



# Final Environmental Impact Report

*Simi Valley Double Track Project*

July 2021

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## Abbreviations and Acronyms

BMP	best management practice
CALGreen	California Green Building Standards
Caltrans	California Department of Transportation
CBSC	California Building Standards Code
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
City	City of Simi Valley
CPUC	California Public Utilities Commission
dB	decibel
DCM	Design Criteria Manual
EIR	environmental impact report
EPA	Environmental Protection Agency
FEMA	Federal Emergency Management Agency
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
H&H	hydrologic and hydraulic
HMMP	hazardous materials management program
LACM	Natural History Museum of Los Angeles County
MMRP	Mitigation Monitoring and Reporting Program
MS4	Municipal Separate Storm Sewer System
NAHC	Native American Heritage Commission
NOP	Notice of Preparation
OPR	Office of Planning and Research
PFYC	potential fossil yield classification
PRC	Public Resources Code
Project	Simi Valley Double Track Project
ROW	right-of-way
SCAQMD	South Coast Air Quality Management District
SCRRA	Southern California Regional Rail Authority
SR	State Route
SWPPP	stormwater pollution prevention plan

TMP	transportation management plan
U.S.	United States
USFWS	United States Fish and Wildlife Service
VCFD	Ventura County Fire Department
VCL	Ventura County Line
VCTC	Ventura County Transportation Commission
VdB	velocity inn decibel
VHFHSZ	Very High Fire Hazard Severity Zone

## References

- California Department of Transportation (Caltrans). 2018. *California State Rail Plan*. Accessed November 9, 2020. <https://dot.ca.gov/programs/rail-and-mass-transportation/california-state-rail-plan>.
- Southern California Association of Governments. 2020. *Connect SoCal: 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS). Adopted September 23, 2020. [https://scaq.ca.gov/sites/main/files/file-attachments/0903fconnectsocial-plan\\_0.pdf?1606001176](https://scaq.ca.gov/sites/main/files/file-attachments/0903fconnectsocial-plan_0.pdf?1606001176).

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# ES Executive Summary

## ES.1 Introduction

The Southern California Regional Rail Authority (SCRRA), as the California Environmental Quality Act (CEQA) lead agency, is proposing the Simi Valley Double Track Project (Project) to increase the operational capacity and service frequency on Metrolink's Ventura County Line (VCL) and at the existing Simi Valley Metrolink Station.

This environmental impact report (EIR) has been prepared in compliance with CEQA (California Public Resources Code [PRC], Division 13, Section 21000 et seq.) and the Guidelines for the Implementation of CEQA (California Code of Regulations [CCR], Title 14, Chapter 3, Section 15000 et seq.), as promulgated by the California Resources Agency and the Governor's Office of Planning and Research (OPR). The purpose of this environmental document is to disclose the potential environmental impacts associated with the Project.

## ES.2 Draft EIR Public Comment Period

The Draft EIR was distributed to interested agencies, stakeholder organizations, and individuals for review and comment for a 45-day public review and comment period. The 45-day public comment period started on March 18, 2021, and ended on May 2, 2021. Interested parties had the opportunity to express their views regarding the information contained in the Draft EIR, including the potential environmental impacts of the Project and potential Project permits, authorizations, and approvals. The document was made available for public review on SCRRA's website (<https://metrolinktrains.com/about/agency/score/simi-valley-project/>). Hardcopies of the Draft EIR were also made available at SCRRA headquarters (900 Wilshire Boulevard, Suite 1500, Los Angeles, California 90017), the Los Angeles County Clerk, the Simi Valley Public Library, and the County of Ventura Clerk Recorder.

Both written, oral, and online comments were accepted through 5:00 p.m. May 2, 2021. Comments received on the Draft EIR were then assembled, reviewed, and responded to in Chapter 0.2, Response to Comments, of the Final EIR.

