CITY OF EL MONTE
NOTICE OF INTENT TO
ADOPT A MITIGATED NEGATIVE DECLARATION

To: County of Los Angeles
Registrar-Recorder/County Clerk
Attn: Business Filing & Registration
12400 Imperial Hwy., 2nd Floor #2001
Norwalk, CA 90650

and

Office of Planning and Research
State Clearinghouse
1440 Tenth Street
Sacramento, CA 95814

From: City of El Monte
11333 Valley Boulevard
El Monte, CA 91731-3293

Subject: Filing of Notice of Intent to Adopt a Mitigated Negative Declaration in compliance with Section 21092.3 of the Public Resources Code.

Project Title

Garvey Avenue Grade Separation Drainage Improvement Project

	Lee Torres	(626) 580-2055
State Clearinghouse Number	**Lead Agency Contact Person**	**Telephone Number**

Project Location

The proposed Project will be constructed in the City of El Monte, in Los Angeles County, California. The Project site is located near I-10 and Garvey Avenue and is generally bound by the triangular area formed by the San Gabriel River, I-10, and Valley Boulevard. The proposed storm drain will run south from Maxson Road, turn west onto Garvey Avenue, and turn south towards the drain into the existing MTD 562 system. The infiltration system gallery would be located on Garvey Avenue just east of Maxson Place.

Project Description

The City of El Monte is proposing to construct the Garvey Avenue Grade Separation Drainage Improvement Project within City boundaries. This project proposes to include the installation of a new storm drain and an infiltration system to alleviate flooding problems during storm events.

The proposed storm drain improvements are intended to meet current design standards for a 50-year storm and reduce the occurrence of flooding at the Garvey Avenue Grade Separation. The design objective is to reduce the potential flooding hazards to the general public from multiple times a year to approximately once every 50 years. An additional design objective is to improve the water quality of the San Gabriel River by capturing pollutants from dry-weather flows and stormwater from rain events less than or equal to the water quality storm event, defined as the 85th percentile, 24-hour rainfall event. The proposed improvements include the following key elements:

- New catch basins on Maxson Place will capture the additional flow from Caltrans' roadway runoff and the outflow from the triple 24-inch culvert crossing under the freeway, as well as runoff captured from the nearby mobile home park and two commercial lots. A proposed 6-foot wide by 2-foot high Reinforced Concrete Box (RCB) storm drain will convey the intercepted flow from these catch basins underground to the intersection of Maxson Place and Garvey Avenue.

- Catch basins on Garvey Avenue will capture flows from areas east of Maxson Place. This includes commercial properties on Garvey Avenue on both the north and south sides of the street, stretching east to Durfee Avenue. The catch basins will connect to the proposed storm drain in Garvey Avenue.
- New underground infiltration basins will be constructed. The basins will be sized to capture a combined 2.2 million gallons of stormwater from dry-weather and storm events. The stormwater captured in the two infiltration basins will recharge the local aquifer.
- A diversion system and a hydrodynamic separator will be installed in Garvey Avenue to route runoff, using a 36-inch reinforced concrete pipe (RCP), to the proposed Infiltration Basin 1. The hydrodynamic separator will provide pretreatment for improved water quality. It will screen, separate, and trap gross solids to remove floatables and neutrally buoyant materials.
- Storm drain and appurtenance will be constructed to convey runoff from the existing Garvey Avenue Underpass storm drain system that is unable to be pumped out by the existing pump system or captured by the proposed Maxson Place Storm Drain. Flows greater than the pump's capacity will be pretreated and then routed via a proposed 36-inch RCP to the proposed Infiltration Basin 2.
- A 30-inch pump discharge line may be installed conveying the storm water from the existing pump discharge sump to the Basins. The storm drain may be constructed in the existing easement or may require additional easements from Metrolink.
- The proposed Maxson Place Storm Drain will convey runoff from the intersection of Maxson Place and Garvey Avenue eastward within the public street right-of-way of Garvey Avenue. The proposed storm drain will connect with the existing MTD 562 system at Durfee Avenue just south of Garvey Avenue.

Proposed Review Process

This is to advise that the City of El Monte has determined that a Mitigated Negative Declaration is the appropriate CEQA environmental determination for the proposed project. At an undefined date in the future, the City proposes to hold a public meeting to discuss and possibly recommend approval of the above project. After public review of the Initial Study is completed, the City proposes to adopt a Mitigated Negative Declaration in accordance with CEQA and the State CEQA Guidelines. Copies of the Initial Study are available for review at the City of El Monte's office located at 11333 Valley Boulevard, El Monte, CA 91731. The proposed Mitigated Negative Declaration will be available for public review and comment from September 30, 2021 - October 29 ,2021 (30-day review). Any comments you have must be submitted in writing no later than October 29, 2021.

Signature	Title	Date
	CITY ENGINEER	9/22/2021

Initial Study and Mitigated Negative Declaration

City of El Monte

Garvey Avenue Grade Separation Drainage Improvement Project, CIP884

1561 E. Orangethorpe Avenue, Suite 240
Fullerton, California 92831
TEL (714) 526-7500 | FAX (714) 526-7004
www.cwecorp.com

Initial Study and Mitigated Negative Declaration

Garvey Avenue Grade Separation Drainage Improvement Project CIP884

Prepared for:

City of El Monte
11333 Valley Boulevard
El Monte, California 91731
TEL (626) 580-2058

Prepared by:

1561 E. Orangethorpe Avenue, Suite 240
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October 2021

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Acronyms

APE	Area of Potential Effects
AQCRs	Air Quality Control Regions
BMPs	Best Management Practices
CCR	California Code of Regulations
CEQ	Council on Environmental Quality
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CGP	Construction General Permit
CHRIS	California Historical Resources Information System
CRHR	California Register of Historic Resources
dBA	Maximum A-Weighted Decibels
EIR	Environmental Impact Report
FHWA	Federal Highway Administration
FMMP	Farmland Mapping and Monitoring Program
GHG	Greenhouse Gas
IPaC	Information for Planning and Conservation
IS/MND	Initial Study/Mitigated Negative Declaration
LACFCD	Los Angeles County Flood Control District
MLD	Most Likely Descendant
MRZ	Mineral Resource Zone
MT	Metric Tons
NAAQS	National Ambient Air Quality Standards
NAHC	National American Heritage Commission
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act of 1966
NRHP	National Register of Historic Preservation
PPV	Peak Particle Velocity
RCB	Reinforced Concrete Box
RCP	Reinforced Concrete Pipe
SCAB	South Coast Air Basin
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SHPO	California State Historic Preservation Office
SMARA	Surface Mining and Reclamation Act of 1975
SWPPP	Stormwater Pollution Prevention Plan
USEPA	Unites States Environmental Protection Agency
USFWS	United States Fish and Wildlife Services

1. Introduction

The California Environmental Quality Act (CEQA) Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared on behalf of the City of El Monte (City) to identify potential site-specific environmental constraints associated with the Garvey Avenue Grade Separation Drainage Improvement Project (Project) located near the Interstate 10 (I-10) and Garvey Avenue. This document has been prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code §21000 et seq.), and the State CEQA Guidelines (Title 14, California Code of Regulations (CCR) §15000 et seq).

This IS/MND is an information documentation intended for use by the City of El Monte and members of the general public as a preliminary analysis to determine if there is substantial evidence that the Project may have significant effects on the environment. If site-specific environmental constraints are found to potentially have a significant effect on the environment, with mitigation, a site-specific Environmental Impact Report (EIR) should be prepared; otherwise, the lead agency may adopt a negative declaration or MND. This IS/MND was compiled for the City with the assistance of CWE. The City is serving as the Lead Agency for the proposed Project pursuant to CEQA §21067 and CEQA Guidelines Article 4 and §15367. "Lead Agency" refers to the public agency that has the principal responsibility for carrying out or approving a Project.

1.1 Purpose and Document Organization

The purpose of this document is to evaluate the potential environmental effects of the proposed Project. Mitigation measures, if required, have been incorporated into the Project to eliminate potential significant impacts or reduce them to a less-than-significant level. This document was developed with information found in the Environmental Assessment performed by the United States Environmental Protection Agency (USEPA) Region 9 and can be found in **Error! Reference source not found.**.

This IS/MND is organized as follows:

- Section 1 – Introduction
- Section 2 – Project Description
- Section 3 – Initial Study/Environmental Checklist
- Section 4 – References

1.2 Summary of Findings

The CEQA Appendix G Environmental (Initial Study) Checklist is included in **Section 3**. The Initial Study Checklist identifies potential environmental impacts, by sections, and provides a brief discussion of each impact resulting from implementation of the proposed Project. Each response checked in the environmental checklist is discussed and supported with sufficient data and analysis as necessary. As appropriate, each section has discussion that describes and identifies specific impacts anticipated with project implementation.

2. Project Description

The City of El Monte is proposing to construct the Garvey Avenue Grade Separation Drainage Improvement Project (Project) within City boundaries. The Project will be located just south of the I-10 freeway, and along the Garvey Avenue underpass, which separates vehicular traffic on Garvey Avenue from the Southern Pacific Railroad and Metrolink Railroad. The original roadway underpass was constructed in 1933. Since the original roadway underpass construction, development of nearby commercial and industrial land uses has significantly increased the imperviousness of the surrounding area, leading to significant stormwater accumulation, and has created a flooding problem at the grade separation sump. This project proposes to include the installation of a new storm drain and an infiltration system to alleviate flooding problems during storm events.

The proposed storm drain improvements are intended to meet current design standards for a 50-year storm and reduce the occurrence of flooding at the Garvey Avenue Grade Separation. The design objective is to reduce the potential flooding hazards to the general public from multiple times a year to approximately once every 50 years. An additional design objective is to improve the water quality of the San Gabriel River by capturing pollutants from dry-weather flows and stormwater from rain events less than or equal to the water quality storm event, defined as the 85th percentile, 24-hour rainfall event. The proposed improvements include the following key elements:

- New catch basins on Maxson Place will capture the additional flow from Caltrans' roadway runoff and the outflow from the triple 24-inch culvert crossing under the freeway, as well as runoff captured from the nearby mobile home park and two commercial lots. A proposed 6-foot wide by 2-foot high Reinforced Concrete Box (RCB) storm drain will convey the intercepted flow from these catch basins underground to the intersection of Maxson Place and Garvey Avenue.
- Catch basins on Garvey Avenue will capture flows from areas east of Maxson Place. This includes commercial properties on Garvey Avenue on both the north and south sides of the street, stretching east to Durfee Avenue. The catch basins will connect to the proposed storm drain in Garvey Avenue.
- New underground infiltration basins will be constructed. The basins will be sized to capture a combined 2.2 million gallons of stormwater from dry-weather and storm events. The stormwater captured in the two infiltration basins will recharge the local aquifer.
- A diversion system and a hydrodynamic separator will be installed in Garvey Avenue to route runoff, using a 36-inch reinforced concrete pipe (RCP), to the proposed Infiltration Basin 1. The hydrodynamic separator will provide pretreatment for improved water quality. It will screen, separate, and trap gross solids to remove floatables and neutrally buoyant materials.
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- A 30-inch pump discharge line may be installed conveying the storm water from the existing pump discharge sump to the Basins. The storm drain may be constructed in the existing easement or may require additional easements from Metrolink.

- The proposed Maxson Place Storm Drain will convey runoff from the intersection of Maxson Place and Garvey Avenue eastward within the public street right-of-way of Garvey Avenue. The proposed storm drain will connect with the existing MTD 562 system at Durfee Avenue just south of Garvey Avenue.

2.1 Project Location

The proposed Project will be constructed in the City of El Monte, in Los Angeles County, California. The City of El Monte, as shown in **Figure 2-1**, is the eastern part of Los Angeles County, between Rosemead to the west and Baldwin Park to the east. The Project site is located near I-10 and Garvey Avenue and is generally bound by the triangular area formed by the San Gabriel River, I-10, and Valley Boulevard. As shown in **Figure 2-2,** the proposed storm drain will run south from Maxson Road, turn west onto Garvey Avenue, and turn south towards the drain into the existing MTD 562 system. The infiltration system gallery would be located in Garvey Avenue just east of Maxson Place.

Figure 2-1 Project Location

Figure 2-2 Proposed Storm Drain Alignment and Infiltration Gallery

3. Initial Study/Environmental Checklist

Environmental Checklist Form		
1.	**Project Title:**	Garvey Avenue Grade Separation Drainage Improvement Project
2.	**Lead Agency Name and Address:**	City of El Monte 11333 Valley Boulevard, El Monte, California 91731
3.	**Contact Person and Phone Number:**	Lee Torres (626) 580-2055
4.	**Project Location:**	Garvey Avenue in the City of El Monte, California
5.	**Project Sponsor's Name and Address:**	City of El Monte 11333 Valley Boulevard, El Monte, California 91731
6.	**General Plan Designation:**	Public Streets and Regional Commercial
7.	**Zoning:**	Commercial
8.	**Description of Project:**	The City of El Monte proposes to construct and install catch basins, a new storm drain line, a hydrodynamic pretreatment separator, two underground infiltration galleries, and storm drain diversions to alleviate flooding issues, capture polluted stormwater runoff, and recharge local groundwater supply.
9.	**Surrounding land uses and setting:**	Medium density residential and industrial land use
10.	**Other public agencies whose approval is required:**	Not Applicable.
11.	**Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun?[a]**	Yes, the California Native American Heritage Commission (NAHC) was consulted about the Garvey Avenue Underpass Project. On June 8, 2016, the USEPA reached out to the Soboba Band of Luiseno Indians, the Gabrieleno/Tongva Nation, the Gabrieleno/Tongva San Gabriel Band of Mission Indians, the Gabrieleño Band of Mission Indians – Kizh Nation, and the Gabrielino Tongva Indians of California Tribal Council. Andy Salas, Chairman of the Gabrieleño Band of Mission Indians – Kizh Nation, requested consultation pursuant to Public Resources Code Section 21080.3.1. A phone conversation was held between USEPA Region IX and Andy Salas in 2016. Discussion from the consultation on the inclusion of Tribal Cultural Resource mitigation measures is later discussed in **Section 3.18**.

[a] Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21083.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Energy
☐ Geology / Soils	☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials
☐ Hydrology / Water Quality	☐ Land Use / Planning	☐ Mineral Resources
☐ Noise	☐ Population / Housing	☐ Public Services
☐ Recreation	☐ Transportation	☐ Tribal Cultural Resources
☐ Utilities/Service Systems	☐ Wildfire	☐ Mandatory Findings of Significance

On the basis of this initial evaluation:

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

Signature _____ Date 9/21/2021

3.1 Aesthetics

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?				X
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) In non-urbanized areas, substantially degrade the existing visual character or quality public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?				X
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?				X

Discussion:

a) The Project is not located near a scenic vista. The Project plans to construct storm drains and appurtenances underground which will temporarily obstruct existing views during construction. Therefore, there are no anticipated impacts to scenic vistas.

b) The Project is not located within or adjacent to scenic resources. Additionally, according to the California Department of Transportation Scenic Highways Program Database, there are no designated state scenic highways located near the Project. Therefore, there are no anticipated impacts to scenic resources.

c) The Project will not substantially degrade the existing visual character or quality of the site and its surroundings. The existing site is surrounded by industrial and commercial land uses and the construction of the proposed project will be below grade once completed. Therefore, there are no anticipated impacts to the existing visual character or quality of the site and its surroundings.

d) The Project will not feature a new source of substantial light or glare. Therefore, there are no anticipated impacts which could adversely affect day or nighttime views in the area.

3.2 Agriculture and Forestry Resources

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program (FMMP) of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X

Discussion:

a) According to the State of California Department of Conservation Farmland Mapping and Monitoring Program (FMMP), the Project site is not located in an area designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Therefore, there is no impact to farmland or agricultural resources.

b) The project site is not zoned for agricultural use and is not under a Williamson Act contract.

c) The Project location is located in land zoned for regional commercial and industrial/business park use. The project will not conflict with existing zoning of forest land, timberland, or timberland zoned Timberland Production. Therefore, there is no anticipated impact.

d) The Project is not located in forest land. Therefore, there is no impact.

e) The Project site is not on land designated for agricultural land use and will not result in conversion of Farmland to non-agricultural use or forest land to non-forest use. Therefore, there is no anticipated impact.

3.3 Air Quality

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			X	
c) Expose sensitive receptors to substantial pollutant concentrations?		X		
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X	

Discussion:

a) The City of El Monte is located in the South Coast Air Quality Management District and USEPA Region 9. These agencies are county or regional governing authorities that have primary responsibility for controlling air pollution from stationary sources.

USEPA established primary and secondary National Ambient Air Quality Standards (NAAQS) under 40 Code of Federal Regulations (CFR) Part 50, which specifies air quality standards of six criteria pollutants: particulate matter (measured as both particulate matter less than 10 microns in diameter [PM_{10}] and particulate matter less than 2.5 microns in diameter [$PM_{2.5}$]), sulfur dioxide, carbon monoxide, oxides of nitrogen (NO_x), ozone, and lead.

Federal regulations designate air quality control regions (AQCRs) in violation of the NAAQS as nonattainment areas. Federal regulations designate AQCRs with levels below the NAAQS as attainment areas. Maintenance areas are AQCRs that have previously been designated as nonattainment and have been redesignated to attainment for a probationary period through implementation of maintenance plans.

USEPA has designated the portion of Los Angeles County where the action is located as a nonattainment area for lead (through December 31, 2015), $PM_{2.5}$, and ozone, and as a maintenance area for PM_{10}, carbon monoxide and NO_2.

Applicable air quality plans include:

- 2016 Air Quality Management Plan
- Clean Communities Plan
- Air Quality Monitoring Network Plan
- 2012 Annual $PM_{2.5}$ NAAQS Plan
- 2008 8-Hour Ozone NAAQS
- 2006 24-Hour $PM_{2.5}$ NAAQS
- 1997 Ozone NAAQS (80 ppb)
- 1979 1-hour Ozone NAAQS (120 ppb)
- 2012 Los Angeles County Lead Attainment State Implementation Plan

Since the proposed project will not generate air pollutants in excess of the SCAQMD's regional significance threshold, the proposed project will not cause of substantially contribute to an existing or projected air quality violation, would not result in a cumulatively increase of any criteria pollutant, and will not impact air quality long term. Therefore, the project will not conflict with or obstruct implementation of the applicable air quality plan and are considered less than significant.

b) The Project is located in the South Coast Air Basin (SCAB), which is a non-attainment area for respirable particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$), and Ozone. The SCAB is a designated attainment area for all other criteria pollutants. The SCAQMD has established Regional Significance Thresholds for each criteria pollutant. Potential air emissions were calculated using the CalEEMod, Version 2020.4.0, a model used to quantify air impacts from land use projects located throughout California. The following table shows the daily emissions rate for unmitigated construction during the summer, in comparison to the Regional Significance Thresholds

Pollutant	**NOx**	**PM_{10}**	**$PM_{2.5}$**	**SOx**	**CO**
Maximum Emissions rate (lbs/day)	41.60	8.42	4.68[b]	0.0783[c]	36.82
Mass Daily Thresholds (lbs/day)	100	150	55	150	550
Exceed Threshold?	No	No	No	No	No

[a] PM_{10} total modeled emissions
[b] $PM_{2.5}$ total modeled emissions
[c] SO_2 modeled emissions

The Project is not expected to result in a measurable long-term increase in air pollutant emissions. After construction, the Project will have minimal vehicle trips to the sites for inspection and maintenance procedures. Therefore, impacts would be considered less than significant.

c) Certain residents, such as the very young, the elderly and those suffering from certain illnesses or disabilities, are particularly sensitive to air pollution and are considered sensitive receptors. The sensitive receptors of concern are Madrid Middle School, roughly 0.25 miles east, Jerry Voorhis Elementary School, 0.15 miles to the north, and Baker Elementary School, 0.20 miles to the northwest and the residential areas along Garvey Avenue and Maxson Place. However, the proposed project will not exceed the Regional Significance Threshold of criteria pollutants; therefore, the proposed project will have a less than significant impact on nearby sensitive receptors with mitigation measure **AIR-1**.

d) Project construction equipment and activities, including diesel exhaust emissions, could generate odors. There may be situations where construction activity odors would be noticeable by persons working at or visiting nearby facilities, but these odors would not be unfamiliar or objectionable. In addition, these odors would be temporary and would dissipate rapidly from the source with an increase in distance. There are no long-term odors anticipated from the construction of the Project. Because there may be short-term odors as a result from the temporary construction of the Project, impacts will be less than significant.

