when the meetings will occur.	
5	TCA	TCA will provide the Collaborative with its response related to the NCCP.	
6	TCA and Stephanie Stoermer	TCA's counsel will consider whether the NEPA/404 MOU creates a situation that supercedes the regulations (that the Army Corps must recirculate the FEIS and issue a separate ROD if they are not a Cooperating Agency). TCA will then contact the Army Corps and FHWA. The Corps Counsel is Tiffany Troxel: Tiffany.A.Troxel@usace.army.mil (phone 213-452-3953). Stephanie Stoermer will contact Maiser Khalid to ensure that he reports back to Macie from his discussion with Larry Vinzant and Brent Gainer about this issue.	
7	Stephanie Stoermer	Stephanie will meet with Maiser Khalid to review the flowchart and get his comments. She will then report back to TCA and the Collaborative.	
8	Louise	Louise will distribute to the Collaborative the FHWA/USFWS memo about Section 7 Consultation that was provided by Mary Gray.	Done
9	Louise and Macie	Louise and Macie will discuss whether a meeting will be needed on March 1 and report back to the Collaborative.	

**Next Collaborative Meeting:
Scheduled for April 5, May 3, June 7 (no meeting on March 1)**

**MEETING SUMMARY
SOCTIIP COLLABORATIVE
February 1, 2005 Conference Call**

Participating in the conference call:

FHWA: Mary Gray, Stephanie Stoermer
Caltrans: Ryan Chamberlain, Arianne Glagola
EPA: Steven John
USFWS: Jill Terp
USACE: Susan Meyer
TCA: Macie Cleary-Milan, Maria Levario, Carollyn
Lobell (Nossaman)
Camp
Pendleton: Larry Rannals, Bob Taylor, Lt. Col. Gary Bauman
Consultants:
CDR Associates: Louise Smart

Handouts (sent in advance)
NEPA/404 Flowchart

I. Biological Assessment/Section 7 Consultation

- A. TCA is preparing the request for Section 7 consultation and anticipates sending that request to USFWS the week of February 14.
- B. Jill Terp is trying to complete other work so she will be ready and available to begin the Section 7 consultation when TCA's request arrives.
- C. Whenever there is a Section 7 Consultation on Threatened and Endangered species that are present on Camp Pendleton property, the base wildlife biologist, Bill Berry (760-725-9729) wants to be involved to determine if there is any impact to habitat or species on the base. Action Item: Mary Gray will call Bill Berry and report back to Macie and Jill about how he wants to be involved. If Bill wants Mary to call Deborah Bieber (760-725-9728), she will do so.
- D. The USFWS experts on the Pacific pocket mouse have had some preliminary discussions. They are looking at the Oscar site on Camp Pendleton. These experts are biomonitors for Orange County, Los Angeles, and San Bernardino.
- E. Mary asked whether USFWS has any additional information that TCA should include in its Biological Assessment. Action item: Jill will see if she has other information that is appropriate for distribution and provide this for TCA's use in the Biological Assessment.
- F. The Biological Assessment will include the green alignment as the preferred alternative.