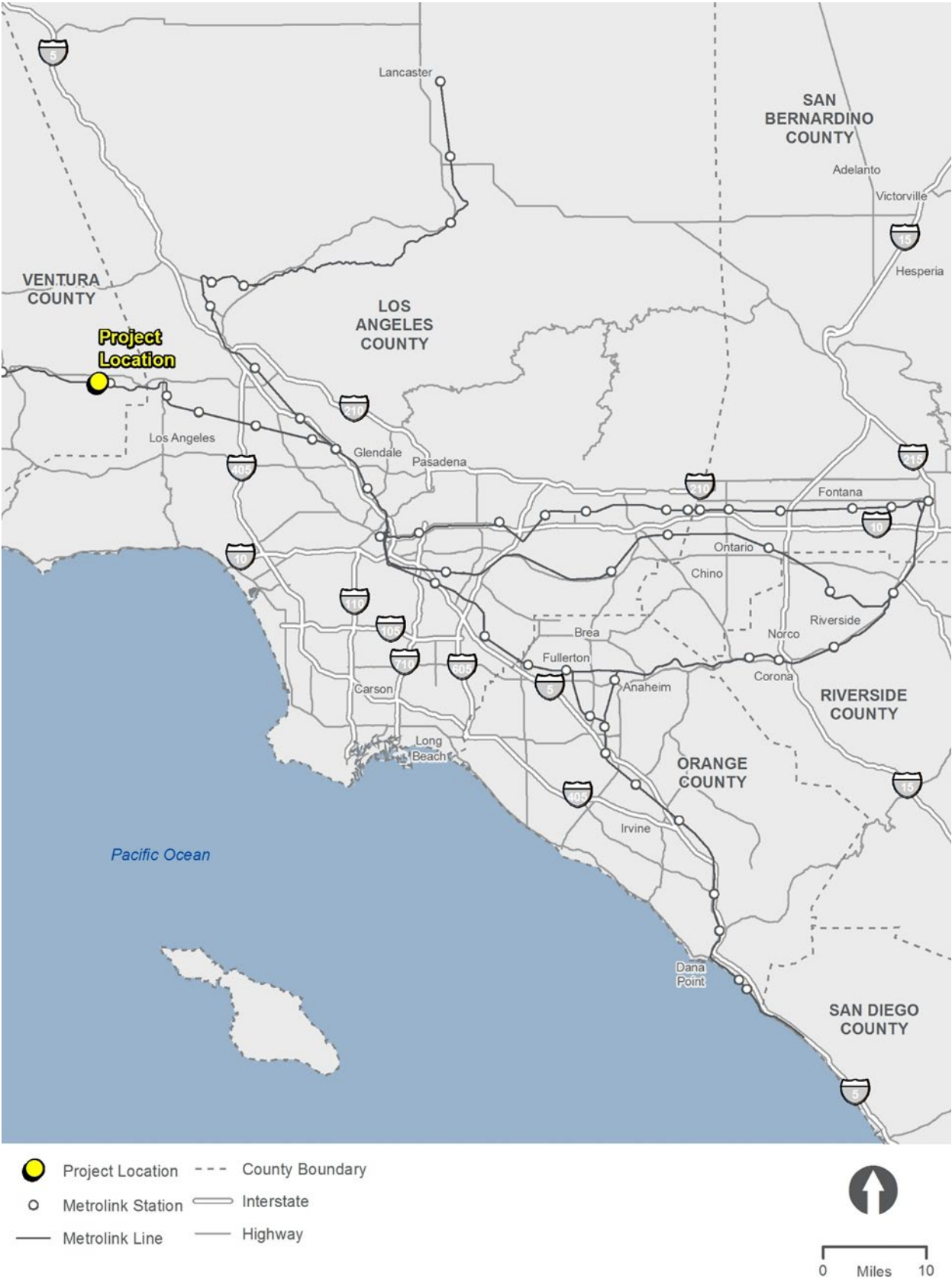
## ES.3 Project Location and Study Area

The Project is located on a 2.20-mile segment of Metrolink's VCL. The Project study area begins its western terminus at Sequoia Avenue and ends east of Hidden Ranch Drive, just west of the Arroyo Simi Railroad Bridge, within the City of Simi Valley (City). Figure ES-1 shows the regional location of the Project.