Mitigation Measures:

AIR-1 – Pursuant to Rule 403 of the SCAQMD, the following dust minimizing measures shall be implemented:

- City of El Monte and its designees shall comply with all applicable SCAQMD Rules and Regulations, including Rule 403 ensuring the cleanup of construction-related dirt on approach routes to the site. Rule 403 prohibits the release of fugitive dust emissions from any active operation, open storage pile or disturbed surface area visible beyond the property line of the emission source.
- City of El Monte and its designees shall comply with all SCAQMD established minimum requirements for construction activities to reduce fugitive dust and PM_{10} emissions.
- Adequate water techniques shall be employed to mitigate the impact of construction-related dust particulates. Portions of the site that are undergoing surface earth moving operations shall be dewatered such that a crust will be formed on the ground surface, and then watered again at the end of each day. Site watering shall be performed as necessary to mitigate blowing dust.
- Grading operations shall be suspended during first stage ozone episodes or when winds exceed 25 mph. A high wind response plan shall be formulated for enhanced dust control if winds are forecast to exceed 25 mph in any upcoming 24-hour period.
- Any construction equipment using direct internal combustion engines shall use a diesel fuel with a maximum of 0.05 percent sulfur and four-degree retard.
- Construction operations affecting roadways within the project area including detour routes, shall be scheduled by implementing traffic hours and shall minimize obstruction of through traffic lanes.
- The engines of idling trucks or heavy equipment shall be turned off if the expected duration of idling exceeds five minutes.
- On-site heavy equipment used during grading and construction shall be equipped with diesel particulate filters unless it is demonstrated that such equipment is not available, or its use is not cost-competitive.
- All haul trucks leaving or entering the site shall be covered or have at least two feet of freeboard.
- Any on-site stockpiles of debris, dirt or other dusty material shall be covered or watered twice daily.
- Any site access points within 30 minutes of any visible dirt deposition on any public right of way shall be mechanically or manually swept.

3.4 Biological Resources

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				X
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?				X
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				X
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

Discussion:

a) According to a report generated through the U.S. Fish and Wildlife Services (USFWS) Information for Planning and Conservation (IPaC), three federally listed species have the potential of occurring in the area: Coastal California Gnatcatcher, Least Bell's Vireo, and Nevin's Barberry. Since the project is located in a highly urbanized area, no suitable habitat exists for any of the species. Therefore, there will be no impact to the listed species.

b) According to the National Wetlands Inventory mapped by the USFWS, there is no riparian habitat near the project area. Therefore, there will be no impact to these resources.

c) According to the National Wetlands Inventory mapped by the USFWS, there are riverine, fresh water emergent, and freshwater forested/shrub wetland habitats in the San Gabriel River. However, there will be no direct removal, filling, or hydrological interruption in the San Gabriel River. Stormwater being captured and discharged by the Project will be intercepted before reaching the sump at the Garvey Avenue underpass outlet, and will be redirected to the proposed infiltration basins and storm drain line that flows into the MTD 562 system, leading the stormwater to the San Gabriel River. During dry-weather, flows are anticipated to be minimal and will not have a substantial effect on the San Gabriel River, as the river is dry during the dry-weather season. During wet-weather, flows from the project will not have a significant hydrological impact. Therefore, there will be no adverse effect on federally protected wetlands.

d) Flows will be intercepted before reaching the sump at the Garvey Avenue underpass, and will be redirected to a storm drain line, that discharges into the San Gabriel River. During dry-weather, because flows are anticipated to be minimal, and because the San Gabriel River is typically dry between April and October, there will be no impact to the movement or the habitats of wildlife. During wet-weather, the San Gabriel River already conveys a significant amount of flow, and flows from the Project will not be significant enough to additionally impede the movement of wildlife in the San Gabriel River. Therefore, there would be no anticipated impact from the Project.

e) The Project will not conflict with the City's Tree Protection and Preservation Ordinance. Therefore, there will be no anticipated impact.

f) The Project will not conflict with any adopted conservation plan. Therefore, there will be no anticipated impact.

3.5 Cultural Resources

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?		X		
c) Disturb any human remains, including those interred outside of dedicated cemeteries?				X

Discussion:

a) The USEPA has defined the archeological area of potential effects (APE) as the surfaces and depths that would be disturbed by excavation and storm drain installation activities, as well as the footprint of the Garvey Avenue underpass pump station building. The historical architectural APE is the pump station and the pipes and culverts that may be replaced that are 50 years or older. Staging areas would be limited to paved parking lots and areas along the APE and outside of the public right-of-way. No undertaking-related activities would occur outside of the APE.

The USEPA conducted a records search of the archeological APE and surrounding areas via the South Central Coastal Information Center (SCCIC) of the California Historical Resources Information System (CHRIS) (Records Search File No.: 16371.2401). The search area included a one-mile buffer centered on the APE of the proposed storm drains. No part of the APE was previously surveyed, and no resources have been recorded within the APE, 39 surveys have been conducted in the study area, and 18 resources have been recorded in the same area. The 18 resources include 1 prehistoric archaeological site, 11 historic buildings, 1 historic district, 1 historic highway/trail, 1 historic railroad, and 3 historic transmission/utility lines.

The historic buildings (P-19-188913, P-19-188914, P-19-188915, P-19-188916, P-19-188917, P-19-188918, P-19-188919, P-19-188921, P-19-188922, P-19-188923, and P-19-188924) are concentrated in Baldwin Park on the east side of I-605 and the San Gabriel River. The historic district, consisting of the Woodland Duck Farms and Equestrian Center/Louise A. Ward Residence (P-19-004079/CA-LAN-004079H), is on the east side of the San Gabriel River.

The historic highway/trail (P-19-187085/The Mojave Road) corresponds with Ramona Boulevard, north of I-10. The historic railroad is the Southern Pacific Railroad/Union Pacific Railroad (P-19-186112) adjacent to the Garvey Avenue underpass pump station.

The three transmission/utility lines (P-19-188983/Los Angeles Department of Water and Power Boulder Lines North and South, P-19-190504/Southern California Edison Rio Hondo-Amador-Jose-Mesa-Narrows 66kV Transmission Line, and P-19-186876/Southern California Edison Eagle Rock-Pardee and Antelope-Vincent No.1 220kV Transmission Line Corridor) are along Ramona Boulevard, north of the I-10, and along the I-605/San Gabriel River corridor. In addition to the resources listed above, the Garvey Avenue underpass pump station was constructed in 1934 and is considered of historic age (50 years or older). It was evaluated by a qualified historian who determined the pump station to not be National Register of Historic Preservation (NRHP) eligible. The Southern Pacific Railroad/Union Pacific Railroad, (P-19-186112), was not formally evaluated but was part of a reconnaissance survey (CRM Tech 2010), which found that the rail lines had been upgraded and undergone maintenance activities as part of their ongoing use and did not demonstrate historical characteristics.

The California Native American Heritage Commission (NAHC) was consulted about the Garvey Avenue Underpass Project and responded that sacred sites have been identified by the Gabrielino Band of Mission Indians–Kizh Nation as within the project region. USEPA pursued a concurrent consultation with the Soboba Band of Luiseno Indians, Gabrieleño Band of Mission Indians–Kizh Nation, Gabrieleno/Tongva San Gabriel Band of Mission Indians, Gabrieleno/Tongva Nation, Gabrielino Tongva Indians of California Tribal Council, and Gabrieleno/Tongva Tribe in June of 2016.

Based on the information presented above and pursuant to Section 106 of the NHPA, USEPA made a determination of "no historic properties affected" for this project. USEPA conveyed this finding of effect to the California State Historic Preservation Office (SHPO) in a letter dated August 24, 2016, and the SHPO concurred with this finding on September 21, 2016. In its letter, SHPO did not object to the identification and delineation of the APE, concurred with the finding that the existing storm drain system is not eligible for listing on the NRHP, and did not object to the finding of "no historic properties affected" for the proposed undertaking. Therefore, there will be no anticipated impact.

b) See discussion above in part a). However, if during construction any archaeological remains are found, all construction will cease until qualified personnel can identify the remains and mitigate the findings. Impacts are anticipated to be less than significant.

c) No formal cemeteries are on or near the Project site. Most Native American human remains are found in association with prehistoric archaeological sites. The USEPA conducted a records search of the archeological APE and surrounding areas via the SCCIC of the CHRIS (Records Search File No.: 16371.2401). The search area included a one-mile buffer centered on the APE of the proposed storm drains. There were no identified archaeological resources in the immediate area. There is low potential for the project to encounter human remains during ground-disturbing activities. However, if during construction, any remains are found, all construction will cease until qualified personnel can identify the remains and mitigate the findings. Impacts are anticipated to be less than significant.

Mitigation Measures:

CUL-1 - If previously unidentified cultural resources and/or tribal cultural resources are unearthed during ground activity, all work shall immediately be suspended within 100 feet of the discovery and the City shall be immediately notified. A qualified archaeologist and a Native American monitor shall assess the significance of the find and determine if it is a California Register of Historic Resource (CRHR)-eligible archaeological resource and/or tribal cultural resource. If the qualified archaeologist determines that

adverse impacts to tribal cultural resources or significant archaeological resources could occur during the Project, then the resources shall be avoided from direct Project impacts by Project redesign, if feasible. If the resource cannot be avoided, then an archaeological treatment plan shall be developed and implemented.

CUL-2 - In compliance with Section 5097.98 of the Public Resources Code and Section 7050.5 of the California Health and Safety Code, if human remains are encountered, all ground disturbing activities shall be immediately suspended within 100 feet of the discovery, and the Los Angeles County Coroner should be notified immediately. If the Coroner determines the remains are Native American in origin, they must notify the Native American Heritage Commission within 24 hours of such identification so that the Native American Heritage Commission can contact the Most Likely Descendant (MLD). The MLD shall be provided access to the discovery and will provide recommendations for treatment of the remains within 48 hours of accessing the discovery site. Disposition of human remains and any associated grave goods, if encountered, shall be treated in accordance with procedures and requirements set forth in Sections 5097.94 and 5097.98 of the Public Resources Code; Section 7050.5 of the California Health and Safety Code and CEQA Guidelines Section 15064.5.

3.6 Energy

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?				X
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?				X

Discussion:

a) The proposed sites do not require or result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation. The Project will improve on an existing pumping system and is not expected to have unnecessary consumption. Therefore, there is no anticipated impact.

b) The proposed sites will not obstruct a state or local plan for renewable energy or energy efficiency. Therefore, there is no anticipated impact.

3.7 Geology and Soils

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				X
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?		X		
iv) Landslides?		X		
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?		X		
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?				X
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	

Discussion:

a)

i) The Project site is located in Southern California, which is a seismically active area. However, the Project is not located within a known earthquake fault zone delineated on an Alquist-Priolo Earthquake Fault Zoning Map. Therefore, there is no anticipated impact.

ii) The Project site is located in Southern California, which is a seismically active area. However, the potential for hazards associated with strong seismic ground shaking, such as ground surface rupture, is considered low. The proposed Project would be designed and constructed in accordance with the federal, state, and municipal building codes relative to seismic criteria. Therefore, the impact from strong seismic ground shaking would be considered to be less than significant.

iii) The Project is located in a Liquefaction Zone. The liquefaction zone is created by the increased groundwater and the Montebello forebay area recharge. Terracon performed a geotechnical study for the Project, and based on their findings, the construction of the Project would not cause or contribute to settlement, slippage, or landslides and would not affect the geologic stability of the site, as long as mitigation measures are followed. Therefore, the impacts associated with liquefaction are anticipated to be less than significant with the incorporation of mitigation measures **GEO-1** and **GEO-2**. The Geotechnical Report can be found in Error! Reference source not found..

iv) Terracon performed a geotechnical report on February 5, 2018 and based on their findings, the construction of the Project would not be subject to hazards due to settlement, slippage, or landslides and would not affect the geologic stability of the site when using recommendations provided by Terracon. Therefore, the impacts associated with landslides are anticipated to be less than significant with the incorporation of mitigation measures **GEO-1** and **GEO-2**.

b) The Project's geotechnical report shows that the Project site has medium-stiff to stiff silt with variable amounts of sand, overlying loose to dense sand with variable amounts of silt below the 8 to 9 inches of asphalt and concrete. There is no loss to topsoil due to its location in a highly urbanized area. Once construction is complete, pavement will cover trenches, preventing future damage to soil erosion. Therefore, impact to soil erosion or loss of topsoil is considered to be less than significant impact.

c) The Project is located in a Liquefaction Zone. The liquefaction zone is created by the increased groundwater and the Montebello forebay area recharge. Based on the findings of the geotechnical report, the construction of the Project would not be subject to hazards due to settlement, slippage, or landslides and would not affect the geologic stability of the site when incorporating mitigation measures provided by the geotechnical report. Therefore, the impacts associated with liquefaction are anticipated less than significant with mitigation measures **GEO-1** and **GEO-2**.

d) The Project will not adversely affect the geologic stability of the site and is not located on expansive soils. Therefore, there is no anticipated impact.

e) The Project will not require the installation of septic tanks or alternative wastewater disposal systems. Therefore, there is no anticipated impact.

f) The USEPA conducted a records search of the archeological APE and surrounding areas via the SCCIC of the CHRIS (Records Search File No.: 16371.2401). The search area included a one-mile buffer centered on the APE of the proposed storm drains. There were no identified archaeological resources in the immediate area. There are no unique paleontological or unique geologic features described in the City of El Monte General Plan. However, if during construction, any of these features are found, all construction will cease until qualified personnel can identify and mitigate the findings. Impacts are anticipated to be less than significant.

Mitigation Measures:

GEO-1 - The following mitigation measures should be implemented during the construction phase of the Project:

- Materials and construction of pavements for the project should be in accordance with the requirements and specifications of the State of California Department of Transportation, or other approved local governing specifications.
- Base course or pavement materials should not be placed when the surface is wet. Surface drainage should be provided away from the edge of paved areas to minimize lateral moisture transmission into the subgrade.
- Preventative maintenance should be planned and provided for through an on-going pavement management program in order to enhance future pavement performance. This consists of both localized maintenance (e.g. crack sealing and patching) and global maintenance (e.g. surface sealing). Preventative maintenance is usually the first priority when implementing a planned pavement maintenance program and provides the highest return on investment for pavements.
- Earthwork portion of this project be completed during extended periods of dry weather, when possible.

GEO-2 - The following mitigation measures should be implemented during the earthwork/excavation phase of the Project:

- It is anticipated that excavations for the proposed construction can be accomplished with conventional earthmoving equipment. On-site silt soils may slump and unstable subgrade conditions could develop during general construction operations, particularly if the soils are wetted and/or subjected to repetitive construction traffic. The use of light construction equipment would aid in reducing subgrade disturbance. The use of remotely operated equipment, such as a backhoe, would be beneficial to perform cuts and reduce subgrade disturbance. Should unstable subgrade conditions develop stabilization measures will need to be employed.
- If the subgrade slumps or becomes unworkable, the subgrade material may be improved by scarifying and drying or may be removed and replaced if necessary. Suitable methods of stabilization will be dependent upon factors such as schedule, weather, size of area to be stabilized, and the nature of the instability. If the construction schedule does not allow for drying by aeration, silt soils may be stabilized using geo-synthetic or geogrid materials and coarse aggregate materials.

- Upon completion of filling and grading, care should be taken to maintain the subgrade moisture content prior to construction of pavements. Construction traffic over the completed subgrade should be avoided to the extent practical. If the subgrade should become desiccated, saturated, or disturbed, the affected material should be removed or these materials should be scarified, moisture conditioned, and recompacted prior to pavement construction.
- The earthwork portion of this project be completed during extended periods of dry weather if possible. If earthwork is completed during the wet season (typically November through March) it may be necessary to take extra precautionary measures to protect subgrade soils. Wet season earthwork may require additional mitigation measures beyond that which would be expected during the drier summer and fall months. This could include diversion of surface runoff around exposed soils and draining of ponded water on the site. Once subgrades are established, it may be necessary to protect the exposed subgrade soils from construction traffic.

3.8 Greenhouse Gas Emissions

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?				X

Discussion:

a) As discussed in the Air Quality impact analysis, the Greenhouse Gas (GHG) emissions generated by the proposed project would not exceed the SCAQMD's recommended threshold of 3,000 $MTCO_2e$ per year for non-industrial projects. The construction phase's GHG emissions were calculated using the CalEEMod, Version 2020.4.0. The following table shows the unmitigated, yearly emissions rate for in comparison to the Regional Significance Threshold. Because GHG missions will not exceed the SCAQMD threshold, the project would have a less than significant impact on GHG.

Pollutant	CO_2
Maximum Construction Emissions rate (MT/year)	223.48
Maximum Operations Emissions rate (MT/year)	2.60
SCAQMD Threshold (MT/year)	3000
Exceed Threshold?	No

b) The Project would not conflict with the State plan and policy AB 32 (California Global Warming Solutions Act of 2006) quantitative goal of AB 32 is to reduce GHG emissions to 1990 levels by 2020. Because the project does not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of GHG, there would be no anticipated impact.

3.9 Hazards and Hazardous Materials

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				X
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?			X	
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?		X		
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?			X	

Discussion:

a) Anticipated construction activities may require the transport, storage, use, and disposal of small amounts of hazardous materials that may include gasoline, diesel, hydraulic fluids, oils and lubricants and other similarly related materials for the project site, however, there will be no transport, use, or

disposal of hazardous materials involved operation of the project. Therefore, the impacts would be less than significant.

b) The project will not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment since there are no hazardous materials involved in the Project. Therefore, there would be no anticipated impacts.

c) Jerry Voorhis Elementary, Baker Elementary School, and Madrid Middle School are within a quarter mile of the Project site, but no acutely hazardous materials or substances will be emitted during the construction. GHG emissions and criteria air pollutants will be emitted, but not in a significant amount. Therefore, impacts are anticipated to be less than significant.

d) The Project is not located on a list of hazardous materials site. Therefore, there are no anticipated impacts.

e) The Project is located less than two miles from the El Monte Airport, but is not in a designated Airport Land Use Area. The project will not result a safety hazard for people residing or working in the project area, as noise generated by the Project will dissipate to reasonable levels before reaching the airport. Further discussion on noise mitigation measures can be found in **Section 3.13**. Additionally, project construction will not impact airport operations as there are other buildings and structures that are larger than construction equipment that will be used for the construction of the project, located within the area. Therefore, impacts are expected to be less than significant.

f) The Project will not interfere with any emergency response plan or emergency evacuation plan; however, since Garvey Avenue is designated as an evacuation route, local emergency agencies, including those discussed in **Section 3.15**, will be notified by the construction contractor prior to the start of construction. Therefore, impacts are expected to be less than significant with incorporation of mitigation measure HZ-1.

g) Due to its location in an urbanized environment, the Project will not expose people or structures to significant risk of loss, injury, or death involving wildland fires. Therefore, there are no anticipated impacts.

Mitigation Measures:

HZ-1 – The construction contractor shall provide reasonable, advance notification to service providers such as fire, police, and emergency medical services regarding lane closures or traffic control plans.

3.10 Hydrology and Water Quality

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?				X
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in substantial erosion or siltation on- or off-site;				X
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;				X
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or				X
iv) impede or redirect flood flows?				X
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				X
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				X

Discussion:

a) The Project will provide an enhancement to water quality by capturing runoff generated from an 85th percentile storm event and treat and capture for groundwater recharge purposes. During construction, a Stormwater Pollution Prevention Plan (SWPPP) will be prepared and Best Management Practices (BMPs) will be implemented to prevent pollutants from entering any nearby catch basins

Compliance with the Construction General Permit (CGP) will ensure that the construction will have no permanent impact to water quality. The Project would capture and treat runoff then route runoff to a subsurface storage system to reduce stormwater discharged to downstream facilities. Therefore, due to the intent of the Project and with incorporation of the standard and required BMPs, impacts would be less than significant.

b) Groundwater supplies will not be affected since the project does not have additional demand for groundwater. The Project intends to pretreat stormwater for groundwater recharge which will have a beneficial impact to the local groundwater supplies. Therefore, there is no anticipated negative impact to groundwater supplies.

c)

i. The project area is urbanized and developed and mostly impervious. The Project will route the runoff east towards San Gabriel River. The runoff will be routed via the proposed storm drain and connection to an existing storm drain. The Project will not alter the existing drainage pattern of the area which will result in substantial erosion or siltation on or off site. The Project intends to capture runoff from the drainage area upstream to prevent the excess flows from reaching the sump of the Garvey Avenue underpass. Therefore, there are no anticipated impacts.

ii. The Project will not substantially alter the existing drainage pattern of the area resulting in flooding on or offsite. The Project intends to capture runoff from the drainage area upstream to prevent the excess flows from reaching the sump of the Garvey Avenue underpass. Therefore, there are no anticipated impacts.

iii. The Project will not contribute runoff which will exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. The Project intends to capture runoff from the drainage area upstream to prevent the excess flows from reaching the sump of the Garvey Avenue underpass. The captured runoff will be treated and routed in a subsurface storage system to reduce stormwater discharged to downstream facilities.

iv. The Project intends to capture flows before it reaches and floods the sump of the Garvey Avenue underpass. The captured runoff will be treated and routed in a subsurface storage system to reduce stormwater discharged to downstream facilities. Therefore, there are no anticipated impacts.

d) The proposed Project is not within a flood hazard, tsunami, or seiche zone. The proposed Project is approximately 300 feet above sea level and is approximately 30 miles from the coast. Therefore, there are no anticipated impacts.

e) The Project will not conflict with the Los Angeles Region Basin Plan for the Coastal Watersheds of Los Angeles. The contractors will control all sources of pollutants during construction. The Project intends to capture and treat runoff from the drainage area upstream to prevent excess flows from reaching the sump of the Garvey Avenue underpass. Therefore, there are no anticipated impacts.