II. Responses to Comments

- A. After submitting the Request for Section 7 Consultation, TCA will complete its responses to comments that were provided by San Clemente, California Parks Department, Camp Pendleton, and Rancho Mission Viejo. TCA recognizes that these responses to comments are a priority for members of the Collaborative.
- B. Brent Gainer, FHWA, is reviewing TCA's responses to the Shute Mihaly comments. The format for TCA's responses includes scanned-in comments in conjunction with the specific responses. Action Item: Stephanie Stoermer will get a copy of the Shute Mihaly letter from Maiser Khalid. If she is unable to obtain this, she will contact TCA to request another copy.
- C. Steven John reported that EPA had an internal conference call on January 31, 2005 about the responses to comments. There were no substantial issues. EPA would like to meet with TCA, FHWA, and Caltrans to discuss EPA's issues about air modeling and air toxic issues. In addition, EPA has some minor suggestions about how TCA might proceed on wetlands mitigation and water quality. EPA suggested that TCA meet with EPA and the Army Corps on the same day in Los Angeles.
- D. Susan Meyer reported that she did not have any substantive concerns related to TCA's responses to the comments from the Army Corps. The Army Corps does have suggestions about how to make the responses more clear and accurate. The Army Corps would like to meet with TCA and FHWA to articulate those suggestions and hold additional discussion on mitigation.
- E. Action Item: Steven and Susan will call TCA and set up a date for their meetings in Los Angeles. TCA will notify all the agencies of the date/times/locations. Caltrans will attend as an observer. USFWS would like to hear the wetlands discussion. Camp Pendleton will probably not attend but would like to know when the meetings will occur.
- F. The USFWS will review the Shute Mihaly responses during the start of Section 7 consultation.
- G. Ryan Chamberlain said that Caltrans is reviewing the Shute Mihaly responses, but will defer to FHWA. Caltrans will be asking their legal department if they want to look at the Shute Mihaly comments and responses.
- H. Within FHWA, Larry Vinzant and Stephanie Stoermer sent their brief responses to Tay Dam. Since there are significant Shute Mihaly comments related to biological resources, Mary Gray will be reviewing the Shute Mihaly comments.
- I. Macie reported that the Shute Mihaly letter includes a lot of repetition, with the same comments stated over and over. She said that TCA found nothing in the comments that would prompt TCA to change the final document. Action Item: TCA will provide the Collaborative with its response related to the NCCP.

III. NEPA/404 Flowchart

- A. Macie reminded the group that EPA had suggested a few months ago that TCA develop a roadmap of what the agencies would be doing as the project proceeds to the FEIS and the ROD. TCA developed the flowchart to show who is doing

what and how these different processes fit together and to check with the agencies to ascertain whether all the agencies' relationships are shown correctly. The timeframes (other than the 30-60 days for response to comments) are the legal timeframes set in FHWA's regulations or the NEPA/404 MOU.

B. Comments on the flowchart included:

1. A question to be resolved between FHWA and the Army Corps is whether the Army Corps needs to recirculate the FEIS and issue its own ROD. Mary Gray stated that she did not think a separate ROD or FEIS process was needed for a project under the NEPA/404 merger process. Rob Thornton is looking into this issue. If it is necessary for the Corps to do a separate ROD, that is fine with FHWA. Susan Meyer explained that the Army Corps counsel has said that by regulation the Corps must recirculate the FEIS and have its own ROD when the Corps is not a Cooperating Agency on a project (the Corps sent a letter in March 2001, declining to be a Cooperating Agency on the SOCTIIP project). This requirement is found in the CEQ Forty Questions document. The group discussed the fact that the regulations preceded efforts to merge the processes and create a quasi-Cooperating Agency relationship and preceded the national environmental streamlining agreements.
2. Action Items: TCA's counsel will consider whether the NEPA/404 MOU creates a situation that supercedes the regulations (that the Army Corps must recirculate the FEIS and issue a separate ROD if they are not a Cooperating Agency). TCA will then contact the Army Corps and FHWA. The Corps Counsel is Tiffany Troxel: Tiffany.A.Troxel@usace.army.mil (phone 213-452-3953). Stephanie Stoermer will contact Maiser Khalid to ensure that he reports back to Macie from his discussion with Larry Vinzant and Brent Gainer about this issue.
3. Larry Rannals noted that just as the flowchart has a line indicating Camp Pendleton's involvement in a review effort of the FEIS (through the USMC EIRB) before the FEIS is published, there should be a similar line showing Camp Pendleton's involvement in reviewing the ROD. He said that Camp Pendleton could review a draft ROD simultaneously with the EIRB.
4. Mary Gray explained the "30 day call on effect" box: Thirty days after receipt of the Biological Assessment by USFWS, the Service notifies FHWA by letter whether the Service agrees with FHWA on the effect call. Jill agreed that this box should be parallel (as it is) to the Preliminary Agreement on Preferred Alternative/LEDPA.
5. Macie Cleary-Milan explained that the state permitting processes (CDFG Stream Bed, 401 Certification, CZMA Consistency) are included in the "Submit Applications" box, but that the Coastal Development permit is shown separately, as it occurs after the ROD.
6. Susan Meyer suggested that the 401 Certification be separated from the other state permits to show where it fits with the 404 permit.
7. Susan suggested that "Preferred Alternative/" be inserted in front of "LEDPA" in the "Informal Preliminary LEDPA" box.
8. "RTC" means "response to comments."