The Project study area includes the Project footprint (or limits of probable construction) and a 500-foot buffer. Figure ES-2 shows the Project's location in southern Simi Valley, the extent of the proposed improvements, and the Project study area. The Project study area is in portion of the Simi Land Grant on the United States Geological Survey *Simi Valley East, California* 7.5-minute series topographical quadrangle. As shown on Figure ES-2, the Project is located between Mile Post 436.20 and Mile Post 438.40, which roughly corresponds with Hidden Valley Drive on the east and Sequoia Avenue on the west.

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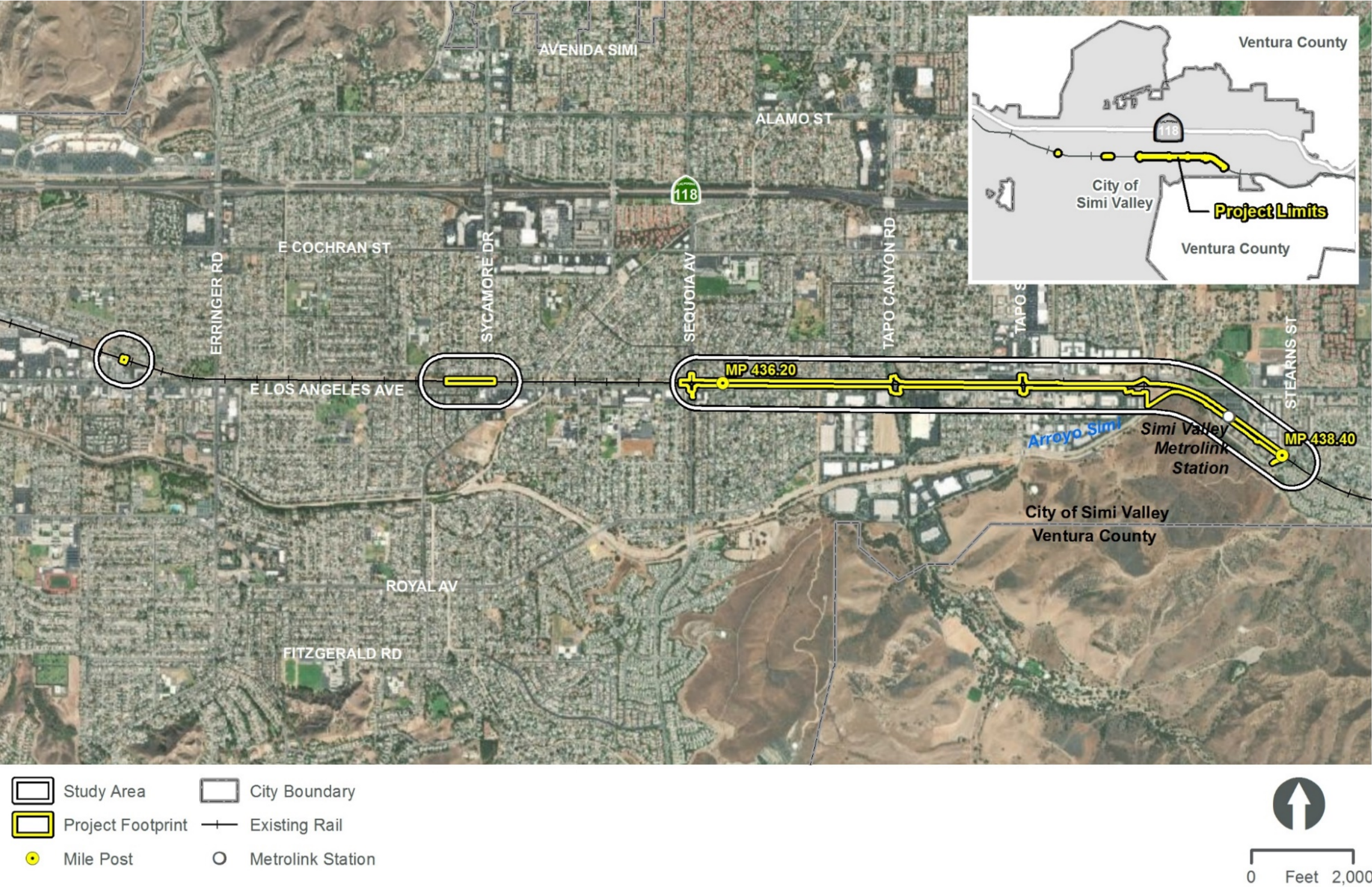
Figure ES-1. Regional Location