3.11 Land Use and Planning

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?				X
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?				X

Discussion:

a) The project will not physically divide an established community. Therefore, there is no anticipated impact.

b) The Project will not conflict with any applicable land use plan, policy, or regulation. Therefore, there is no anticipated impact.

3.12 Mineral Resources

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

Discussion:

a) The Surface Mining and Reclamation Act of 1975 (SMARA) requires classification of land into mineral resource zones (MRZs) according to the known or inferred mineral potential of the area. The MRZ categories are as follows:

- MRZ-1: Areas where adequate information indicates that no significant mineral deposits are present or where it is judged that little likelihood exists for their presence.
- MRZ-2: Areas where adequate information indicates significant mineral deposits are present, or where it is judged that a high likelihood exists for their presence.
- MRZ-3: Areas containing mineral deposits the significance of which cannot be evaluated from available data.
- MRZ-4: Areas where available information is inadequate for assignment to any other MRZ

Although the Project site falls within an MRZ-2 area, the Project site and surrounding areas are fully developed and would not be available for mineral resource activities. The El Monte General Plan does not identify any significant mineral resources within the City. Therefore, the Project would not result in the loss of a known mineral resource or loss of availability of a known mineral resource or locally important mineral resource site. Therefore, there are no anticipated impacts.

b) There are no locally important mineral resource recovery sites identified in the Cities' General Plan or other relevant plan; therefore, there would be no impact.

3.13 Noise

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		X		
b) Generation of excessive groundborne vibration or groundborne noise levels?		X		
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X

Discussion:

a) The Project is primarily located within the General Commercial and Industrial zoned properties. The school most likely to be impacted by construction noise is Madrid Middle School, located approximately 0.25 miles to the east. Jerry Voorhis Elementary School is located 0.15 miles to the north, and Baker Elementary School is located 0.20 miles to the northwest; however, both are located on the opposite side of the I-10 freeway and are unlikely to be affected by noise associated with construction. The residential zoned areas are located approximately 500 feet away from the proposed construction area, but there is a mobile home park on the north end of Maxson Road, in an Industrial Zone, that will be within 20 feet of construction.

Because implementation of the Project may result in the generation of construction noise within the areas surrounding the Project during construction and project operations, a Noise Assessment was performed on July 2, 2021. To identify baseline noise conditions, short-term ambient noise level measurements at the Project and at nearby representative sensitive receptors were recorded utilizing sound level meters, as shown in **Figure 3-1**. The ambient noise level measurements were taken during day-time hours, or when construction would typically occur. **Table 3-1** shows the results of the noise assessment, identifying minimum, average, and maximum A-weighted decibels (dBA) at nearby sensitive, residential, and educational land uses. It should be noted that a train was running during the noise assessment at Point 3 in **Table 3-1**. The train caused regular exceedances in noise levels identified by the City's General Plan.

Table 3-1 Noise Assessment Results

Number	Location Description	Minimum (dBA)	Average (dBA)	Maximum (dBA)
1	End of Maxson Place	64	69	74
2	Maxson Road and Maxson Place	57	61	81
3	Garvey Avenue along Mobile Home Park	51	66	89
4	Apartments at Cogswell Road	45	50	67
5	Residential Community at Clora Place	34	53	68
6	Madrid Middle School on Gillman Road	51	56	80

Figure 3-1 Noise Measurement Locations for the Garvey Avenue Grade Separation Project

Construction will take place between the hours of 8:00 AM until 5:00 PM Monday through Friday, 9:00 AM to 7:00 PM on Saturday, and 10:00 AM to 7:00 PM on Sunday. The El Monte General Plan states

that noise levels, shown in **Table 3-2**, should not be exceeded by 10 dBA for a cumulative period of 1 minute in an hour or by 15 dBA for any period of time for the following land use areas.

Table 3-2 El Monte Land Use Guidelines for Exterior Noise

Parcel Details	Levels allowed between 7:00 am to 10:00 pm
Single Family Residential	50 dBA
Multiple-Family Residential	55 dBA
Residential 150 feet from Freeway	62 dBA
Commercial	65 dBA
Industrial	70 dBA

As shown in **Table 3-3**, the Federal Highway Administration (FHWA) identified predicted noise limits at a reference distance of 50 feet. By utilizing these values, noise levels at nearby sensitive receptors can be calculated and predicted.

Table 3-3 Construction Equipment Noise Emission Levels

Equipment Description	Lmax Noise Limit at 50 feet., dB Slow	Is Equipment an Impact Device?
All other equipment > 5HP	85	No
Backhoe	78	No
Compactor (ground)	83	No
Compressor (air)	78	No
Concrete Mixer Truck	79	No
Concrete Saw	90	No
Crane	81	No
Dozer	82	No
Dump Truck	76	No
Excavator	81	No
Flat Bed truck	74	No
Front End Loader	79	No
Generator	81	No
Impact/Vibratory Pile Driver	101	Yes
Jackhammer	89	Yes
Mounted Impact Hammer	90	Yes
Pavement Scarifier	85	No
Pumps	81	No
Roller	80	No
Sand Blasting (single nozzle)	96	No
Slurry Trenching Machine	80	No
Vacuum Street Sweeper	82	No
Welder / Torch	74	No

Construction activities for this Project will comply with the City's Noise Ordinance and meet all noise level requirements. The nearest sensitive receptor is approximately 50 feet north of the proposed Project in the Skyline Mobile Estates Community (12201 Garvey Avenue, El Monte, CA 91732). The Project will potentially involve excavation, grading, drilling, trenching, pile driving, and other ground disturbing activities. Noise generated from construction activities would be temporary. A pile driver will be used 20 feet away from the nearest sensitive receptor; a pile driver at an unrestricted distance of 20 feet would have a noise level of 111 dBA. According to the City's General Plan, any noise above 70 dBA is considered "high," and should be mitigated. During construction of the Project, the contractor will be required to use construction muffler devices, sound blankets, or other means to reduce noise levels to ambient levels. No long-term noise impacts are anticipated from the Project since the proposed Project is the construction of catch basins, storm drains, and underground infiltration basins.

Therefore, with incorporation of mitigation measures **NOISE-1** through **NOISE-3**, impacts by noise from construction would be less than significant. Excessive noise levels will no longer occur from the Project once construction is complete.

b) The Project construction will create some ground borne vibrations as part of the construction. The Project is anticipating using equipment that are typically of concern for producing high vibration levels, such as pile drivers or bulldozers. There are no historic buildings within the vicinity and the Caltrans threshold for residential building require a maximum of 0.5 Peak Particle Velocity (PPV) for continuous/frequent intermittent sources. A pile-diver at a distance of 25 feet would be producing vibrations of 0.644 PPV. The minimum distance for no impact from vibrations while using a typical, vibratory impact pile driver, producing vibrations at 0.644 PPV, will have no impact on buildings 30 feet away. Since the nearest sensitive receptor is 20 feet away, vibrational impacts will be felt as a result of construction. Therefore, impacts are considered less than significant once mitigation measures **NOISE-1** through **NOISE-3** are incorporated into the Project. Once construction is complete, all groundborne vibrations will cease.

c) The Project is not located in an area designated as airport land use. The Project is located less than two miles from the El Monte Airport. The project will not expose people residing or working in the area to excessive noise levels. The project is not located in the noise contours associated with the airport. As mentioned in part a). above, the construction equipment will increase the ambient noise in the area. Due to the proximity of the schools and residences, the contractor will be required to monitor noise levels and use construction muffler devices to reduce to ambient noise levels. This excessive noise is associated with the construction phase and will cease after construction.

Mitigation Measures:

NOISE-1 – The City of El Monte and their designees shall implement the following measures during construction as needed:

- Include design measures necessary to reduce the construction noise levels where feasible. These measures may include noise barriers, curtains, or shields.
- Place noise-generating construction activities (e.g., operation of compressors and generators, cement mixing, general truck idling) as far as possible from the nearest noise-sensitive land uses.

- Locate stationary construction noise sources as far from adjacent noise-sensitive receptors as possible.
- Identify a liaison for off-site sensitive receptors, such as residents and property owners, to contact with concerns regarding construction noise and vibration. The liaison's telephone number(s) shall be prominently displayed at construction locations.
- Notify, in writing, all landowners, occupants of properties adjacent to the construction area, and nearby sensitive receptors of the anticipated construction schedule at least 2 weeks prior to groundbreaking.
- Prepare visible signs indicating "Noise Control Zone."
- Use noise-control devices that meet original specifications and performance.
- To the extent practical, use electrically-powered equipment.
- Implement temporary noise barriers and sound-control curtains where project activity is unavoidably close to noise-sensitive receivers. In particular, noise barriers of 8 feet and 12 feet tall should be established around work sites to remove noise impacts from the different construction operation areas. The construction contractor should regularly evaluate the noise level at nearby sensitive receptors to ensure noise levels are not in exceedance. If so, the following noise barrier measures should also be incorporated:
  - Break line of sight from noise source to receiver
  - Use a frame to secure an appropriate acoustic blanket or paneling
  - Use a solid material with a minimum surface density of 3 lb/ft^2 or mass-loaded acoustic blankets with at least STC 25
  - Overlap or seal any gaps in the barriers
- Designate haul routes to be used based on the least overall noise impact route, with heavily-loaded trucks away from residential streets, if possible. Identify haul routes streets with the fewest noise sensitive receivers if no alternatives are available.
- Place earth-moving equipment, fixed noise-generating equipment, stockpiles, staging areas, and other noise-producing operations as far as practicable from noise-sensitive receivers.
- Eliminate the use of horns, whistles, alarms, and bells.
- Phase demolition, earth moving, and ground impacting operations so they do not occur in the same time period.
- In the case of nighttime construction, the contractor shall comply with the provisions of the nighttime noise variance issued by the City.
- Conduct periodic noise measurements in accordance with an approved noise monitoring plan, specifying monitoring locations, equipment, procedures, and schedule of measurements and reporting methods to be used.

NOISE-2 – All construction activities that employ mechanized stationary equipment that generate noise levels shall comply with the applicable noise standards established by the City of El Monte. The equipment shall be designed with noise-attenuating features (e.g., enclosures) and/or located at areas (e.g., belowground) where nearby noise-sensitive land uses would not be exposed to a perceptible noise increase in their noise environment.

NOISE-3 – To prevent impacts from vibrations, large vibration producing equipment should be placed as far as is feasible from sensitive receptors. Furthermore, the City of El Monte and their designees should implement the following measures as needed:

- Pre-construction Survey - A before and after survey should include inspecting building foundations and taking photographs (or installing crack monitors) of pre-existing conditions, cracks, or other flaws. The survey can be limited to buildings closest to the pile driving activities, except for the case of unusually fragile or historic structures that are located within approximately 200 feet of construction.
- Sonic Pile Driving - At the upper range reference vibration for the sonic/vibratory pile driver, the risk for damage to nearby buildings begins when the equipment is 32 feet or closer to the structure. The nearest piling is expected to be 20 feet from the closest structure, so vibration limit exceedances would remain with use of a vibratory pile driver.
- Drilled Piles - Noise emission levels from bored/drilled pilling methods are approximately 15 dB lower and PPV levels may be more than 15 times lower than those due to traditional impact piling. The use of these methods will eliminate the vibration impacts of all receivers. These methods will also substantially reduce the noise impacts and in most cases they will also be eliminated, with the use of a suitable noise barrier.
- Hammer Energy - A recommended way to reduce PPV is to lower the hammer energy since there is a direct relationship between hammer energy and the resultant ground vibration. Ground PPV generally follows a square root relationship with hammer energy (i.e. PPV ~ √Hammer Energy). The degree of hammer energy reduction must be balanced against the likelihood/severity of expected exceedances, increase in total driving time, and ability to drive to required friction tolerances.
- Vibration Monitoring - It is recommended that vibration monitoring be conducted at any building where equipment is operating closer than the limits noted in **Table 3-4**.

Table 3-4 Construction Equipment Vibration Reference Levels

Equipment Description	Minimum Separation Distance
Pile Driver (impact)	52 feet
Pile Driver (Vibratory)	32 feet
Vibratory Roller	14 feet
Compactor (Ground)	13 feet
Large Bulldozer	8 feet

3.14 Population and Housing

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X

Discussion:

a) The Project is being developed in an already-developed, commercial land use area. The project is strictly constructing catch basins, a storm drain, and two underground infiltration basins that will alleviate flooding and water quality issues in the area. Therefore, the project will not add any additional housing or businesses and will not induce population growth in the area. Therefore, there is no anticipated impacts.

b) The Project will not displace any existing people or housing. During construction, alternate routes will be available for those living in the Skyline Mobile Estates Community. Therefore, there would be no anticipated impacts.

3.15 Public Services

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i. Fire protection?		X		
ii. Police protection?		X		
iii. Schools?			X	
iv. Parks?				X
v. Other public facilities?				X

Discussion:

a)

i. Los Angeles County provides fire services for the City of El Monte. The nearest fire station is Los Angeles County Fire Department Station 168, approximately 0.20 miles northwest of the Project at 3207 Cogswell Road, El Monte, CA 91732. During construction, the project may have to close all or some lanes on Garvey Avenue, which is a major street in El Monte. Although this could affect the flow of traffic, emergency services will be notified 10 days before construction. Therefore, impacts are expected to be less than significant with mitigation measures incorporated.

ii. El Monte Police Department and the Los Angeles County Sheriff are approximately 1 mile northwest from Project site at 11333 Valley Boulevard, El Monte, CA 91731 and 11234 Valley Boulevard #114, El Monte, CA 91731, respectively. During construction, the project may have to close all or some lanes on Garvey Avenue, which is a major street in El Monte. Although this could affect the flow of traffic, emergency services will be notified 10 days before construction. The Project would also prevent flooding from the sump at Garvey Avenue and decrease need for police to redirect traffic and tow out flooded vehicles. Therefore, impacts are expected to be less than significant with mitigation measures incorporated.

iii. The nearest schools are Madrid Middle School, 0.20 miles southeast at 3300 Gilman Road, El Monte, CA 91732; Jerry Voorhis Elementary School, 0.15 miles to the north at 3501 Durfee Avenue, El Monte, CA 91732, and Baker Elementary School, 0.20 miles to the northwest at 12053 Exline Street, El Monte, CA 91732. This project does not increase population to the area and would not have impact on service ratios to schools; therefore, impacts would be less than significant.

iv. The nearest park to the Project site is Mountain View Park, approximately 0.70 miles southeast at 12127 Elliott Avenue, El Monte, CA 91732. This project does not increase population to the area and would not have an impact on public community's use on local parks. Therefore, there are no anticipated impacts.

v. El Monte City Hall is one mile northwest from the Project at 11333 Valley Boulevard, El Monte, CA 91731. This project does not increase population to the area and would not have impact on maintaining service ratios for any public facilities. Therefore, there are no anticipated impacts.

Mitigation Measure:

PS-1 - The City shall provide reasonable advance notification to service providers such as fire, police, and emergency medical services as well as to local businesses, homeowners, and other residents adjacent to and within areas potentially affected by the proposed Project about the nature, extent, and duration of construction activities. Interim updates should be provided to inform the public of the status of the construction activities.

PS-2 - The City will prepare a detour plan to route traffic around the construction site if there are any road closures proposed on Garvey Avenue. Advance signage shall be provided to motorists to notify the proposed closures and with associated dates and detour routes shall be marked.

PS-3 - Local access shall be provided to all business and residences during construction.

3.16 Recreation

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X

Discussion:

a) The Project would not induce population growth and would not increase the use of existing neighborhood, regional parks, or other recreational facilities. The Project is being constructed to reduced flooding impacts and to capture water for treatment and infiltration. Therefore, there is no anticipated impact.

b) The project does not include recreational facilities since all construction facilities are being built underground. Therefore, there is no anticipated impact.

3.17 Transportation/Traffic

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with an a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			X	
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?			X	
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
d) Result in inadequate emergency access?		X		

Discussion:

a) The Project will not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system. Garvey Avenue is listed in the San Gabriel Valley Regional Bicycle Master Plan as a Class II, proposed bike lane, however there are currently no bike lanes along the Project area on Garvey Avenue. Because the Project could reasonably close down sections of Garvey Avenue for a period of time, impacts would be less than significant, as long as notice is given prior to closure of Garvey Avenue.

b) CEQA Guidelines Section 15064.3, subdivision (b) gives criteria for analyzing transportation impacts, including land use projects, transportation projects, qualitative analysis, and methodology. According to the guidelines, projects within one-half mile of either an existing transit stop, or transit corridor should be presumed to cause a less than significant transportation impact. The closest transit stop is 0.35 miles away at Garvey Avenue and Valley Boulevard, but no transit lines intersect with the Project site and would be affected by any road closures associated with the construction. Therefore, impacts are anticipated to be less than significant.

c) The Project will dig up Garvey Avenue to place underground infiltration facilities and a new storm drain. Because the street will be dug up and repaved in kind, impacts are anticipated to be less than significant.

d) According to the General Plan, the entire length of Garvey Avenue is considered a major arterial road which typically functions as an emergency response route. During construction, Garvey Avenue may be fully closed. With the mitigation measure **TRAF-1** through **TRAF-2**, the Project will provide

emergency access at all times and therefore will not result in inadequate emergency access. Therefore, impacts will be less than significant with mitigation measures.

Mitigation Measures:

TRAF-1: Because the project will affect a major arterial road, the Project shall require that contractors prepare a construction traffic control plan. Elements of the plan should include, but are not limited to, the following:

- Develop circulation and detour plans to minimize impacts to local street circulation. Use haul routes minimizing truck traffic on local roadways to the extent possible.

- To the extent feasible, and as needed to avoid adverse impacts on traffic flow, schedule truck trips outside of peak morning and evening commute hours.

- Install traffic control devices as specified in Caltrans' Manual of Traffic Controls for Construction and Maintenance Work Zones where needed to maintain safe driving conditions. Use flaggers and/or signage to safely direct traffic through and/or around construction work zones.

- Coordinate with facility owners or administrators of sensitive land uses such as police and fire stations, hospitals, and schools. Provide advance notification to the facility owner or operator of the timing, location, and duration of construction activities.

TRAF-2: The Contractor will notify local Police and Fire Departments in its intent to close Garvey Avenue or lane closure at least ten (10) days before Work is to begin. The Contractor shall cooperate with local authorities relative to handling traffic through the area. The Contractor shall also coordinate with City Bus and all other transit operators to ensure the safe operation of buses and access to bus stops in the construction area.

TRAF-3 - Transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles on State highways will need a Caltrans transportation permit. The project specifications will limit construction traffic to off-peak periods to minimize the potential impact on State facilities. If construction traffic is expected to cause delays on any State facilities, a construction traffic control plan detailing these delays shall be submitted for Caltrans' review.

3.18 Tribal Cultural Resources

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or				X
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		X		

Discussion:

a)

i. In a letter dated September 21, 2016 to the EPA from the Office of Historic Preservation, a request on April 27, 2016 for record search of the American Heritage Commission's sacred land files determined that there is no presence of Native American cultural Resources in the APE. Therefore, there is no anticipated impact.

ii. The California Native American Heritage Commission (NAHC) was consulted about the Garvey Avenue Underpass Project and responded that sacred sites have been identified by the Gabrieliño Band of Mission Indians – Kizh Nation as within the project region. The Gabrieleño Band of Mission Indians – Kizh Nation requested consultation pursuant to Public Resources Code Section 21080.3.1. A phone conversation was held between USEPA Region IX and the Gabrieleño Band of Mission Indians – Kizh Nation in 2016. The Gabrieleño Band of Mission Indians – Kizh Nation recommended to include a Native American monitor during the excavation phase of the Project.

Therefore, with the incorporation of mitigation measure **TRIB-1**, and the mitigation measures presented in **Section 3.5** (**CUL-1 and CUL-2**), the impacts to California Native American, tribal cultural resources are considered less than significant.

Mitigation Measures:

TRIB-1: At least 30 days prior to start of any ground disturbing activity, the Gabrieleño Band of Mission Indians – Kizh Nation should be contacted by the contractor to have a Cultural Monitor present during excavation activities of the Project. The Cultural Monitor will have the authority to stop and redirect grading in the immediate area of a find in order to evaluate the find and determine the appropriate next steps, in consultation with the qualified archaeologist. Such evaluation can include culturally appropriate temporary and permanent treatment as determined by the Cultural Monitor which may include avoidance of cultural resources, in-place preservation and/or re-burial on the project property in an area that will not be subject to future disturbances for preservation in perpetuity. All cultural resources, including all archaeological artifacts that are found on the project area, shall be relinquished to the appropriate agency for proper treatment and disposition.