9. There is no separate step for mitigation because the mitigation for 404 will be reflected in the final permit. The "Final DA 404 Permit" step will include the special conditions.
10. Stephanie Stoermer said that she likes this flowchart. Action Item: Stephanie will meet with Maiser Khalid to review the chart and get his comments. She will then report back to TCA and the Collaborative.

IV. FHWA/USFWS Memo on Section 7 Consultation

- A. Larry Rannals asked about this memo which was mentioned at the December 13, 2004 meeting. Louise received this from Mary Gray through a "reply" to an email sent to the Collaborative and did not realize that Mary's email had not gone to the Collaborative.
- B. Action Item: Louise will send this memo to the Collaborative.
- C. Mary Gray will provide the Collaborative with an updated copy when it has been released by FHWA and USFWS.

V. March SOCTIIP Collaborative Meeting

- A. The next Collaborative meeting is scheduled for March 1.
- B. Jill Terp said that since she will be out the week of February 21st, she will be reading the Biological Assessment the first week of March and prefers to use that week to read the Biological Assessment rather than meet.
- C. Action Item: Macie and Louise will talk about whether there will be a need for a meeting on March 1 and will report back to the Collaborative [Note from Louise: There will be no March 1 meeting].

ACTION ITEMS – April 5, 2005

	WHO	WHAT	Done
1	TCA and Camp Pendleton	Macie will arrange a date for Jill's field visit to the alignment and will coordinate with Camp Pendleton and Rancho Mission Viejo, with Ben Keasler's help. Others who may participate include: the Camp Pendleton wildlife biologist, Arianne Glagola, Ann Johnston.	
2	TCA and USFWS	Macie will establish a regular schedule of meetings with USFWS on the Biological Assessment.	
3	USACE	Susan will set up a meeting with TCA and Caltrans on aquatic resources issues to discuss: <ul style="list-style-type: none"> ▪ Mitigation opportunities and the nuts and bolts for mitigation for impacts to aquatic resources ▪ The 404 permit process ▪ TCA's responses to USACE comments on the DEIS (Susan said that USACE did not have any major substantive disagreements) This meeting will be in April or the first part of May, ideally before the submittal of the 404 permit application. USFWS and EPA would like to participate.	
4	TCA	TCA will send a draft 404 application to the USACE, to allow for back-and-forth discussion if needed to ensure that the application is complete.	
5	USACE	Susan will send her draft issue paper on Corps circulation of FEIS, to FHWA (Maiser, Stephanie, Tay, and Brett)	
6	Camp Pendleton	A conference call will be held with Macie, Bob Taylor, Ben Keasler, and Mark Anderson to bring Mark into the project (before end of April).	
7	TCA	TCA will provide USFWS and USACE with a copy of the description of long-term maintenance plans.	

Next Collaborative Meeting: Tuesday, May 3 – this is a tentative date and depends on need.