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Figure ES-2. Project Location







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## ES.4 Project Goals Objectives

The goal of the Project is to facilitate increased operational capacity on Metrolink's VCL to accommodate 30-minute, bidirectional passenger rail service during peak commute times. The following objectives were identified for implementing the Project:

- Improve safety and reliability of the existing rail system
- Increase operational capacity of the existing VCL passenger rail system and passenger capacity at the Simi Valley Station to enable increased service frequency during peak commute times
- Implement infrastructural improvements that would support future applications to the Federal Railroad Administration (FRA) for quiet zone status along the Project alignment

These objectives would support the city's potential future application with FRA for quiet zone status along the alignment.

## ES.5 Anticipated Agency Involvement

The following agencies are anticipated to be involved during Project development, construction, and future operations:

- FRA
- Federal Communications Commission
- Federal Transit Administration (FTA), Region 9
- California Public Utilities Commission (CPUC)
- California State Transportation Agency
- California Department of Transportation (Caltrans)
- Regional Water Quality Control Board
- South Coast Air Quality Management District (SCAQMD)
- Southern California Council of Governments
- City of Simi Valley
- Ventura County Transportation Commission (VCTC)
- Ventura County

## ES.6 CEQA Responsible and Trustee Agencies

The information in this EIR may also be used by other responsible agencies (i.e., agencies, other than the lead agency, that have a responsibility to approve the Project under CEQA), as defined by CEQA Guidelines Section 15381. Responsible agencies may include, but are not limited to, the following:

- CPUC
- City of Simi Valley
- Ventura County
- Regional Water Quality Control Board

The California Department of Fish and Wildlife (CDFW) is a CEQA trustee agency (i.e., an agency having jurisdiction, by law, over natural resources potentially affected by the Project), as defined by CEQA Guidelines Section 15386[a].

## ES.7 Anticipated Permits, Discretionary Actions, and Agency Approvals

CEQA Guidelines require that an EIR identify the regulatory approvals anticipated for a project. This includes a list of responsible agencies other than the lead agency, which have discretionary approval authority over a project. The following agencies, at minimum, are expected to use this EIR for Project-related discretionary actions and permitting processes:

- SCRRA
- FRA
- Federal Communications Commission
- CPUC
- Regional Water Quality Control Board
- City of Simi Valley
- Ventura County

## ES.8 Summary of Impacts and Mitigation Measures

Table ES-1 summarizes potential Project-related environmental impacts, mitigation measures, and level of significance after implementation of proposed mitigation, if applicable. Those environmental resources that the Project would not impact are excluded from Table ES-1 and further described in Chapter 7, Other CEQA Considerations, of the EIR. Additionally, Sections 3.1 through 3.15 of the EIR provide more detailed analyses of the topics summarized in Table ES-1.