3.19 Utilities and Service Systems

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?			X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?				X
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				X
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?				X
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?				X

Discussion:

a) The Project is constructing new catch basins and a new storm drain line that will connect to existing line MTD562 in response to seasonal flooding that occurs at the Garvey Avenue sump and will not cause significant environmental effects. Therefore, impacts are not anticipated.

b) The project sites will not include activities that will require additional water or activities that would be impacted by dry years. Therefore, there are no anticipated impacts.

c) No restroom facilities are proposed that would generate wastewater. Treatment for run-off captured will be on-site and will not impact local wastewater treatment provider. Therefore, there are no anticipated impacts.

d) During construction, some debris may be generated with the construction of the Project. However, the amount of waste generated would be minor and would not be expected to be in excess of the capacity of local infrastructure and would not impair the attainment of solid waste reduction goals. Therefore, impacts to local infrastructure and solid waste reduction goals would be less than significant.

e) Disposal will comply with all applicable federal, state, and local regulations for waste disposal; therefore, there is no anticipated impact.

3.20 Wildfire

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?			X	
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				X
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				X
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?			X	

Discussion:

a) The City's General Plan and County General Plan has outlined information, policies, and regulations regarding urban fire hazards. The General Plan describes action items to reduce fire hazards within the City, including coordination with the Los Angeles County Fire Department, wildfire mitigation protocols, adoption of up-to-date building and fire codes, and fuel modification. Any new development (such as the proposed Project), in accordance with the General Plans, will comply with all current state, county, and City, fire safe building code requirements, as appropriate. Although the Project will impact traffic on Garvey Avenue, emergency services will be notified 10 days in advance before road closures. Therefore, there is less than significant impact anticipated.

b) The Project does not include any components, nor is an area, that would exacerbate wildfire risks or expose public to uncontrolled spread. Therefore, there would be no anticipated impact.

c) The Project will not require the installation or maintenance of infrastructure, such as roads, fuel breaks, emergency water sources, power lines, or other utilities. Therefore, the project would not exacerbate fire risk, and there would be no impact.

d) The Project is in response to seasonal flooding that occurs at the Garvey Avenue sump and will prevent downstream flooding. A geotechnical report was prepared on February 5, 2018 and based on their findings, the construction of the Project would not be subject to hazards do to settlement, slippage, or landslides and would not affect the geologic stability of the site when using recommendations provided by the report, discussed in **Section 3.7**. Therefore, impacts are less than significant.

3.21 Mandatory Findings of Significance

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			X	
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?		X		
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		X		

Discussion:

a) Due to the location in an urbanized environment, the Project is not anticipated to affect the quality of the environment, habitat, fish, wildlife, and plant populations at Project Site during construction and at operation. Stormwater being captured and discharged by the Project will be intercepted before reaching the sump at the Garvey Avenue underpass outlet, and will be redirected to the proposed storm drain line that flows into to MTD 562, leading the stormwater to the San Gabriel River. During dry-weather, flows are anticipated to be minimal and will not have a substantial effect on the San Gabriel River, as the river is dry during the dry-weather season. During wet-weather, flows from the project will not have a significant hydrological impact. Overall, one of the main goals of the Project is to reduce the pollutant load from the surrounding commercial and land uses to assist the City of El Monte in meeting water quality objectives in the region. Therefore, the project will have a less than significant impact on the degradation of the quality of the environment, will not impact the habitat of fish and wildlife species, and would not threaten to eliminate a plant or animal community.

b) The proposed Project would result in significant impacts unless mitigated for the following environmental issues: air quality, noise, public services, transportation, geology and soils, and tribal cultural resources. Mitigation has been specified for each of these environmental issue areas to reduce impacts to less than significant. Cumulatively, the proposed Project would not result in any significant impacts that would substantially combine with impacts of other current or probable future impacts when all other development projects within the city are compliant with the establish regulatory framework.

c) The project would have potential environmental effects on humans, most of which are construction related. Those impacts would occur specifically in the areas of noise and air quality. As discussed in **Section 3.3** and **Section 3.13**, either these impacts are less than significant or appropriate mitigation is required to protect nearby sensitive receptors. The Project would comply with all applicable local, state, and federal regulations, and the impacts identified that would be considered potentially significant are appropriately dealt with through the implementation of mitigation measures. Therefore, potential impacts on human beings would be less than significant.

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Appendix A

NEPA Environmental Assessment

ENVIRONMENTAL ASSESSMENT

for the

City of El Monte, California

Garvey Avenue Stormwater System Improvement Project

U.S. Environmental Protection Agency

Region 9

75 Hawthorne Street

San Francisco, California 94105

November 2016

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Contents

Figures (Enclosure 1)

Tables

Appendices

ACRONYMS

AQCRs	Air Quality Control Regions
AQMD	Air Quality Management Districts
CEQ	Council on Environmental Quality
cfs	Cubic feet per second
CO_2	Carbon dioxide
EO	Executive Order
EPA	U.S. Environmental Protection Agency
FWS	U.S. Fish and Wildlife Service
GCR	General Conformity Rule
GHG	Greenhouse gas
gpm	Gallons per minute
IPaC	Information for Planning and Conservation
$\mu g/m^3$	Micrograms per cubic meter
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NOx	Oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
PM_{10}	Particulate matter less than 10 microns in diameter
$PM_{2.5}$	Particulate matter less than 2.5 microns in diameter
ppb	Parts per billion
ppm	Parts per million
RECLAIM	Regional Clean Air Incentives Market
RCB	Reinforced concrete block
RCP	Reinforced concrete pipe
SHPO	State Historic Preservation Officer
SIP	State Implementation Plan

SECTION A.
PROPOSED PROJECT AND FUNDING STATUS

1. Project Purpose and Need

Water Quantity Problems and Inadequate System or System Components

Storms regularly flood Garvey Avenue in the City of El Monte, California (Figure 1), where the street passes under the Southern Pacific Railroad at the Garvey Avenue underpass. The existing stormwater pumps and conveyance pipes draining the underpass are insufficient to effectively convey stormwater from the street's surface to the intended storm drainage facilities.

Each year during the rainy season, flooding occurs in the Garvey Avenue underpass in the City of El Monte. The existing Garvey Avenue underpass pump station was constructed in 1934, and land use surrounding it has changed over the past 82 years. The pumps were replaced within the last 10 years, but the pump station is still insufficient to handle the stormwater load at the Garvey Avenue underpass from minor and major (the 100-year storm) precipitation events.

The existing Garvey Avenue underpass pump station consists of a 6-foot by 9-foot, 4-inch concrete sump with two submersible pumps with a combined capacity of 1,400 gallons per minute (gpm). The pumps transfer water from the underpass into a catch basin on the corner of Garvey Avenue and Valley Boulevard, which drains into a City of El Monte storm drain system along Valley Boulevard that conveys flow to the Rio Hondo Channel to the west. This flow configuration has proved to be deficient.

In addition, northeast of the Garvey Avenue underpass, three existing 24-inch culverts convey stormwater from Exline Street north of Interstate 10 (I-10), under the expressway, and to outlets on Maxson Road south of I-10. Surface drainage from that point is deficient.

The purpose of this project is to improve the storm drain lines and pump station, and it is needed to address the system's insufficient capacity to remove stormwater from Garvey Avenue.

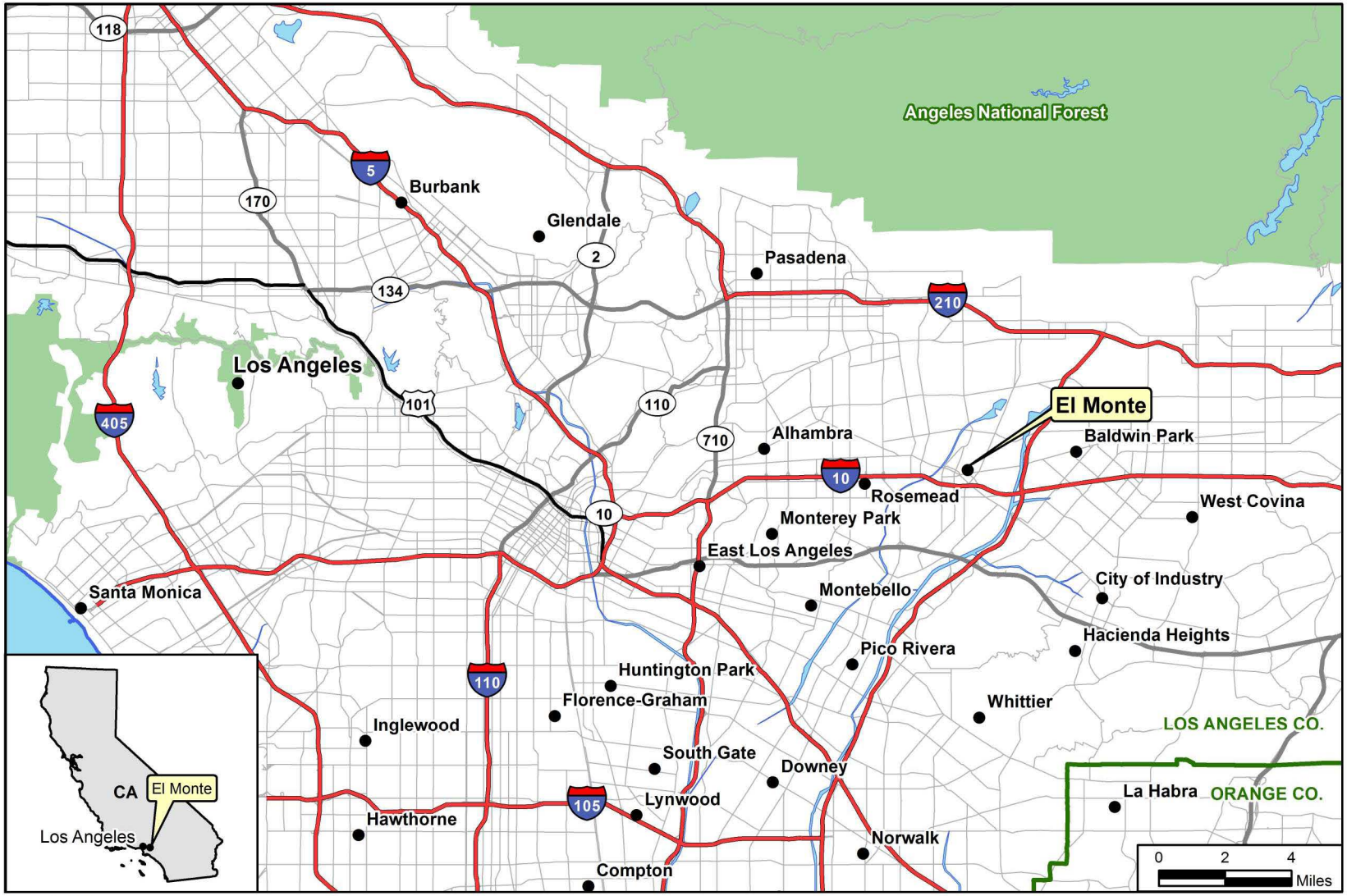
2. Project Description

Project Summary

The City of El Monte proposes to construct two new storm drain lines and upgrade the existing pump station to minimize flooding at the Garvey Avenue underpass. The new storm drain lines would convey the outflow from the new pump station to a new outfall on the San Gabriel River, divert some stormwater away from the underpass, and connect to an existing Los Angeles County Flood Control District (LACFCD) storm drain (Durfee storm drain). The existing pump station and pumps would be replaced with a larger capacity pump station and pumps.

Planning Area Description

The proposed project would occur in the City of El Monte, California, in Los Angeles County. The City of El Monte is the eastern part of Los Angeles County, between Alhambra to the west and Baldwin Park to the east. The project site is located near I-10 and Garvey Avenue and is generally bounded by the triangular area formed by the San Gabriel River, the Southern Pacific Railroad, I-10, and Valley Boulevard (Figure 2).



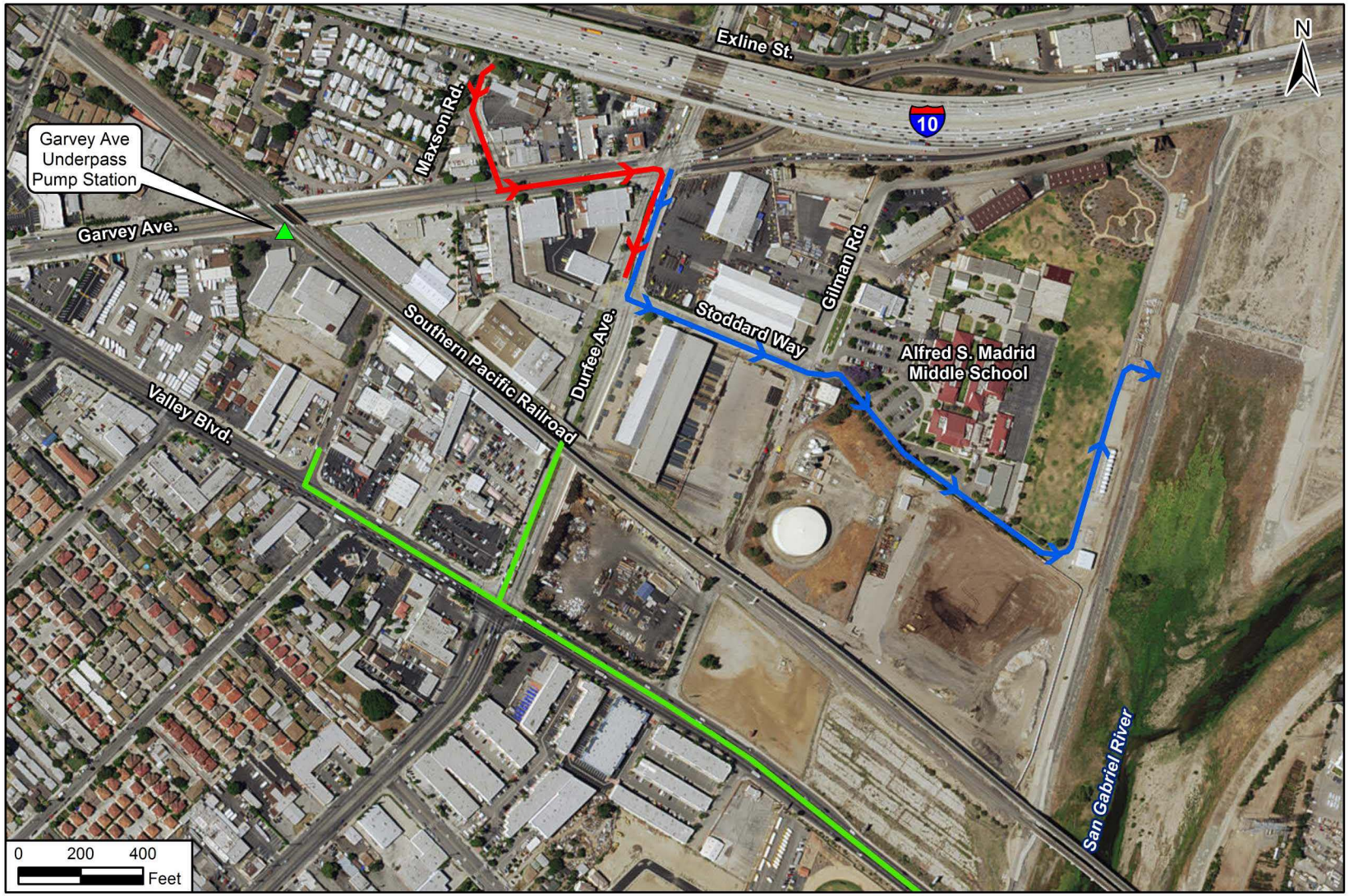
LEGEND

- Interstate
- U.S. Route
- State Route
- Road
- County Boundary
- Surface Water
- National Park/Forest/ Recreation Area

General Location

El Monte, California

Figure 1



LEGEND

- Existing Storm Drain
- Proposed Storm Drain - Line A
- Proposed Storm Drain - Line B

Project Components

El Monte, California

Figure 2

Planning Period

Project planning began with commissioning a preliminary design study and report, which was completed in 2010. Proposals from contracting firms are due to the City of El Monte in the latter part of 2016, with award and project commencement to follow.

Description of Project Construction Phases

Details of construction phases will not be known until a project design has been selected by the City of El Monte.

Owner and Operator of the Facilities

The City of El Monte owns, operates, and maintains the stormwater facilities. Incorporated in 1912 as a general law city, the City of El Monte is the hub of the San Gabriel Valley, located approximately 12 miles east of downtown Los Angeles, and is the ninth largest city in Los Angeles County, with a population of approximately 120,000. The City of El Monte occupies a 10-square-mile area and is primarily built out, with a few remaining undeveloped parcels.

Location of the Facilities

The project area is in the southeastern area of the City of El Monte adjacent to the neighboring cities of Baldwin Park and the City of Industry. The area is bounded to the north by I-10, to the east by the San Gabriel River, to the south by Valley Boulevard, and to the west by the Southern Pacific Railroad. The Garvey Avenue underpass separates traffic on Garvey Avenue from the Southern Pacific Railroad tracks.

Figure 2 shows the project components, including the Garvey Avenue underpass pump station and the alignment of the proposed storm drain lines. The pump station is located at Latitude 34° 3' 47.6166" and Longitude -118° 0' 55.9542". New storm drain Line “A” would begin at the intersection of Garvey Avenue and Durfee Avenue, align southward along Durfee Avenue, eastward along Gilman Road, northward along the east boundary of the Alfred S. Madrid Middle School, and discharge to the San Gabriel River. Proposed storm drain Line “B” would extend from the northern point of Maxson Road southward, along Garvey Avenue eastward, along Durfee Avenue southward, and discharge to the existing storm Durfee storm drain.

3. Relevant Design Parameters

Description of Major Unit Processes

The project includes three components: (1) a new pump station building, (2) three new pumps and one sump pump, and (3) two new storm drain pipes. The existing pump station at the Garvey Avenue underpass would be demolished and replaced with a new, larger-capacity pump station. The conceptual design specifies a pump station with three 9,000-gpm pumps [20 cubic feet per second (cfs)] and one 2,200-gpm (4.9 cfs) sump pump. One of the three 9,000-gpm pumps would be a backup pump, and the sump pump would not operate when the main pumps are running. Total pump station capacity would be approximately 60 cfs. The new pump station footprint would be roughly 48 feet by 20 feet and would include an adjacent electrical room with a footprint of roughly 12 feet by 21 feet. A new storm drain (Line A) would be installed to convey flow from upstream portions of the existing Durfee storm drain plus the outflow from the new pump station directly to the San Gabriel River. The second storm drain (Line B) would be installed to divert stormwater from areas upstream of the underpass near Maxson Road to the existing Durfee storm drain to reduce the hydraulic loading to the new pump station.

Flow Diagram

Figure 2 shows the proposed new storm drains (Lines A and B) and the proposed replacement pump station. All flow in Lines A and B would eventually discharge to the San Gabriel River.

Sewer/Water Pipe Lengths, Sizes, and Locations

Line A

Multiple catch basins at the upstream end of the existing Durfee storm drain would be re-routed into the proposed Line A along with the stormwater collected at the pump station. Line A would consist of 515 feet of 54-inch-diameter reinforced concrete pipe (RCP) and 2,318 feet of 72-inch-diameter RCP and would directly discharge into the San Gabriel River at Gilman Road, adjacent to the middle school.

Line B

To reduce hydraulic loading of the pump station, proposed Line B, a reinforced concrete box (RCB) storm drain, would be installed to intercept stormwater runoff from Maxson Road and convey it to the existing 48-inch RCP Durfee storm drain, just south of Garvey Avenue. Line B would consist of 931 feet of 3-foot-high by 5.5-foot-wide RCB and 340 feet of 4-foot-high by 5.5-foot-wide RCB storm drain.

Basic Design Criteria

Basic design parameters include the storm hydrograph for the pump station, maximum design flow for various portions of the system during a 50-year storm, available pipe slope, and water elevation at the pipe outlet. The flow data are used to determine the required pump capacity, and pipe sizes are determined based on flow and pipe slope.

Design Storm(s)

System design is based on hydraulic estimates using a 50-year storm.

Description of Major Stormwater Components (Structural and Non-Structural)

The major stormwater components are two new storm drain lines and an upgraded pump station to minimize flooding at the Garvey Avenue underpass. The new storm drain lines would convey the outflow from the replaced pump station to a new outfall on the San Gabriel River, divert stormwater away from the underpass, and connect to the existing Durfee storm drain.

4. Project Cost

Proposed Total Project Cost

Estimated Total Cost of Construction: $3,868,313

Portion of Total Project Cost Funded by EPA

U.S. Environmental Protection Agency funded portion: $485,000

SECTION B.
EXISTING STORMWATER SYSTEM

1. Existing Stormwater System

Detailed Description of Existing Stormwater System

In the existing stormwater system, water from the vicinity of the Garvey Avenue underpass, including flow from the Maxson Road area, is pumped to an existing storm drain that ultimately discharges to the Rio Hondo Channel to the north. The existing Durfee storm drain currently conveys stormwater from the Durfee Avenue area to the San Gabriel River.

Description of Major Structural Components

The existing Garvey Avenue underpass pump station was constructed in 1934. It consists of a 6-foot by 9-foot, 4-inch concrete sump with two submersible pumps. The pumps were replaced within the last 10 years and have a combined capacity of 1,400 gpm (3.1 cfs). The existing discharge is pumped from the underpass into a catch basin located on the corner of Garvey Avenue and Valley Boulevard. The catch basin discharges to a City of El Monte storm drain system along Valley Boulevard that conveys flow to the Rio Hondo Channel. This flow configuration has proved to be deficient and needs to be realigned.