**DRAFT MEETING SUMMARY
SOCTIIP COLLABORATIVE
Conference Call – April 5, 2005**

Participating in the Conference Call:

FHWA: Tay Dam, Stephanie Stoermer
Caltrans: Sylvia Vega, Smita Deshpande, Arianne Glagola
EPA: Nova Blazej
USFWS: Jill Terp
USACE: Susan Meyer
TCA: Macie Cleary-Milan, Maria Levario, Paul Bopp, Carollyn
Lobell (Nossaman)
Camp
Pendleton: Ben Keasler
Consultant:
CDR Associates: Louise Smart

The purpose of this conference call was for TCA and the Collaborative agencies to provide updates on the status of the SOCTIIP project and their agencies' activities during February and March, 2005 and to identify upcoming activities.

I. Update from TCA (Macie Cleary-Milan)

- A. TCA continues to work on the response to comments, in particular the response to State Park comments, the Camp Pendleton letter, and the letter from the Attorney General's Office.
- B. TCA completed the Biological Assessment and submitted it to USFWS on March 1, and is starting to meet with USFWS on the Biological Assessment. TCA will submit information to NOAA information on the steelhead trout in a couple of days. (Susan Meyer asked about the role of NOAA Fisheries, since the USACE expectation is that NOAA Fisheries has deferred to Ecological Services. Macie reported that since the status changed on the steelhead trout, TCA thought it would be good to send the steelhead information to NOAA, and then NOAA can decide whether to defer.)
- C. TCA met with EPA to go over EPA's comments and TCA's responses. TCA will send out minutes from that meeting by April 5. TCA and EPA talked about conceptual mitigation. TCA will also discuss mitigation with the USACE (see below).
- D. TCA received a letter back-dated to 3/30/2005 from USFWS summarizing what information USFWS received and commenting on designated critical habitat. This letter has been forwarded to FHWA, who will contact USFWS about a couple of issues.

- E. In April, TCA will be starting the permits process with the Corps of Engineers, California Department of Fish and Game, and the Regional Water Quality Control Board, in that order.

II. Update from USFWS (Jill Terp)

- A. USFWS received the request for initiation of consultation from TCA on March 1. USFWS sent a response letter to TCA on March 31 and asked for some additional information regarding the long-term maintenance that Caltrans will conduct on the facility. (TCA will be responding to the USFWS and coordinating this response with Caltrans related to Caltrans' maintenance). USFWS is working on a draft table of questions and comments for Jill's boss. This table will be sent to TCA, Caltrans, and FHWA.
- B. New rules are anticipated for critical habitats for the arroyo toad and fairy shrimp. USFWS has said they would work with each of the agencies as the rule becomes final and USFWS has a better sense of what they will have to deal with. The final rule is awaiting publication in the Federal Register.
- C. Jill would like to walk the alignment during the last week of April so she can better understand and accurately assess the impacts. Macie will arrange a date and coordinate this visit with Camp Pendleton (with Ben Keasler's help) and Rancho Mission Viejo. Others who may participate include: the Camp Pendleton wildlife biologist, Arianne Glagola from Caltrans, Ann Johnston from Bonterra.
- D. TCA and USFWS will establish a regular schedule of meetings on the Biological Assessment and the consultation. TCA anticipates these meetings will occur every other week. Mary Gray will participate for FHWA.

III. Army Corps of Engineers (Susan Meyer)

- A. The USACE has contacted TCA regarding completion of pieces of information the Corps will need as they develop the permit decision.
- B. The Corps has been working on their verification letter on the jurisdictional delineation. The jurisdictional delineation needs to be finalized before the Corps can post their public notice. Susan recommended that TCA send a draft 404 application to the Corps to allow for any needed back-and-forth discussion to make sure it is complete. TCA will do this. (TCA reported that Glenn Lukas is working on the application; the goal is to submit it to the Corps in April.)
- C. A decision is needed on USACE circulation of the FEIS. The USACE Counsel has not yet heard from FHWA Counsel. Macie reported that Rob Thornton has been talking with Brett Gainer, who wants to consult with FHWA headquarters. FHWA will then contact USACE Counsel. Susan has put together a draft issue paper, which she will forward to FHWA so both agencies are clear on what the issue is and what is the underlying rationale. Susan will send this paper to Maiser, Stephanie, Tay, and Brett.
- D. Susan will set up a meeting with TCA and Caltrans on aquatic resources issues to discuss:

1. Mitigation opportunities and the nuts and bolts for mitigation for impacts to aquatic resources
 2. The 404 permit process
 3. TCA's responses to USACE comments on the DEIS (Susan said that USACE did not have any major substantive disagreements)
- This meeting will be in April or the first part of May, ideally before the submittal of the 404 permit application. USFWS and EPA would like to participate.