The existing storm drains at the project site consists of a 48-inch storm drain line (MTD 562), owned by the LACFCD, that drains south on Durfee Avenue towards Valley Boulevard and ultimately to the San Gabriel River. The upstream end of the Durfee storm drain system has multiple catch basins that receive surface runoff on the northerly corners of Durfee Avenue and Garvey Avenue. Three existing 24-inch culverts convey stormwater from Exline Street under I-10 and outlets on Maxson Road.

Design Parameters/Performance Criteria/Permits

The City of El Monte is a permittee under the *Waste Discharge Requirements for Municipal Separate Storm Sewer System (MS4) Discharges within the Coastal Watersheds of Los Angeles County, Except those Discharges Originating from the City of Long Beach MS4* issued by the Los Angeles Regional Water Quality Control Board (Order No. R4-2012-0175), which also serves as a National Pollutant Discharge Elimination System (NPDES) permit under the Federal Clean Water Act (NPDES No. CAS004001) and as Waste Discharge Requirements under California law (*Municipal NPDES permit*).

2. Existing System Performance

The proposed improvements are expected to address the current system inadequacies in managing stormwater flow.

SECTION C.
NEED FOR PROPOSED PROJECT

1. Expanded Description of Need

The stormwater collection system owned by the City of El Monte in the vicinity of the Garvey Avenue underpass uses a pump station and drain lines to convey stormwater runoff into the storm drain system. Each year, during the rainy season, flooding occurs in the underpass, and city personnel must devote time to respond to traffic disruptions, including towing of motor vehicles that become trapped. The reason for flooding and traffic disruptions at this underpass is the limited capacity of the stormwater pump and drainage facilities and additional flow from Caltrans' roadway improvements upstream. The Garvey Avenue underpass was built in 1934. Land use surrounding the underpass has changed over the past 82 years. The existing pump station is insufficient to effectively convey stormwater runoff into the storm drain system.

2. Land Use Projections/Impervious Cover/Pollutant Sources

Continuing development in the area over the 82 years since the Garvey Avenue underpass was constructed resulted in the stormwater pumps and conveyance pipes being inadequate for the current quantity and flow of stormwater during precipitation events. Impervious cover in the area is nearly 100 percent. The project would not create a new pollutant source.

3. Calculations and Assumptions for Forecasted Flow

Table 1 presents the results of hydraulic calculations for storm drain pipes from areas contributing to each proposed storm drain pipe. Figure 3 presents the 50-year storm hydrograph used to design the pump station, which shows a short-term peak flow of 57 cfs.

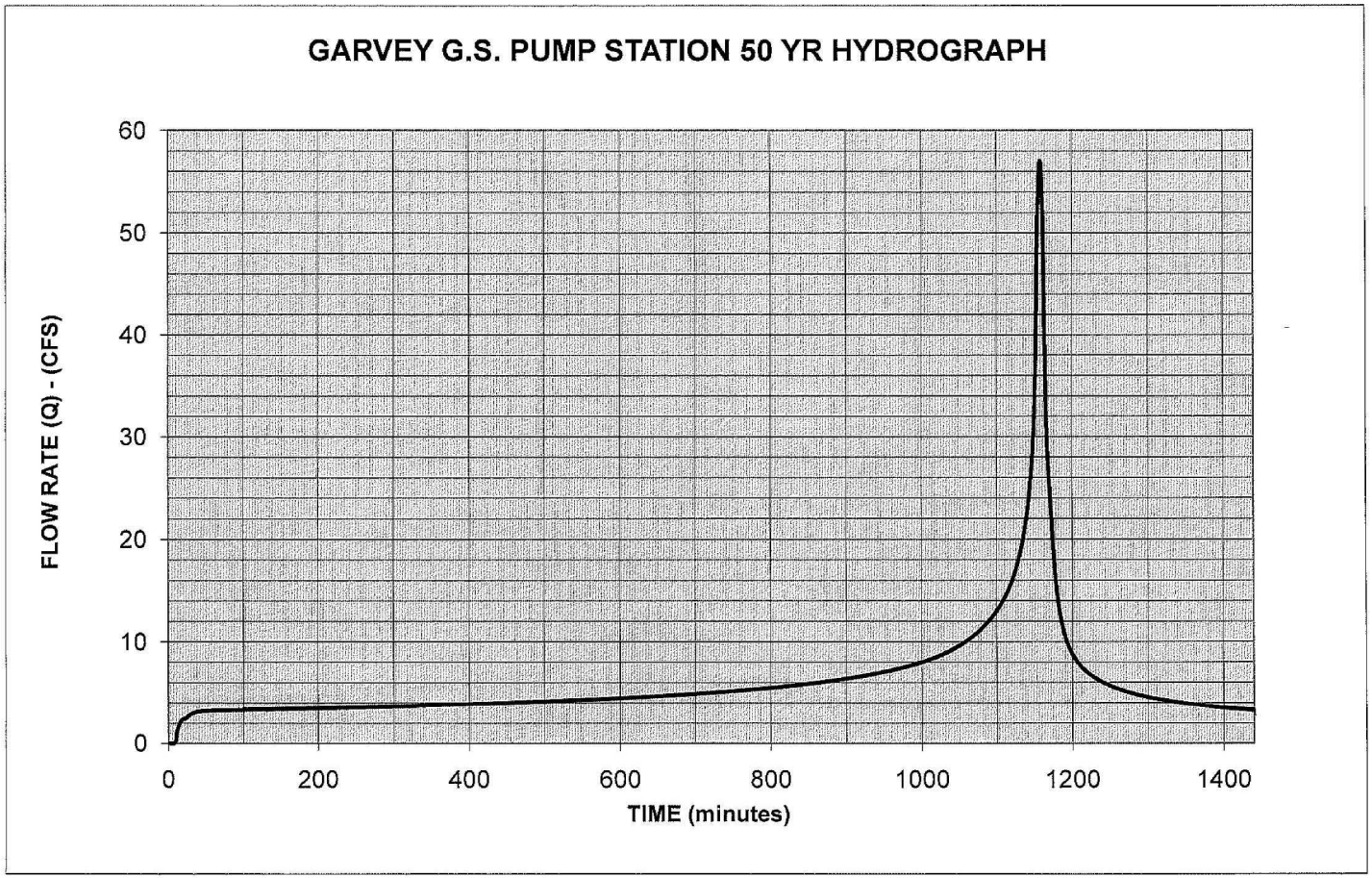
Table 1.
Summary of the results of the hydrology analyses

	Storm Returns Period	Area (acres)	Flow at Storm Drain Outfall (cfs)
Durfee (Line A)	10-year	124.5	74.05
	50-year		151.24
Maxson (Line B)	10-year	48.3	51.2
	50-year		86.8

4. Future Environment without the Project

The flow capacity of existing pump station at the Garvey Avenue underpass is inadequate to handle existing stormwater flow during the rainy season. When heavy rain occurs, the underpass becomes flooded creating a requirement to close the road and redirect traffic. Motorists who attempt passage through the flooded roadway can become stranded. City personnel must devote time to respond to traffic disruptions, including towing of motor vehicles which become trapped at this underpass, even after the road is closed. These events will continue to occur periodically until project improvements are implemented.

Storm Day 4
Reduction Factor = 1.0
Total Runoff = 12.147 Acre-Ft
Peak Q = 57.05 CFS @ 1158 minutes



Garvey GS Pump Station 50-Year Hydrograph

Figure 3

SECTION D.
ANALYSIS OF ALTERNATIVES

1. Development of Alternatives

No-action

Under the no-action alternative, the Garvey Avenue underpass pump station would not be replaced, and new stormwater drain lines would not be constructed. The stormwater pump and drainage facilities would remain inadequate and unable to sufficiently convey stormwater from the underpass. Flooding in the underpass during the rainy season would continue, and city personnel would have to close the road when it floods and tow motor vehicles that become trapped in the flood waters.

Optimum Utilization of Existing Facility

Use of the existing system with no structural change cannot be optimized to improve the current situation.

New Construction Alternatives

Only one construction alternative, as detailed in Section A, has been proposed by the City of El Monte. No other construction alternative will meet the scope of the project.

2. Identification of Selected Alternative

The preferred alternative is the proposed project described in Section A.

SECTION E.
EXISTING ENVIRONMENT, ENVIRONMENTAL CONSEQUENCES AND MITIGATION MEASURES

1. Existing Environment

Public Health Problems Due to Water Quality

There are no public health problems due to water quality because this stormwater system is not a source of drinking water, operates only intermittently, and does not otherwise present potential exposure pathways for the public.

Water Quality Problems, Fish Kills, etc.

Surface water in the project area and other nearby areas drains toward the San Gabriel River (AECOM 2010), but no water quality issues are known or cited as reasons for implementing the proposed action. There are no water quality problems associated with the stormwater system because it operates only intermittently, does not support fish and wildlife populations, and does not otherwise affect environmental receptors impacted by changes in water quality.

Surface & Ground Water Hydrology

Surface water in the project area generally drains to the east towards the San Gabriel River (AECOM 2010). The general regional groundwater flow pattern is southward and westward from the Central Coastal Plain toward the ocean (DWR 2004). The project area is adjacent to the San Gabriel River, as shown in Figure 4.

Drinking Water Sources and Supply

There are no drinking water sources associated with the stormwater system.

Physiography, Topography, Geology & Soils

The proposed project area is in the San Gabriel valley. The streets within the project area are relatively flat with approximate ground slope of 0.5% (AECOM 2010). The grades within the Garvey Avenue underpass are significantly greater at approximately 3% to dip under the railroad tracks. The area generally drains to the east toward the San Gabriel River. The entire site is in an area that is subject to liquefaction (CDC 1999). Figure 5 shows the area geology.

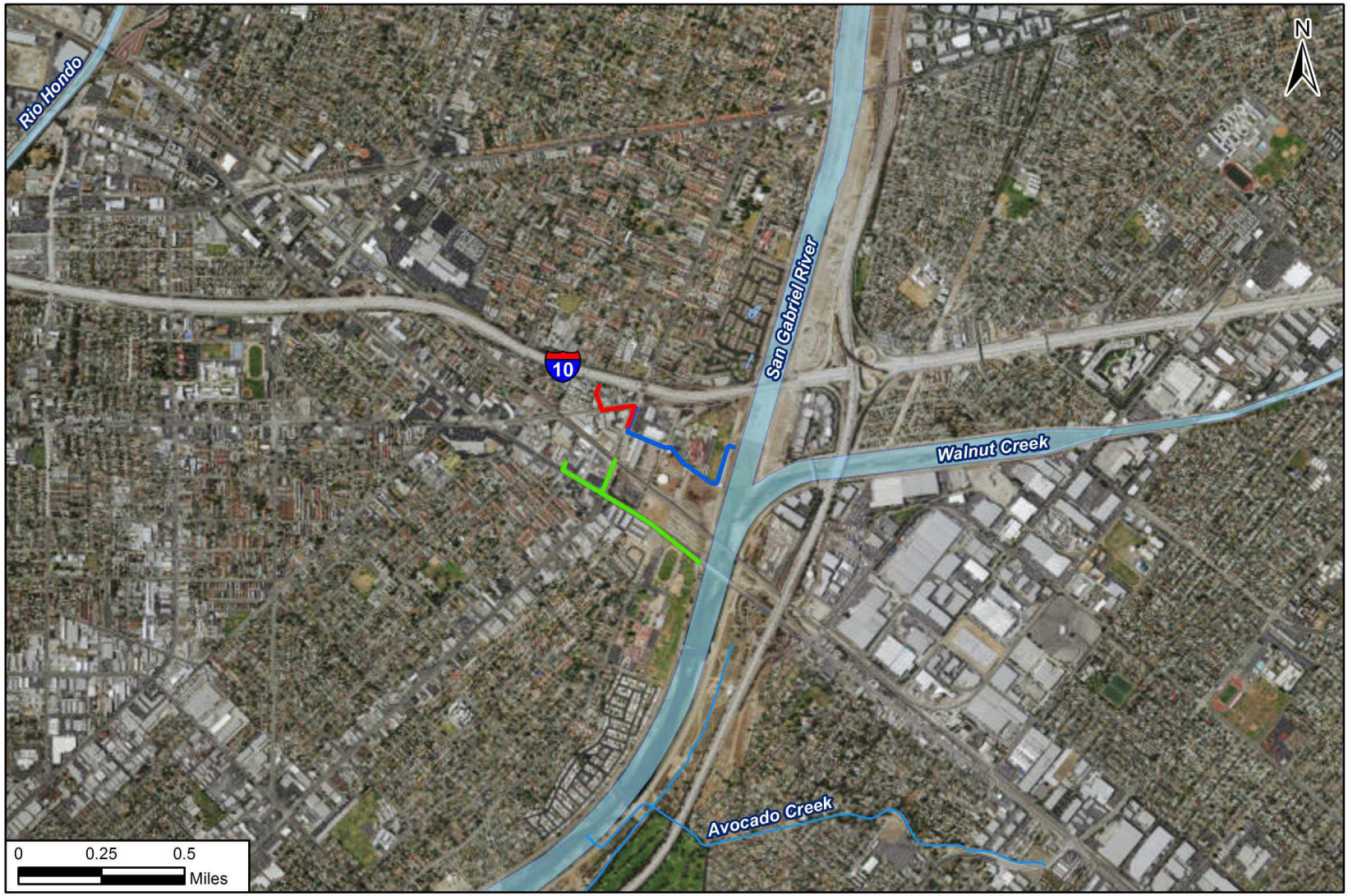
Federally Endangered & Threatened Species

A report for the project area was generated through the USFWS's Information for Planning and Conservation (IPaC) online system (see Appendix C). The system provides background information on listed species in an area of interest. A USFWS list of threatened and endangered species also was generated for the project area (Appendix C). Three Federally listed species have the potential to occur in the area (FWS 2016a, 2016c):

- Coastal California Gnatcatcher (*Polioptila californica californica*): (Federal: Threatened) (FWS2016a). They generally prefer open sage scrub, with California sagebrush as a dominant or co-dominant species, and are more abundant near areas where sage scrub transitions to chaparral (Mock 2004). Small, disjunct populations of the species have been documented in Los Angeles County.

- Least Bell's Vireo (*Vireo bellii pusillus*): (Federal: Endangered) (FWS 2016a). They inhabit dense, low, shrubby vegetation in generally early successional stages in riparian areas, brushy fields, young second-growth woodland, and coastal chaparral near water in arid regions (CLO 2015).
- Nevin's Barberry (*Berberis nevinii*): (Federal: Endangered) (FWS 2016a). Nevin's barberry is an evergreen shrub, historically found in scattered areas throughout Los Angeles, San Bernardino, Riverside, and possibly San Diego Counties. It is found in a variety of topographical conditions ranging from nearly flat sandy washes, terraces, and canyon floors to ridges and mountain summits (CDFW 2013).

Because the project location is a developed, highly urbanized area, no suitable habitat exists for any of these species. Therefore, the project would have "no effect" on listed species, and formal consultation with the USFWS under Section 7 of the Endangered Species Act is not required.



LEGEND

Existing Storm Drain

Proposed Storm Drain - Line A

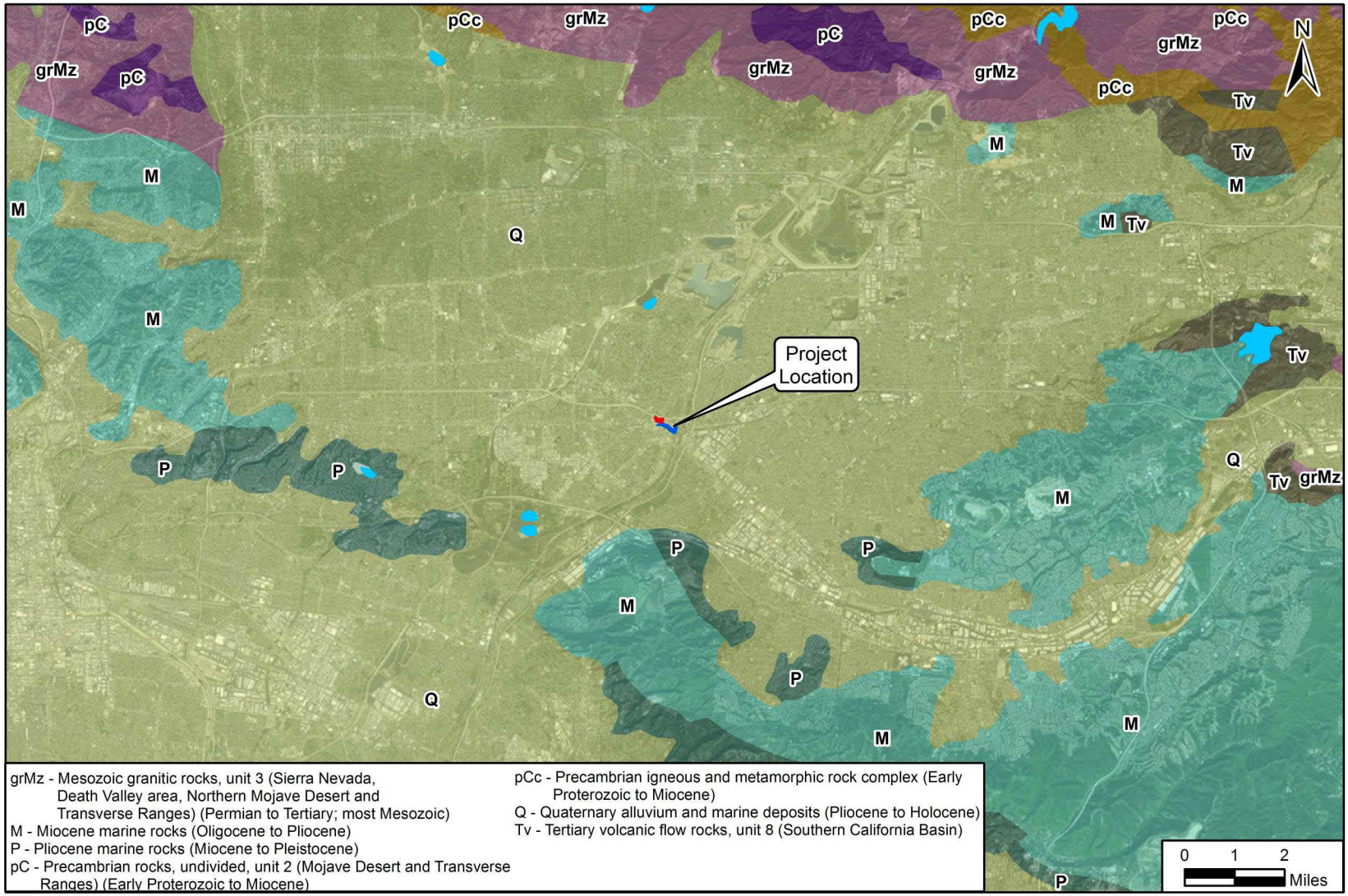
Proposed Storm Drain - Line B

Surface Waters

El Monte, California

Figure 4

Source: USGS 2016.



LEGEND

Proposed Storm Drain - Line A

Proposed Storm Drain - Line B

Area Geology

El Monte, California

Figure 5

Source: USGS 2005.

Page 14 and part of page 15 Redacted

Air Quality

California is divided into Air Pollution Control Districts and Air Quality Management Districts (AQMD), which are also called air districts. These agencies are county or regional governing authorities that have primary responsibility for controlling air pollution from stationary sources. The City of El Monte is located within the South Coast Air Basin. Its air quality is regulated by EPA Region 9 and California's South Coast AQMD (SCAQMD).

Criteria Air Pollutants

EPA established primary and secondary National Ambient Air Quality Standards (NAAQS) (Title 40 of the *Code of Federal Regulations* part 50) that specify acceptable concentration levels of six criteria pollutants: particulate matter (measured as both particulate matter less than 10 microns in diameter [PM_{10}] and particulate matter less than 2.5 microns in diameter [$PM_{2.5}$]), sulfur dioxide, carbon monoxide, oxides of nitrogen (NOx), ozone, and lead. Short-term NAAQS (i.e., 1-, 8-, 24-hour periods) have been established for pollutants contributing to acute health effects, and long-term NAAQS (annual averages) have been established for pollutants contributing to chronic health effects. Each state has the authority to adopt standards more stringent than those established under the federal program. California's SCAQMD adopted California's Standards; federal standards also continue to apply.

Federal regulations designate air quality control regions (AQCRs) in violation of the NAAQS as *nonattainment areas*. Federal regulations designate AQCRs with levels below the NAAQS as *attainment areas. Maintenance areas* are AQCRs that have previously been designated as nonattainment and have been redesignated to attainment for a probationary period through implementation of maintenance plans.

EPA has designated the portion of Los Angeles County where the action is located as a nonattainment area for lead (through December 31, 2015), $PM_{2.5}$, and ozone, and as a maintenance area for PM_{10}, carbon monoxide and NO_2. For reference purposes, Table 2 shows the monitored concentrations of criteria pollutants for South Coast Air Basin.

Lead

On February 11, 2014, EPA's Regional Administrator signed a final rule to approve the 2012 Los Angeles County Lead Attainment State Implementation Plan (SIP). The plan was developed and adopted by the SCAQMD, adopted and submitted by the California Air Resources Board, and shows how the area will attain the lead standard by the attainment date of December 31, 2015.

$PM_{2.5}$

On March 15, 2016, EPA finalized action on the South Coast 2012 $PM_{2.5}$ Plan and 2015 Supplement, which address Clean Air Act requirements for the 2006 $PM_{2.5}$ NAAQS. EPA approved the demonstration that the South Coast cannot practicably attain by the Moderate area attainment date of December 31, 2015, and disapproved the following portions of the plan:

- The demonstration that the plan provides for the implementation of reasonably available control measures and reasonably available control technology due to deficiencies in the 2010 version of the area's Regional Clean Air Incentives Market (RECLAIM) included in the plan.
- The demonstration that the plan provides for reasonable further progress.

To correct these deficiencies, California must submit to EPA a demonstration that the $PM_{2.5}$ RECLAIM program, either as adopted in 2010 or as subsequently amended, ensures emissions reductions equivalent in the aggregate to the reductions anticipated from the direct application of reasonably available control technology on covered sources.

Ozone

On August 13, 2014, EPA approved the South Coast 1-Hour ozone attainment demonstration. The revised plan demonstrates attainment of the 1-hour ozone standard in the South Coast area in 2022. Although EPA replaced the 1-hour ozone standard with a more health protective 8-hour standard, the Clean Air Act requires that California have approved plans in place for attaining the 1-hour standard in 1-hour ozone nonattainment areas. EPA noted that air quality has been steadily improving in the South Coast. Since 1985, there have been 95 percent fewer exceedances of the 1-hour ozone standard.

PM_{10}

On June 12, 2013, EPA approved the South Coast PM10 redesignation request and maintenance plan. This plan, known as a SIP, is the roadmap to maintaining the 1987 PM10 NAAQS set by EPA to protect public health for ten years. The area has not violated the 24-hour PM10 standard since 2008.

Carbon Monoxide

On April 24, 2007, EPA approved the South Coast maintenance plan and redesignation request for carbon monoxide. The plan, prepared by the SCAQMD and the California Air Resources Board, shows that the area will have in place the controls necessary to maintain the carbon monoxide standard through the year 2020.

Nitrogen Dioxide

On January 15, 2009, EPA approved in part and disapproved in part the South Coast 2003 1-hour ozone plan and the NO2 maintenance plan. EPA approved the revised nitrogen dioxide maintenance demonstration based on the downward trend in baseline NOX emissions. The disapproved portions of the plan were not required by the Clean Air Act.

Table 2.
Air Quality Standards and Monitored Data

	Air Quality Standard		Monitored Concentrations		
Pollutant	**Level**	**Averaging Period**	**2013**	**2014**	**2015**
Lead					
Federal					
3-month average ($\mu g/m^3$)	0.15	Rolling 3-month average	<no data> [A]		
State					
30-day average ($\mu g/m^3$)	1.5	30-day average, not to be equaled or exceeded	<no data> [A]		
Carbon monoxide					
Federal					
1-hour (ppm)	35	Not to be exceeded more than once per year	5.8	5.8	4.4
8-hour (ppm)	9		N/A	N/A	N/A
State					
1-hour (ppm)	20	Not to be exceeded	5.8	5.8	4.4
8-hour (ppm)	9		N/A	N/A	N/A
Nitrogen dioxide					
Federal					
1-hour (ppb)	100	98th percentile of 1-hour daily maximum concentrations, averaged over 3 years	<No data> [B]		
Annual mean (ppm)	0.053	Annual mean	<No data> [B]		
State					
1-hour (ppm)	0.18	98th percentile of 1-hour daily maximum concentrations, averaged over 3 years	<No data> [B]		
Annual mean (ppm)	0.03	Annual mean	<No data> [B]		
Ozone					
Federal					
8-hour (ppm)	0.07	3-year average of the fourth highest daily maximum	0.122	0.11	0.127
State					
1-hour (ppm)	0.09	Not to be exceeded	0.151	0.141	0.144
8-hour (ppm)	0.07	3-year average of the fourth highest daily maximum	0.123	0.111	0.128
Sulfur dioxide					
Federal					
1-hour (ppb)	75	99th percentile, averaged over 3 years	<No data> [C]		
3-hour (ppm)	0.5	Not to be exceeded more than once per year	<No data> [C]		
State					

Table 2.
Air Quality Standards and Monitored Data

	Air Quality Standard		Monitored Concentrations		
Pollutant	**Level**	**Averaging Period**	**2013**	**2014**	**2015**
1-hour (ppm)	0.25 ppm	99th percentile, averaged over 3 years	<No data> [C]		
24-hour (ppm)	0.04 ppm	Not to be exceeded	<No data> [C]		
$PM_{2.5}$					
Federal					
24-hour (µg/m^3)	35	98th percentile, averaged over 3 years	37.5	40	49
Annual mean (µg/m^3)	12	Averaged over 3 years	14.1	14.4	14.4
State					
Annual mean (µg/m^3)	12	Averaged over 3 years	18.9	18.9	14.4
PM_{10}					
Federal					
24-hour (µg/m^3)	150	Not to be exceeded more than once per year over 3 years	286	157.2	95.3
Annual mean (µg/m^3)	50	Averaged over 3 years	53	56	54
State					
24-hour (µg/m^3)	50	Not to be exceeded more than once per year over 3 years	199.2	131	107.4
Annual mean (µg/m^3)	20	Averaged over 3 years	40	45	45
Visibility Reducing Particles					
State					
8-hour (mile)	10	Extinction of 0.23 per kilometer, not to be exceeded	*<no data>*		
Sulfates					
State					
24-hour (µg/m^3)	25	Not to be exceeded	<No data> [D]		
Hydrogen Sulfide					
State					
1-hour (ppm)	0.03	Not to be exceeded	0.119	0.156	0.106
Vinyl Chloride					
State					
24-hour (ppm)	0.01	Not to be exceeded	*<no data>*		

Source: California Air Resources Board 2016, USEPA 2016d.
µg/m3 = micrograms per cubic meter; ppb = parts per billion; ppm = parts per million

Notes:

[A] South Coast Air Basin data were not available for lead for the past three years; however data for the entire state of California during this timeframe indicate that federal and state lead standards were not exceeded.

[B] South Coast Air Basin 1-hour maximum and 1-day average nitrogen dioxide data were available for this time frame. The 1-hour maximum nitrogen dioxide values (among stations in the South Coast Air Basin) were 0.1046, 0.1359, and 0.1019 ppm for 2013, 2014, and 2015, respectively. The 1-day average nitrogen dioxide values (maximum among stations in the South Coast Air Basin) were 0.0579, 0.0637, and 0.0602 ppm for 2013, 2014, and 2015, respectively.

[C] South Coast Air Basin 1-hour maximum and 1-day average sulfur dioxide data were available for this time frame. The 1-hour maximum sulfur dioxide values (among stations in the South Coast Air Basin) were 0.0219, 0.0154, 0.0375 ppm for 2013, 2014, and 2015, respectively. The 1-day average sulfur dioxide values (maximum among stations in the South Coast Air Basin) were 0.0039, 0.0031, and 0.0046 ppm for 2013, 2014, and 2015, respectively.

[D] Data were not available specifically for the South Coast Air Basin. Sulfate data reported for the entire state of California indicated that maximum 24-hour values in the years 2013, 2014, and 2015 were less than the corresponding state standard.

The General Conformity Rule (GCR) applies to the proposed action. The GCR ensures that federal actions comply with the NAAQS. The GCR applies to all federal actions that are taken in designated nonattainment or maintenance areas, with three exceptions. One exception is federal actions with emissions clearly at or below *de minimis* (of minimal importance) levels. Emissions were estimated for a model one-year construction project. Those emissions, which are greater than those expected for the proposed project, would not exceed the *de minimis* thresholds (see Table 3 and Appendix A).

Table 3.
Summary of Construction Emissions Estimates

	Air Pollutants						
	CO	**NOx**	**VOC**	**SOx**	**PM_{10}**	**$PM_{2.5}$**	**CO_2**
De minimis (tons per year) (attainment area/non-attainment or maintenance area)	100/50	100/50	100/50	100/50	100/50	100/50	27,563
Exceeds *de minimis* threshold?	No	No	No	No	No	No	No

Note: CO – carbon monoxide, SOx – sulfur oxides, VOC – volatile organic compounds.
The CO_2 value includes other greenhouse gases converted to CO_2 equivalents.

Greenhouse Gases and Climate Change

Greenhouse gases (GHGs) are components of the atmosphere that trap heat relatively near the surface of the earth and therefore contribute to the greenhouse effect and climate change. Most GHGs occur naturally in the atmosphere, but increases in their concentration result from human activities, such as the burning of fossil fuels. Global temperatures are expected to continue to rise as human activities continue to add carbon dioxide (CO_2), methane, nitrous oxide, and other greenhouse (or heat-trapping) gases to the atmosphere. Whether rainfall will increase or decrease remains difficult to project for specific regions (EPA 2016). The Council on Environmental Quality (CEQ) released draft guidance on when and how federal agencies should consider GHG emissions and climate change in NEPA analyses. The draft guidance includes a presumptive effects threshold of 27,563 tons per year (25,000 metric tons per year) of CO_2 equivalent emissions from a federal action (CEQ 2010). Emissions were estimated for a model one-year construction project. Those emissions, which are greater than those expected for this smaller project, would not exceed the CEQ threshold (see Table 4 and Appendix A).

Environmental Justice Information

Conditions, Minority & Low Income Areas (include median family income)

Executive Order (EO) 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-income Populations, was issued by President Clinton on February 11, 1994. The EO requires that federal agencies take into consideration disproportionately high and adverse environmental effects of governmental decisions, policies, projects, and programs on minority and low-income populations.

Per CEQ environmental justice guidance, minority populations should be identified where either the minority population of the affected area exceeds 50 percent, or the minority population percentage of the affected area is meaningfully greater than the minority population percentage in the general population or other appropriate unit of geographic analysis (CEQ 1997). The U.S. Census Bureau identifies minority populations as Black or African American; American Indian and

Alaska Native; Asian; Native Hawaiian and other Pacific Islander; persons of two or more races; and persons of Hispanic or Latino origin.

Per CEQ guidance, poverty thresholds established by the U.S. Census Bureau are used to identify low-income populations (CEQ 1997). Poverty status is reported as the number of persons or families with income below a defined threshold level. As of 2014, the U.S. Census Bureau defined the poverty threshold level as $12,071 or less annual income for an individual and $24,008 or less annual income for a family of four (U.S. Census Bureau 2015).

The EJSCREEN was used for this environmental justice analysis to identify minority and low-income populations. EJSCREEN is an environmental justice mapping and screening tool developed by EPA (and available on the internet) to provide a nationally consistent dataset and approach that combines environmental and demographic indicators in maps and reports (EPA 2015). Using the tool, a one-mile radius was drawn around the proposed Garvey Avenue underpass project site, generating a report on the populations within this boundary. The report, which is provided in Appendix A, shows the boundary map and lists selected demographic and environmental indicators within the defined boundary, as well as provides the state, regional, and national averages for each indicator for comparison.

The EJSCREEN report for demographic indicators shows that within the defined project boundary the population is comprised of 97 percent of persons of a minority race or ethnicity, which is higher compared to the state average of 60 percent, the EPA regional average of 57 percent, and the United States average of 36 percent. The percent of the population within the defined project boundary identified as low income (i.e., living below the poverty threshold) is 63 percent, higher than the state average of 35 percent, the EPA regional average of 35 percent, and the United States average of 34 percent. The indicators for those linguistically isolated or with less than a high-school education is higher for the project area compared to the state, EPA region, and United States averages.

Census Maps

Figure 6 provides the census maps highlighting the project area.

Land Use & Development, Percent Impervious Cover, Pollutant Sources

The existing land use within the project area is primarily commercial along Garvey Avenue, residential and commercial along Maxson Road, commercial along Durfee Avenue, industrial along Clora Place, and institutional along Gilman Road (City of El Monte 2011). A middle school is along Gilman Avenue next to the San Gabriel River.

Identification of Floodplains and Wetlands

As shown in Figure 7, no floodplains are in or near the proposed project area (FEMA 2008). The San Gabriel River abuts the southern edge of the proposed project area and is considered riverine temporarily flooded. As shown in Figure 8, wetlands are not in the proposed project area; however, patches of freshwater forested/shrub wetlands and riverine wetlands exist in the San Gabriel River channel (FWS 2016b).

2. Direct Impacts

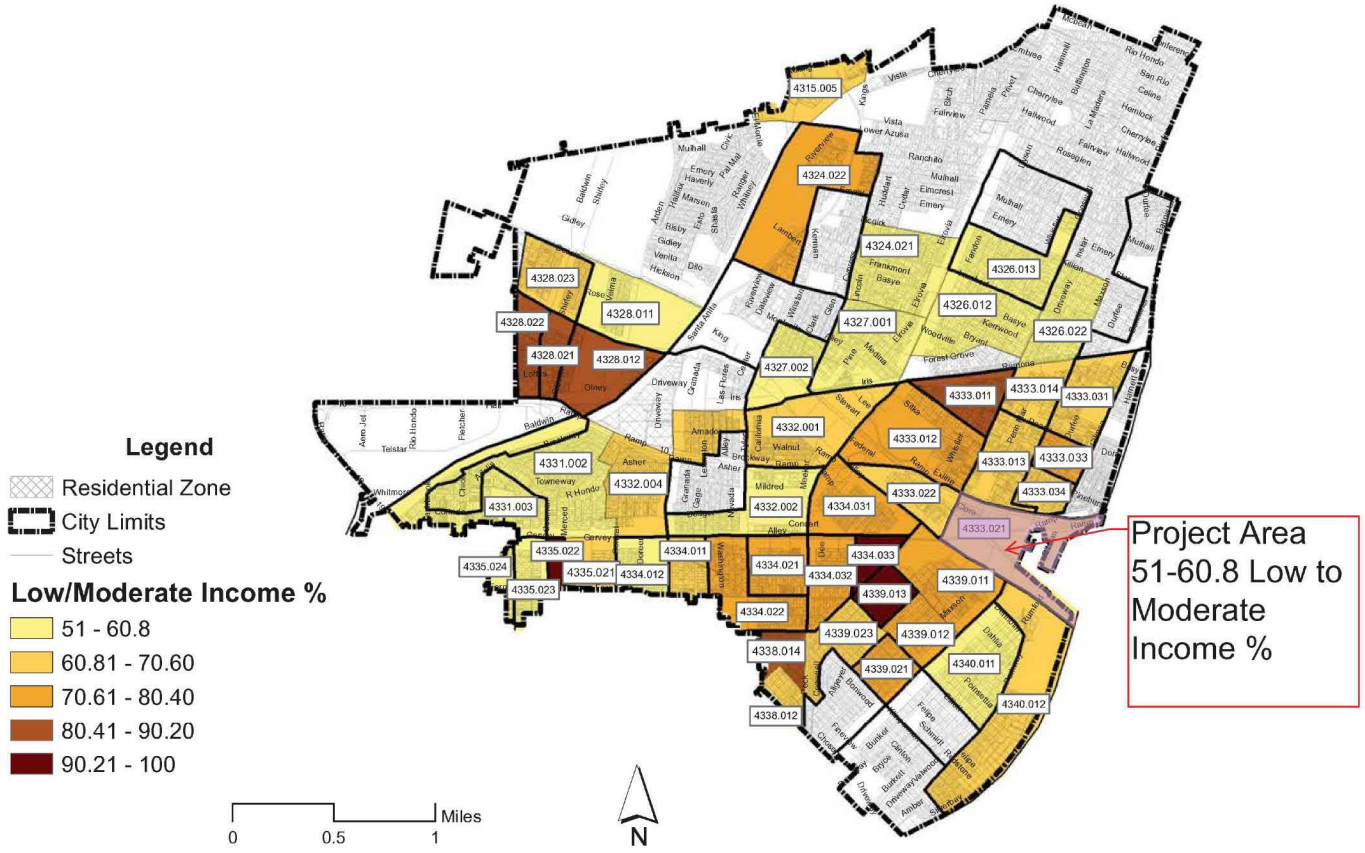
The project would be expected to have minor (i.e., less than significant) adverse impacts on air quality, noise, and transportation. The adverse effects would be short term, lasting generally no longer than the duration of the construction phase of the project. No adverse impacts would be

expected on other resource areas. The project would be expected to have beneficial effects on the local economy, the El Monte sewer system, environmental justice, and transportation. Table 4 summarizes the expected environmental and human health effects of the proposed action.

3. Secondary Impacts of Future Growth and Development

This project is not expected to induce future growth and development because it would not increase system capacity or provide water service to currently un-served areas. No secondary impacts of future growth and development are anticipated to affect the project area. The area is nearly 100% developed.

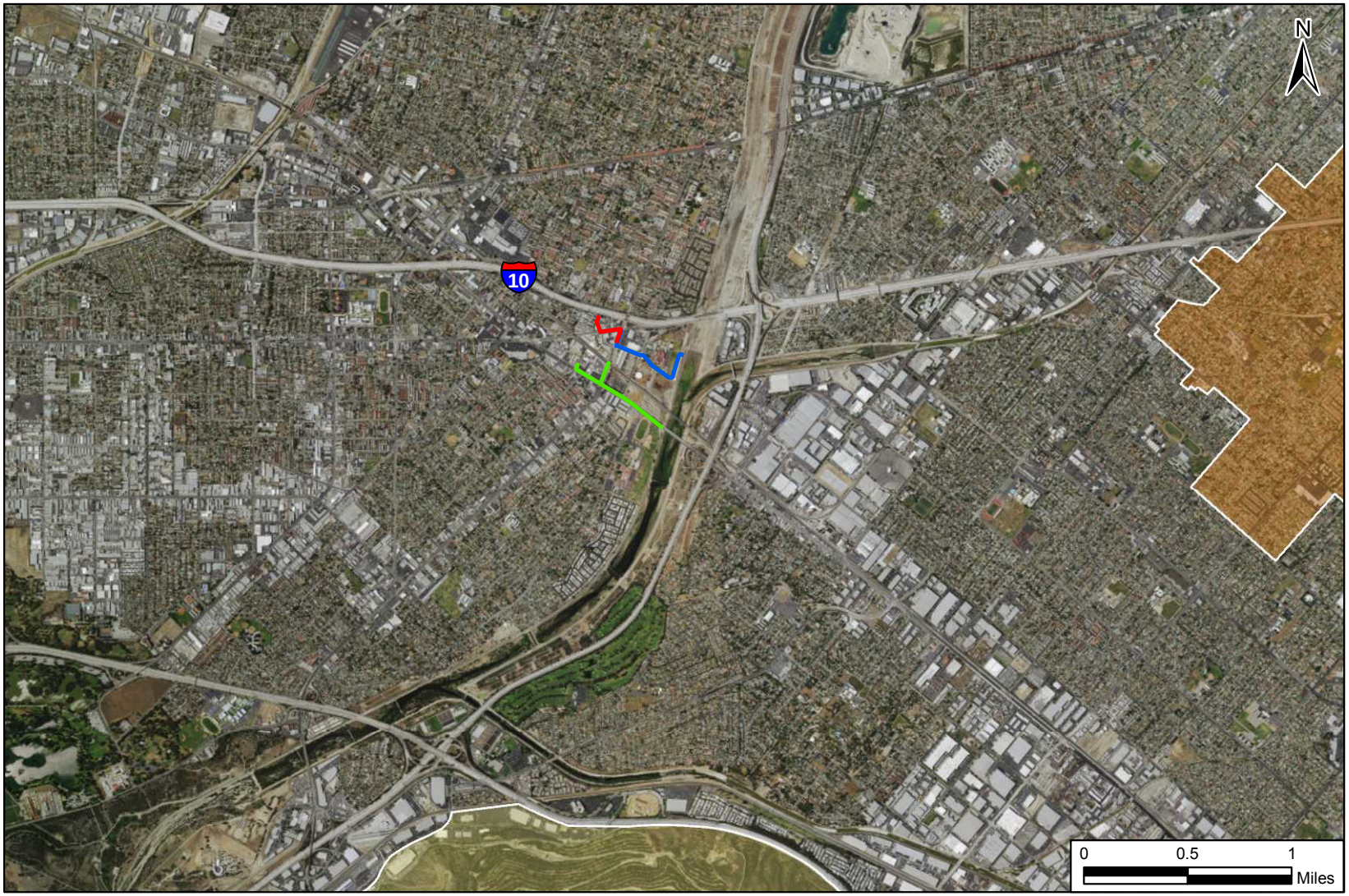
Low and Moderate Income Census Group Map