IV. EPA (Nova Blazej)

EPA met with TCA to discuss TCA's response to EPA comments (see I.C. above)

V. FHWA (Stephanie Stoermer)

- A. FHWA is having ongoing discussions regarding 106 identification.
- B. FHWA is planning to conduct Native American consultation in May. The timing is dependent on the availability of the Native American communities. The goal is to let the Native American communities be heard, so consultation can be formalized for 106 purposes. This is a complicated situation, because there are no federally recognized tribes.

VI. Camp Pendleton (Ben Keasler)

- A. Bob Taylor has accepted a position with the US Forest Service and will be leaving Camp Pendleton in late April. Mark Anderson will be taking Bob's place on this project (mark.w.anderson@usmc.mil – phone: 760-725-9736). Ben will remain on as part of the project.
- B. Ben will set up a conference call with Macie, Bob, Ben, and Mark, to bring Mark into the project.

VII. Caltrans (Sylvia Vega)

- A. Caltrans had a conference call with the state resource agencies, including the State Parks Department. (TCA is being proactive and will address State Parks' concerns directly with that agency. TCA has sent a letter to the California resource agencies inviting them to request additional meetings with TCA staff, if desired.)
- B. Caltrans provided comments on the Biological Assessment, particularly on the design area. Caltrans is concerned with maintenance and will coordinate this issue with TCA and USFWS. TCA will send a more full description of maintenance to USFWS the second week of April and will send a copy to USACE.

VIII. FOIA Request

- A. Jill Terp reported that USFWS has received a FOIA request from the Endangered Habitats League for a wide variety of information that the USFWS may have that pertains to distribution, abundance, and habitat (including quality) for endangered species in the SOCTIIP area or pertaining to the design and construction of SOCTIIP alternatives. Jill will talk with the Endangered Habitats League to understand what they are looking for and to determine whether their requests may be more appropriately addressed to FHWA or TCA.
- B. Jill said that now that USFWS is in consultation with FHWA, she is not sure what information can be considered public.
- C. Macie explained that:
 - 1. The information TCA has provided USFWS, relative to the design, is considered draft. TCA does not want this information released, as it is subject to change.
 - 2. The agencies have bound themselves to a confidentiality agreement as part of the Collaborative. Carolyn Lobell added that there is a provision under FOIA rules that protects disclosure of information that is part of the deliberative process.
 - 3. The footprint of the disturbance limit of the project that was included in the DEIS/SEIR is the same as the information that was provided to USFWS. The grading limits are different. Paul Bopp explained that the disturbance limits include the outer limits of the combination of right-of-way, remedial grading, and roadway grading. When the project was shifted to avoid Mouse Mountain, the grading shifted but will occur within the disturbance limits. Macie said that the impacts have been calculated based on the disturbance limits, which are maximum impact boundaries within which there may be adjustments to provide for different configurations in order to lessen impacts. Disturbance limits may be decreased during final design.
 - 4. Macie offered legal assistance to help USFWS address how to respond to the FOIA request.
 - 5. Jill will talk with the Endangered Habitats League about their needs and may suggest to them that it would be appropriate to request the information from FHWA or TCA.

IX. Next Collaborative Meeting

The tentative date for the next Collaborative meeting is Tuesday, May 3. Whether or not there will be a meeting depends on whether there are issues for discussion. TCA has not yet received comments from the agencies regarding TCA's response to their comments.