Based on U.S. Census 2000 Block Group I Map created April/2013

Low and Moderate Income Census Group Map

Figure 6



LEGEND

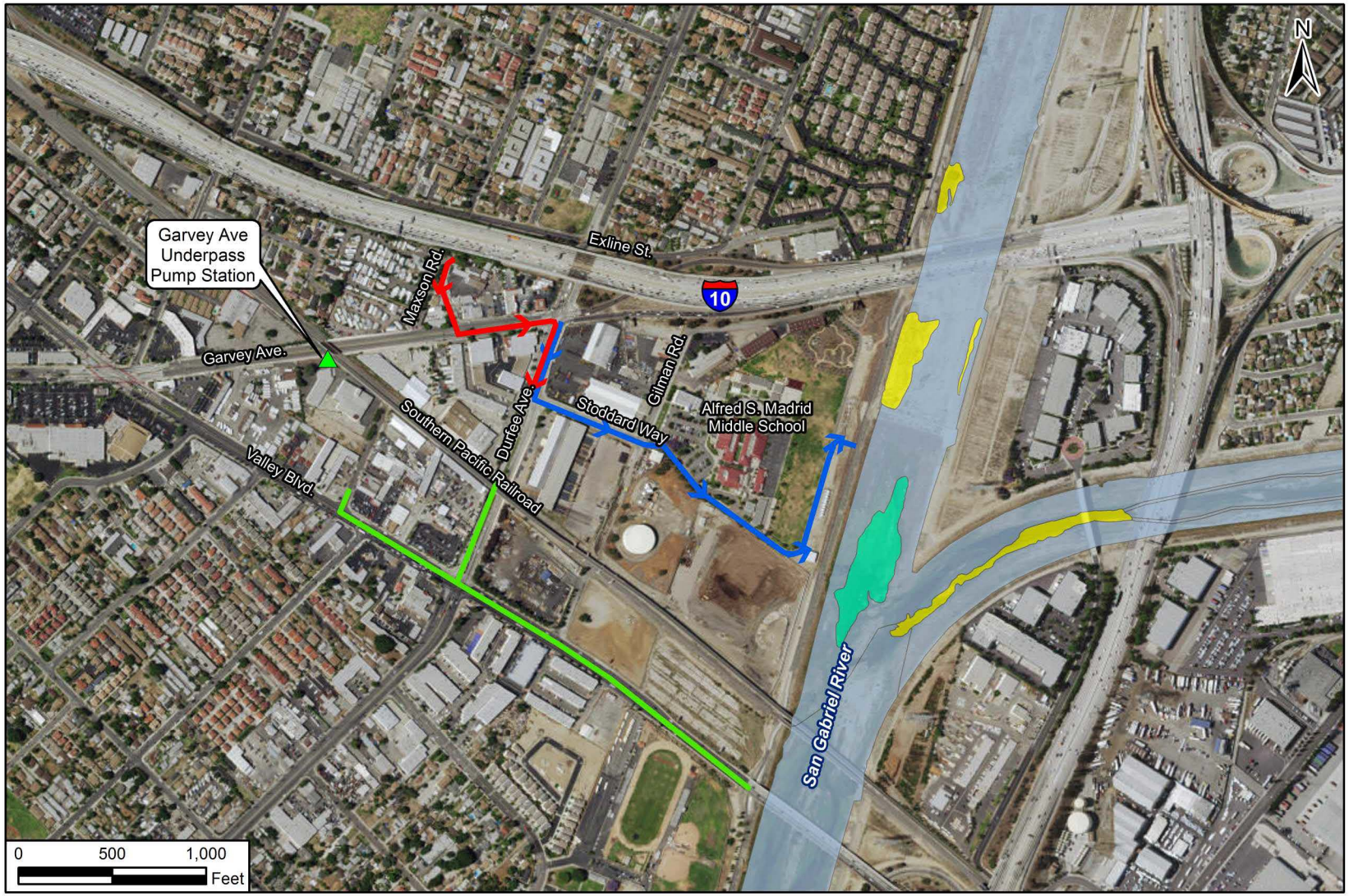
- Existing Storm Drain
- Proposed Storm Drain - Line A
- Proposed Storm Drain - Line B
- Area of Undetermined Flood Hazard
- 500-Year Floodplain

Floodplains

El Monte, California

Figure 7

Source: FEMA 2016.



LEGEND

- Existing Storm Drain
- Proposed Storm Drain - Line A
- Proposed Storm Drain - Line B

NWI Wetland

- Freshwater Emergent
- Freshwater Forested/Shrub
- Riverine

Wetlands

El Monte, California

Figure 8

Source: FWS 2016b.

Table 4.
Summary of Potential Environmental Effects

Resource Area	Environmental Effect(s) of Proposed Action	Environmental Effect(s) of No-Action Alternative	Note
Land Use	No effect	No effect	Land use would not be affected by the proposed action.
Climate	No effect	No effect	No change in the local or regional climate would result from implementing the proposed action, and climate change would not have a discernible effect on the project.
Air Quality	Short-term minor adverse effect	No effect	Minor amounts of air pollutants would be emitted during construction. The effects would end upon completion of construction. Dust from vehicles and ground disturbance would be minimized by using dust control best management practices (BMPs), in accordance with SCAQMD guidance.
Noise	Short-term minor adverse effect	No effect	Construction noise would be associated with the project. However, the noise would cease upon completion of construction.
Earth Resources – Topography	No effect	No effect	No topographic changes would result from implementing the proposed action.
Earth Resources – Soils	No effect	No effect	Some soil disturbance would occur during construction. The areas disturbed, however, are highly developed and do not have natural soil profiles. Disturbed areas would be repaved or stabilized after construction, as necessary.
Earth Resources – Geology	No effect	No effect	No changes in the local geology would result from implementing the proposed action.

Table 4. Summary of Potential Environmental Effects			
Resource Area	**Environmental Effect(s) of Proposed Action**	**Environmental Effect(s) of No-Action Alternative**	**Note**
Water Resources – Groundwater	No effect	No effect	Groundwater would be unaffected by the proposed action. No additional demand on groundwater resources would be created from implementing the proposed project. No pollutants would be introduced into groundwater during project implementation.
Water Resources – Surface waters	No effect	No effect	No natural surface waters would be affected by the proposed project.
Water Resources – Wetlands	No effect	No effect	Wetlands in the San Gabriel River would receive additional stormwater runoff, but no long-term changes to the wetlands would be expected.
Water Resources – Floodplains	No effect	No effect	No floodplains would be altered by implementing the proposed action.
Water Resources – Stormwater	No effect	No effect	No increase in the quantity or quality of stormwater would be expected from implementing the proposed action. Stormwater would be rerouted as a result of the proposed action.
Biological Resources – Flora	No effect	No effect	No adverse effects on local flora would result from implementing the proposed action.
Biological Resources – Fauna	No effect	No effect	No adverse effects on local fauna would result from implementing the proposed action.
Biological Resources – Protected species	No effect	No effect	No adverse impacts on protected species would be expected from implementing the proposed action.

Table 4.
Summary of Potential Environmental Effects

Resource Area	Environmental Effect(s) of Proposed Action	Environmental Effect(s) of No-Action Alternative	Note
Cultural Resources	No effect	No effect	No effects on cultural resources would be expected from implementing the proposed action. Consultation with the California SHPO has confirmed this determination. Effects would be further minimized by the use of Native American and archaeological monitors.
Socioeconomics – Economic environment	No effect	No effect	Beneficial effects would be expected on the regional economy. The expenditures and employment associated with the proposed action would increase regional employment, income, and sales volume in the local construction industry and related industries. The economic benefits would be short-term, lasting for the duration of the construction period.
Socioeconomics – Environmental justice	No effect	No effect	Because the proposed action would have no substantially adverse effects, it would not disproportionately affect low-income or minority populations. The short-term effects of the proposed action would affect all populations equally.
Socioeconomics – Protection of children	No effect	No effect	No environmental health risks and safety risks that could disproportionately affect children are associated with the proposed project.
Transportation	Short-term minor adverse effect Long-term minor beneficial effect	No effect	Construction would adversely affect traffic on roads directly affected and on nearby roads indirectly. Traffic on Garvey Avenue would be improved upon completion of the project because it would reduce flooding of that roadway.
Infrastructure and Utilities	Long-term minor beneficial effect	No effect	Stormwater management would improve as a result of implementing the project.

Table 4.
Summary of Potential Environmental Effects

Resource Area	Environmental Effect(s) of Proposed Action	Environmental Effect(s) of No-Action Alternative	Note
Hazardous and Toxic Materials and Waste	No effect	No effect	No hazardous or toxic substances would be transported, used, stored, or disposed of during project implementation. Any lubricants, oils, or petroleum products used would be those only for normal equipment operation and maintenance.
Safety and Occupational Health	No effect	No effect	No change in safety or occupational health would result from implementing the proposed action. All contractors would be required to comply with normal industry standards of safety or occupational health during project implementation, and the public would be excluded from or routed around the project area during construction.

4. Cumulative Impacts

Cumulative effects on environmental resources result from the incremental effects of an action when combined with other past, present, and reasonably foreseeable future projects in the area. Cumulative effects can result from individually minor but collectively substantial actions taken over a period of time. In accordance with NEPA, a discussion is required of cumulative effects that could result from projects proposed or anticipated in the foreseeable future.

Cumulative effects are possible for those resource areas on which the project could have an adverse effect. The El Monte proposed project could have an adverse effect on air quality, noise, and transportation. Cumulative impacts on air quality from construction activities cause temporary increases in air pollutants. Once construction is completed, emissions return to baseline levels. Therefore, construction projects may cause short-term, but do not cause long-term cumulative impacts on air quality. The magnitude of the short-term impact, if any, would depend on whether other projects in the region were active at the same time as the proposed project and the nature of the projects.

Construction noise is generally loud enough to be annoying within 800 feet from the construction site. If another source of loud noise is within 1,600 feet of the construction site, the two noise sources can overlap. In the case of this project, cumulative noise impacts would be expected to be negligible because of the urban nature of the project area, with continuous road traffic and intermittent train traffic.

Cumulative impacts on the transportation network would be expected if road closures and detours for other projects occur in the same area and during the same time as those for this proposed project. The timing of the project has not been determined, so cumulative impacts on the transportation network cannot be determined at this time. The Town of El Monte Public Works Department would schedule road closures and plan detours to minimize adverse effects on the transportation network.

5. Unavoidable Adverse Impacts

Unavoidable adverse impacts from the project include the following:

- Short-term traffic flow delays and interruptions.
- Short-term air quality emissions from construction activities and equipment.
- Short-term noise during construction.

6. Minimization of Adverse Impacts

If the proposed project disturbs 1 acre or more of total area, the construction contractor would obtain a 2009-0009-DWQ Construction General Permit (General Permit No. CAS000002 Storm Water Discharges Associated with Construction and Land Disturbance Activities) in compliance with the requirements of the California State Water Resources Control Board, Division of Water Quality. Implementing the conditions of the permit, including preparation of a stormwater pollution prevention plan that incorporate best management practices accepted by California's State Water Resources Control Board, would minimize sediment runoff from the site.

7. Mitigation

Compliance with applicable construction activity controls (e.g., dust control during construction/demolition activities, construction equipment maintained to minimize emissions)

included in the SIPs and Maintenance Plans for the SCAQMD is required to minimize air quality issues.

SCAQMD Rule 403 (Fugitive Dust) is intended to reduce the amount of particulate matter entrained in the ambient air as a result of anthropogenic (man-made) fugitive dust sources by requiring actions to prevent, reduce or mitigate fugitive dust emissions (SCAQMD 2016). Under the rule, dust suppression is to be applied in sufficient quantity and frequency to maintain a stabilized surface. Any areas which cannot be stabilized, as evidenced by wind driven fugitive dust must have an application of water at least twice per day to at least 80 percent of the unstabilized area.

The California Code of Regulations requires that construction equipment idling time be minimized either by shutting equipment off when not in use or reducing the time of idling to 5 minutes (Title 13 Sections 2449(d)(3), 2485) (SAQMD 2010). All construction equipment should be maintained in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determine to be running in proper condition before it is operated.

To avoid impacts on subsurface cultural resources, a Native American monitor and archaeological monitor would be present during ground-disturbing activities. Each monitor would be empowered to halt project activities to avoid or minimize disturbance of Native American or archaeological resources.

Should any known or potential cultural materials be encountered during ground-disturbing activities, all work that may affect those materials would be halted until a qualified archaeologist can be consulted on the nature and significance of those materials.

8. Cross-cutter Environmental Laws and Coordination and Consultation Process

Archeological and Historic Preservation Act

EPA made a determination of "no historic properties affected" for this project. EPA conveyed this finding of effect to the California SHPO in a letter dated August 24, 2016, and the SHPO concurred with this finding on September 21, 2016 (Appendix B). In its letter, SHPO did not object to the identification and delineation of the APE, concurred with the finding that the existing storm drain system is not eligible for listing on the NRHP, and did not object to the finding of "no historic properties affected" for the proposed undertaking.

Clean Air Act

Under the GCR in the Clean Air Act, air emissions attributable to the project will be required to be in compliance with the SIP and Los Angeles County Maintenance Plan for air quality.

Coastal Barrier Resources Act

The proposed project would not affect coastal barrier resources. No coastal barrier resources are within the project area.

Coastal Zone Management Act

The proposed project would not affect the California coastal zone. El Monte is not within the California coastal zone.

Endangered Species Act

No federally listed species would be affected by the proposed project. The U.S. Fish and Wildlife Services' (USFWS) IPaC (*Information for Planning and Conservation*) website (https://ecos.fws.gov/ipac/) was searched for protected species information specific to the proposed project area. The project area has no habitat suitable for the federal species listed as potentially occurring in the project area. The results of this search are provided in Appendix C.

Environmental Justice

Because the proposed action would have no substantially adverse effects, it would not disproportionately affect low-income or minority populations. The proposed action would affect all populations equally.

Floodplain Management

Because no floodplains exist in the project area, they would not be affected by the proposed project.

Protection of Wetlands

No effects on wetlands in the San Gabriel River would be expected. Stormwater formerly directed to the Rio Hondo Channel would be diverted to the San Gabriel River, resulting in increased stormwater runoff to the river and its wetlands. Freshwater forested/shrub wetlands and riverine wetlands are in the river channel at the proposed outfall location at the end of Line A. Because stormwater peak flow subsides quickly after a storm event, it would not be expected that the additional flow would be substantial enough to alter the wetlands in the river.

Farmland Protection Policy Act

Because no farmlands exist in the project area, farmland would not be affected by the proposed project (NRCS 2014).

Fish and Wildlife Coordination Act

Fish and wildlife would not be affected by the proposed project. The urban environment of the project area contains no natural habitat for any fish or wildlife species.

National Historic Preservation Act

Pursuant to Section 106 of the NHPA, EPA made a determination of "no historic properties affected" for this project. EPA conveyed this finding of effect to the California SHPO in a letter dated August 24, 2016, and the SHPO concurred with this finding on September 21, 2016 (Appendix B). In its letter, SHPO did not object to the identification and delineation of the APE, concurred with the finding that the existing storm drain system is not eligible for listing on the NRHP, and did not object to the finding of "no historic properties affected" for the proposed undertaking.

Safe Drinking Water Act

Drinking water supplies would not be affected by the proposed project.

Wild and Scenic River Act

No wild and scenic rivers exist in the project area. Wild and scenic rivers would not be affected by the proposed project (BLM 2016).

Essential Fish Habitat

Because no essential fish habitat exists in the project area, that habitat type would not be affected by the proposed project (NOAA 2016).

SECTION F. REFERENCES

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APPENDIX A

EJSCREEN

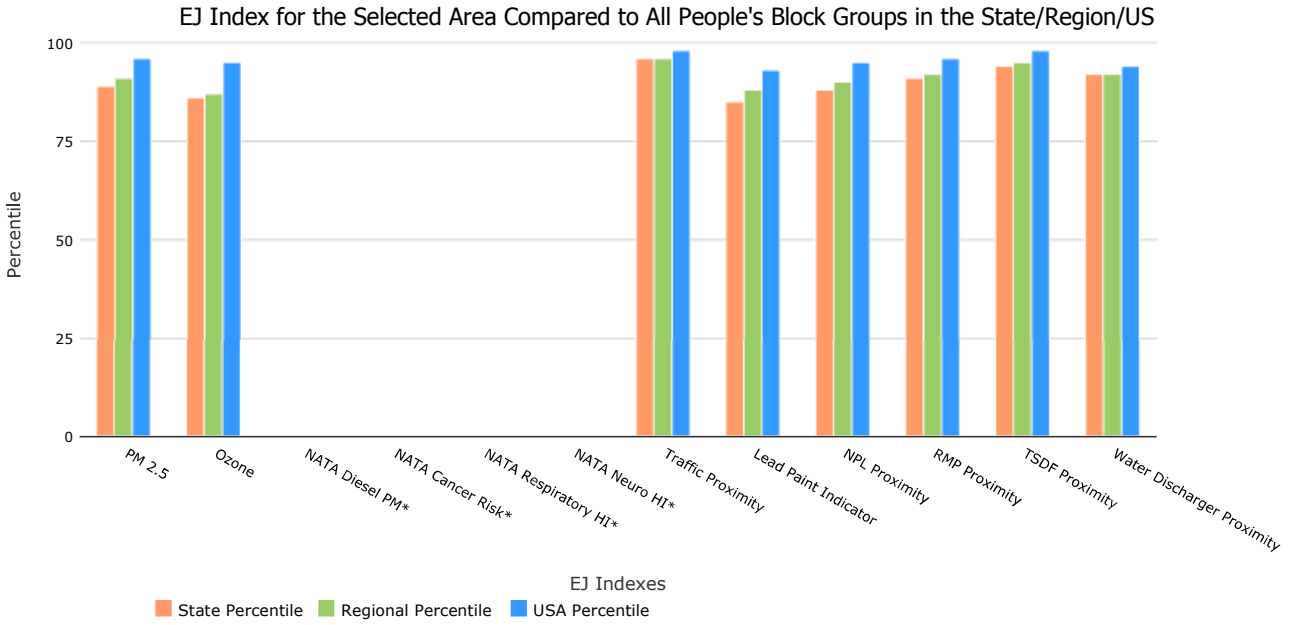
1 mile Ring Centered at 34.063184,-118.015540

CALIFORNIA, EPA Region 9

Save as PDF

1 mile Ring Centered at 34.063184,-118.015540
CALIFORNIA, EPA Region 9
Approximate Population: 36211
Garvey Ave Drainage Improvements

Selected Variables	Percentile in State	Percentile in EPA Region	Percentile in USA
EJ Indexes			
EJ Index for Particulate Matter (PM 2.5)	89	91	96
EJ Index for Ozone	86	87	95
EJ Index for NATA Diesel PM*	N/A	N/A	N/A
EJ Index for NATA Air Toxics Cancer Risk*	N/A	N/A	N/A
EJ Index for NATA Respiratory Hazard Index*	N/A	N/A	N/A
EJ Index for NATA Neurological Hazard Index*	N/A	N/A	N/A
EJ Index for Traffic Proximity and Volume	96	96	98
EJ Index for Lead Paint Indicator	85	88	93
EJ Index for NPL Proximity	88	90	95
EJ Index for RMP Proximity	91	92	96
EJ Index for TSDF Proximity	94	95	98
EJ Index for Water Discharger Proximity	92	92	94



This report shows environmental, demographic, and EJ indicator values. It shows environmental and demographic raw data (e.g., the estimated concentration of ozone in the air), and also shows what percentile each raw data value represents. These percentiles provide perspective on how the selected block group or buffer area compares to the entire state, EPA region, or nation. For example, if a given location is at the 95th percentile nationwide, this means that only 5 percent of the US population has a higher block group value than the average person in the location being analyzed. The years for which the data are available, and the methods used, vary across these indicators. Important caveats and uncertainties apply to this screening-level information, so it is essential to understand the limitations on appropriate interpretations and applications of these indicators. Please see EJSCREEN documentation for discussion of these issues before using reports.

Selected Variables	Raw data	State Average	%ile in State	EPA Region Average	%ile in EPA Region	USA Average	%ile in USA
Environmental Indicators							
Particulate Matter (PM 2.5 in µg/m^3)	12.4	10.4	80	9.95	84	9.78	95
Ozone (ppb)	48.9	48.4	55	49.7	45	46.1	65
NATA Diesel PM (µg/m^3)*	N/A	N/A	N/A	N/A	N/A	N/A	N/A
NATA Air Toxics Cancer Risk (risk per MM)*	N/A	N/A	N/A	N/A	N/A	N/A	N/A
NATA Respiratory Hazard Index*	N/A	N/A	N/A	N/A	N/A	N/A	N/A
NATA Neurological Hazard Index*	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Traffic Proximity and Volume (daily traffic count/distance to road)	510	210	89	190	90	110	95
Lead Paint Indicator (% pre-1960s housing)	0.37	0.3	63	0.25	69	0.3	65
NPL Proximity (site count/km distance)	0.13	0.13	74	0.11	78	0.096	81
RMP Proximity (facility count/km distance)	0.74	0.46	84	0.41	85	0.31	89
TSDF Proximity (facility count/km distance)	0.29	0.13	91	0.12	92	0.054	97
Water Discharger Proximity (count/km)	0.25	0.18	83	0.19	81	0.25	75
Demographic Indicators							
Demographic Index	80%	47%	91	46%	92	35%	95
Minority Population	97%	60%	91	57%	92	36%	95
Low Income Population	63%	35%	86	35%	86	34%	89
Linguistically Isolated Population	30%	10%	91	9%	92	5%	96
Population with Less Than High School Education	48%	19%	89	18%	91	14%	96
Population under Age 5	9%	7%	70	7%	69	7%	73
Population over Age 64	7%	12%	34	12%	35	13%	25

*The National-Scale Air Toxics Assessment (NATA) environmental indicators and EJ indexes, which include cancer risk, respiratory hazard, neurodevelopment hazard, and diesel particulate matter will be added into EJSCREEN during the first full public update after the soon-to-be-released 2011 dataset is made available. The National-Scale Air Toxics Assessment (NATA) is EPA's ongoing, comprehensive evaluation of air toxics in the United States. EPA developed the NATA to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that NATA provides broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. More information on the NATA analysis can be found at: https://www.epa.gov/national-air-toxics-assessment.

For additional information, see: www.epa.gov/environmentaljustice

EJSCREEN is a screening tool for pre-decisional use only. It can help identify areas that may warrant additional consideration, analysis, or outreach. It does not provide a basis for decision-making, but it may help identify potential areas of EJ concern. Users should keep in mind that screening tools are subject to substantial uncertainty in their demographic and environmental data, particularly when looking at small geographic areas. Important caveats and uncertainties apply to this screening-level information, so it is essential to understand the limitations on appropriate interpretations and applications of these indicators. Please see EJSCREEN documentation for discussion of these issues before using reports. This screening tool does not

provide data on every environmental impact and demographic factor that may be relevant to a particular location. EJSCREEN outputs should be supplemented with additional information and local knowledge before taking any action to address potential EJ concerns.

APPENDIX B

Letters to Agencies and Tribes

Redacted

APPENDIX C

U.S. Fish and Wildlife Service
IPaC Search Results and Species List

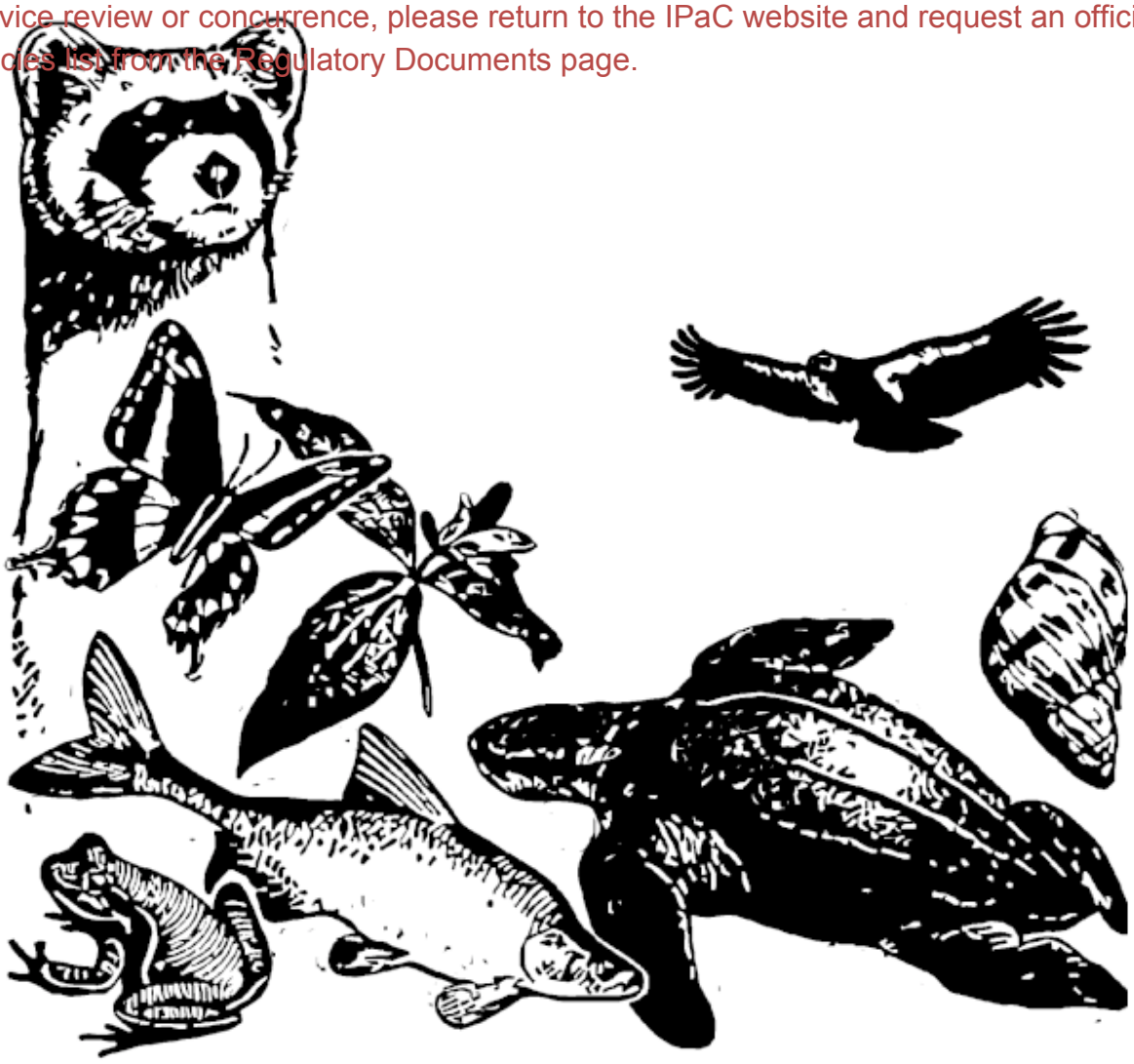
U.S. Fish & Wildlife Service

Garvey Avenue Underpass Drainage Improvement Project

IPaC Trust Resources Report

Generated April 21, 2016 10:00 AM MDT, IPaC v3.0.2

This report is for informational purposes only and should not be used for planning or analyzing project level impacts. For project reviews that require U.S. Fish & Wildlife Service review or concurrence, please return to the IPaC website and request an official species list from the Regulatory Documents page.



IPaC - Information for Planning and Conservation (https://ecos.fws.gov/ipac/): A project planning tool to help streamline the U.S. Fish & Wildlife Service environmental review process.

Table of Contents

U.S. Fish & Wildlife Service

IPaC Trust Resources Report

NAME

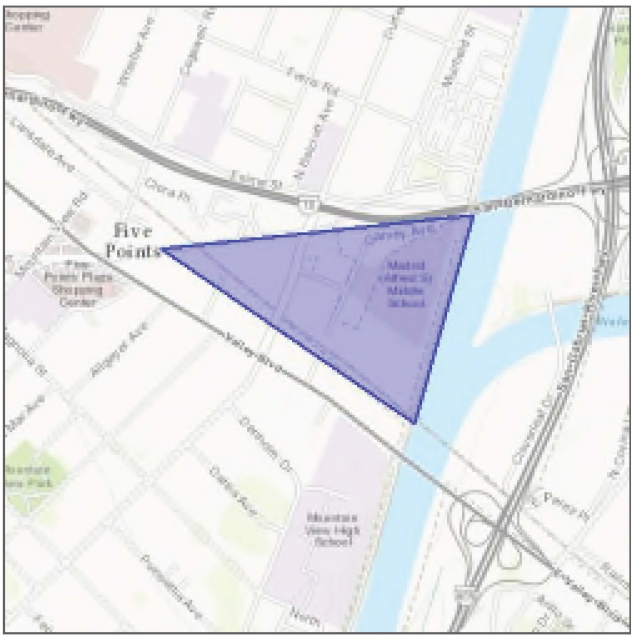
Garvey Avenue Underpass Drainage Improvement Project

LOCATION

Los Angeles County, California

IPAC LINK

https://ecos.fws.gov/ipac/project/HDMVN-7XOEF-FNDNT-VQJ27-2AGUPA



U.S. Fish & Wildlife Service Contact Information

Trust resources in this location are managed by:

Carlsbad Fish And Wildlife Office
2177 Salk Avenue - Suite 250
Carlsbad, CA 92008-7385
(760) 431-9440

Endangered Species

Proposed, candidate, threatened, and endangered species are managed by the Endangered Species Program of the U.S. Fish & Wildlife Service.

This USFWS trust resource report is for informational purposes only and should not be used for planning or analyzing project level impacts.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list from the Regulatory Documents section.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency.

A letter from the local office and a species list which fulfills this requirement can only be obtained by requesting an official species list either from the Regulatory Documents section in IPaC or from the local field office directly.

The list of species below are those that may occur or could potentially be affected by activities in this location:

Birds

Coastal California Gnatcatcher Polioptila californica californica — Threatened

CRITICAL HABITAT
There is **final** critical habitat designated for this species.
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B08X

Least Bell's Vireo Vireo bellii pusillus — Endangered

CRITICAL HABITAT
There is **final** critical habitat designated for this species.
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B067

Flowering Plants

Nevin's Barberry Berberis nevinii — Endangered

CRITICAL HABITAT
There is **final** critical habitat designated for this species.
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=Q08G

Critical Habitats

There are no critical habitats in this location

Migratory Birds

Birds are protected by the Migratory Bird Treaty Act and the Bald and Golden Eagle Protection Act.

Any activity that results in the take of migratory birds or eagles is prohibited unless authorized by the U.S. Fish & Wildlife Service.[1] There are no provisions for allowing the take of migratory birds that are unintentionally killed or injured.

Any person or organization who plans or conducts activities that may result in the take of migratory birds is responsible for complying with the appropriate regulations and implementing appropriate conservation measures.

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1. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

Additional information can be found using the following links:

- Birds of Conservation Concern
  http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php
- Conservation measures for birds
  http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php
- Year-round bird occurrence data
  http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/akn-histogram-tools.php

The following species of migratory birds could potentially be affected by activities in this location:

Bald Eagle Haliaeetus leucocephalus — Bird of conservation concern
Season: Wintering
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B008

Bell's Vireo Vireo bellii — Bird of conservation concern
Season: Breeding
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0JX

Brewer's Sparrow Spizella breweri — Bird of conservation concern
Year-round
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0HA

Burrowing Owl Athene cunicularia — Bird of conservation concern
Year-round
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0NC

Cactus Wren Campylorhynchus brunneicapillus — Bird of conservation concern
Year-round
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0FZ

California Spotted Owl Strix occidentalis occidentalis — Bird of conservation concern
Year-round
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B08L

Costa's Hummingbird Calypte costae — Bird of conservation concern
Season: Breeding
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0JE

Fox Sparrow Passerella iliaca — Bird of conservation concern
Season: Wintering

Green-tailed Towhee Pipilo chlorurus — Bird of conservation concern
Season: Breeding
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0IO

Lawrence's Goldfinch Carduelis lawrencei — Bird of conservation concern
Year-round
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0J8

Least Bittern Ixobrychus exilis
Year-round
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B092

Lesser Yellowlegs Tringa flavipes — Bird of conservation concern
Season: Wintering
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0MD

Lewis's Woodpecker Melanerpes lewis — Bird of conservation concern
Season: Wintering
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0HQ

Loggerhead Shrike Lanius ludovicianus — Bird of conservation concern
Year-round
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0FY

Long-billed Curlew Numenius americanus — Bird of conservation concern
Season: Wintering
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B06S

Marbled Godwit Limosa fedoa — Bird of conservation concern
Season: Wintering
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0JL

Mountain Plover Charadrius montanus — Bird of conservation concern
Season: Wintering
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B078

Nuttall's Woodpecker Picoides nuttallii — Bird of conservation concern
Year-round
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0HT

Oak Titmouse Baeolophus inornatus — Bird of conservation concern
Year-round
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0MJ

Olive-sided Flycatcher Contopus cooperi — Bird of conservation concern
Season: Breeding
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0AN

Peregrine Falcon Falco peregrinus — Bird of conservation concern
Season: Wintering
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0FU

Red-crowned Parrot Amazona viridigenalis — Bird of conservation concern
Year-round
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0GO

Rufous-crowned Sparrow Aimophila ruficeps — Bird of conservation concern
Year-round
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0MX

Short-eared Owl Asio flammeus — Bird of conservation concern
Season: Wintering
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0HD

Tricolored Blackbird Agelaius tricolor — Bird of conservation concern
Year-round
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B06P

Western Grebe aechmophorus occidentalis — Bird of conservation concern
Season: Wintering
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0EA

Williamson's Sapsucker Sphyrapicus thyroideus — Bird of conservation concern
Season: Wintering
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0FX

Red Knot Calidris canutus ssp. roselaari — Bird of conservation concern
Season: Wintering
http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0G6

Wildlife refuges and fish hatcheries

There are no refuges or fish hatcheries in this location

Wetlands in the National Wetlands Inventory

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

DATA LIMITATIONS

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

DATA EXCLUSIONS

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tuberficid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

DATA PRECAUTIONS

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

This location overlaps all or part of the following wetlands:

Freshwater Forested/shrub Wetland

PSSAx 1.57 acres

Riverine

R4SBAx 181.0 acres

A full description for each wetland code can be found at the National Wetlands Inventory website: http://107.20.228.18/decoders/wetlands.aspx

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Carlsbad Fish and Wildlife Office
2177 SALK AVENUE - SUITE 250
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PHONE: (760)431-9440 FAX: (760)431-5901
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Consultation Code: 08ECAR00-2016-SLI-0811 July 26, 2016
Event Code: 08ECAR00-2016-E-01254
Project Name: El Monte Storm Sewer Improvement

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, and proposed species, designated critical habitat, and candidate species that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (http://www.fws.gov/windenergy/) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm; http://www.towerkill.com; and http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment

United States Department of Interior
Fish and Wildlife Service

Project name: El Monte Storm Sewer Improvement

Official Species List

Provided by:

Carlsbad Fish and Wildlife Office
2177 SALK AVENUE - SUITE 250
CARLSBAD, CA 92008
(760) 431-9440
http://www.fws.gov/carlsbad/

Consultation Code: 08ECAR00-2016-SLI-0811
Event Code: 08ECAR00-2016-E-01254

Project Type: WASTEWATER PIPELINE

Project Name: El Monte Storm Sewer Improvement
Project Description: Install new storm sewer lines to reduce flooding

Please Note: The FWS office may have modified the Project Name and/or Project Description, so it may be different from what was submitted in your previous request. If the Consultation Code matches, the FWS considers this to be the same project. Contact the office in the 'Provided by' section of your previous Official Species list if you have any questions or concerns.

Project Location Map:

Project Coordinates: The coordinates are too numerous to display here.

Project Counties: Los Angeles, CA

Endangered Species Act Species List

There are a total of 3 threatened or endangered species on your species list. Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Critical habitats listed under the **Has Critical Habitat** column may or may not lie within your project area. See the **Critical habitats within your project area** section further below for critical habitat that lies within your project. Please contact the designated FWS office if you have questions.

Birds	**Status**	**Has Critical Habitat**	**Condition(s)**
Coastal California gnatcatcher *(Polioptila californica californica)* Population: Entire	Threatened	Final designated	
Least Bell's vireo *(Vireo bellii pusillus)* Population: Entire	Endangered	Final designated	
Flowering Plants			
Nevin's barberry *(Berberis nevinii)*	Endangered	Final designated	

Critical habitats that lie within your project area

There are no critical habitats within your project area.

APPENDIX D

Air Quality Modeling

Table D-1. Construction Equipment Use

Equipment Type	Number of Units	Days on Site	Hours Per Day	Operating Hours
Excavators	2	260	4	2,080
Plate Compactors	2	260	4	2,080
Trenchers	2	260	8	4,160
Cement Mixers	2	260	4	2,080
Generator Sets	1	260	4	1,040
Loaders/Backhoes	2	260	7	3,640
Pavers	1	58	8	464
Paving Equipment	1	58	8	464

Table D-2. Construction Equipment Emission Factors (lbs/hour)

Equipment	CO	NOx	VOC	SOx	PM10	PM2.5	CO2
Excavators	0.5828	1.3249	0.1695	0.0013	0.0727	0.0727	119.6
Plate Compactors	0.0263	0.0328	0.0052	0.0001	0.0021	0.0021	4.3
Trenchers	0.508	0.8237	0.1851	0.0007	0.0688	0.0688	58.7
Cement Mixers	0.0447	0.0658	0.0113	0.0001	0.0044	0.0044	7.2
Generator Sets	0.3461	0.698	0.1075	0.0007	0.043	0.043	61
Loaders/Backhoes	0.4063	0.7746	0.1204	0.0008	0.0599	0.0599	66.8
Pavers	0.5874	1.0796	0.1963	0.0009	0.0769	0.0769	77.9
Paving Equipment	0.0532	0.1061	0.0166	0.0002	0.0063	0.0063	12.6

Table D-3. Construction Equipment Emissions (tons)

Equipment	CO	NOx	VOC	SOx	PM10	PM2.5	CO2
Excavators	0.606112	1.377896	0.17628	0.001352	0.075608	0.075608	124.384
Plate Compactors	0.027352	0.034112	0.005408	0.000104	0.002184	0.002184	4.472
Trenchers	1.05664	1.713296	0.385008	0.001456	0.143104	0.143104	122.096
Cement Mixers	0.046488	0.068432	0.011752	0.000104	0.004576	0.004576	7.488
Generator Sets	0.211276	0.402792	0.062608	0.000416	0.031148	0.031148	34.736
Loaders/Backhoes	0.739466	1.409772	0.219128	0.001456	0.109018	0.109018	121.576
Pavers	0.1362768	0.2504672	0.0455416	0.0002088	0.0178408	0.0178408	18.0728
Paving Equipment	0.0123424	0.0246152	0.0038512	0.0000464	0.0014616	0.0014616	2.9232
Total	**2.8359532**	**5.2813824**	**0.9095768**	**0.0051432**	**0.3849404**	**0.3849404**	**435.748**

Table D-4. Emissions from Delivery of Equipment and Supplies

Number of Deliveries (per day)	4						
Number of Trips (per delivery)	2						
Miles Per Trip	50						
Days of Construction	260						
Total Miles	104,000						
Pollutant	**CO**	**NOx**	**VOC**	**SOx**	**PM10**	**PM2.5**	**CO2**
Emission Factor (lbs/mile)	2.20E-02	2.40E-02	3.00E-03	2.60E-05	8.60E-04	7.40E-04	2.70E+00
Total Emissions (lbs)	2,288.00	2,496.00	312.00	2.70	89.44	76.96	280,800.00
Total Emissions (tons)	1.144	1.248	0.156	0.001352	0.04472	0.03848	140.4

Table D-5. Particulates from Surface Disturbance

TSP Emissions	37.4	lb/acre
PM10/TSP	0.45	
PM2.5/PM10	0.15	
Period of Disturbance	260	days
Capture Fraction	0.5	

Building/Facility	**Area [acres]**	**TSP [lbs]**	**PM10 [lbs]**	**PM10 [tons]**	**PM2.5 [lbs]**	**PM2.5 [tons]**
All Facilities	2.3	11,183	5,032	2.516085	1,677	0.838695
Total	**2.3**	**11182.6**	**5032.17**	**2.516085**	**1677.39**	**0.838695**

Table D-6. Emissions from Construction Worker Commutes

Number of Workers	30
Number of Trips (per worker per day)	2
Miles Per Trip	50
Days of Construction	260
Total Miles	780,000

Pollutant	**CO**	**NOx**	**VOC**	**SOx**	**PM10**	**PM2.5**	**CO2**
Emission Factor (lbs/mile)	1.10E-02	1.10E-03	1.10E-03	1.10E-05	8.50E-05	5.30E-05	1.10E+00
Total Emissions (lbs)	8,580	858	858	9	66	41	858,000
Total Emissions (tons)	**4.29**	**0.429**	**0.429**	**0.00429**	**0.03315**	**0.02067**	**429**

Table D-7. Total Construction Emissions (tons)

Activity/Source	**CO**	**NOx**	**VOC**	**SOx**	**PM10**	**PM2.5**	**CO2**
Heavy Equipment	2.8359532	5.2813824	0.9095768	0.0051432	0.3849404	0.3849404	435.748
Delivery of Equipment	1.144	1.248	0.156	0.001352	0.04472	0.03848	140.4
Surface Disturbance	0	0	0	0	2.516085	0.838695	0
Worker Commutes	4.29	0.429	0.429	0.00429	0.03315	0.02067	429
Total Emissions	**8.2699532**	**6.9583824**	**1.4945768**	**0.0107852**	**2.9788954**	**1.2827854**	**1005.148**

***de minimis* (tons per year) (attainment/non-attainment or maintenance)**	100/50	100/50	100/50	100/50	100/50	100/50	27,563
Exceeds *de minimis* threshold?	No	No	No	No	No	No	No
Years of construction to exceed de minimis threshold	12.09196686	14.37115615	66.90857238	9271.965286	33.56949	77.9553618	27.421832