**Table ES-1. Summary of Mitigation Measures**

Project Phase	Significance Determination (Before Mitigation)	Proposed Mitigation Measures	Significance Determination (After Mitigation)
<b>Section 3.1, Aesthetics</b>			
<i>Threshold 3.1-A: Have a substantial adverse effect on a scenic vista</i>			
Construction	Less than significant	No mitigation required	Less than significant
Operation	No impact	No mitigation required	No impact
<i>Threshold 3.1-C: Substantially degrade the existing visual character or quality of the site or its surroundings.</i>			
Construction	Potentially significant	AES-1. Temporary Screening	Less than significant
Operation	Less than significant	No mitigation required	Less than significant
<i>Threshold 3.1-D: Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.</i>			
Construction	Potentially significant	AES-2. Minimize Nighttime Work and Screen Direct Lighting	Less than significant
Operation	Potentially significant	AES-3. Screen Direct Lighting and Glare	Less than significant
<b>Section 3.2, Air Quality</b>			
<i>Threshold 3.2-A: Conflict with or obstruct implementation of the applicable air quality plan</i>			
Construction	Potentially significant	AQ-1. Use of Tier 4 Construction Equipment	Less than significant
Operation	Less than significant	No mitigation required	Less than significant
<i>Threshold 3.2-B: Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is a nonattainment area for an applicable federal or state ambient air quality standard</i>			
Construction	Potentially significant	AQ-1. Use of Tier 4 Construction Equipment	Less than significant
Operation	Less than significant	No mitigation required	Less than significant
<i>Threshold 3.2-C: Expose sensitive receptors to substantial pollutant concentrations</i>			
Construction	Less than significant	No mitigation required	Less than significant
Operation	Less than significant	No mitigation required	Less than significant
<i>Threshold 3.2-D: Result in other emissions (such as those leading to odors) affecting a substantial number of people</i>			
Construction	Less than significant	No mitigation required	Less than significant
Operation	Less than significant	No mitigation required	Less than significant

**Table ES-1. Summary of Mitigation Measures**

Project Phase	Significance Determination (Before Mitigation)	Proposed Mitigation Measures	Significance Determination (After Mitigation)
<b>Section 3.3, Biological Resources</b>			
<i>Threshold 3.3-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 California Department of Fish and Wildlife or United States Fish and Wildlife Service.</i>			
Construction	Potentially significant	BIO-1. Implement Biological Resource Protection Measures During Construction BIO-2. Avoid Impacts on Migratory and Nesting Birds AQ-1. Use of Tier 4 Construction Equipment	Less than significant
Operation	Less than significant	No mitigation required.	Less than significant
<i>Threshold 3.3-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 California Department of Fish and Wildlife or United States Fish and Wildlife Service.</i>			
Construction	Potentially significant	BIO-1. Implement Biological Resource Protection Measures During Construction AQ-1. Use of Tier 4 Construction Equipment	Less than significant
Operation	Less than significant	No mitigation required	Less than significant
<i>Threshold 3.3-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.</i>			
Construction	Potentially significant	BIO-1. Implement Biological Resource Protection Measures During Construction	Less than significant
Operation	Less than significant	No mitigation required	Less than significant
<i>Threshold 3.3-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.</i>			
Construction	Potentially significant	BIO-1. Implement Biological Resource Protection Measures During Construction BIO-2. Avoid Impacts on Migratory and Nesting Birds	Less than significant
Operation	Less than significant	No mitigation required	Less than significant
<i>Threshold 3.3-E: Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.</i>			
Construction	Potentially significant	BIO-3. Protected Trees	Less than significant
Operation	No impact	No mitigation required	No impact

**Table ES-1. Summary of Mitigation Measures**

Project Phase	Significance Determination (Before Mitigation)	Proposed Mitigation Measures	Significance Determination (After Mitigation)
<b>Section 3.4, Cultural Resources</b>			
<i>Threshold 3.4-A: Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5</i>			
Construction	Potentially significant	CUL-1. Cultural Monitoring	Less than significant
Operation	No impact	No mitigation required	No impact
<i>Threshold 3.4-B: Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5</i>			
Construction	Potentially significant	CUL-1. Cultural Monitoring CUL-2. Unanticipated Discoveries	Less than significant
Operation	No impact	No mitigation required	No impact
<i>Threshold 3.4-C: Disturb any human remains, including those interred outside of formal cemeteries</i>			
Construction	Potentially significant	CUL-3. Human Remains and Associated or Unassociated Funerary Objects	Less than significant
Operation	No impact	No mitigation required	No impact
<b>Section 3.5, Energy</b>			
<i>Threshold 3.5-A: Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation.</i>			
Construction	Less than significant	No mitigation required	Less than significant
Operation	Less than significant	No mitigation required	Less than significant
<i>Threshold 3.5-B: Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.</i>			
Construction	Less than significant	No mitigation required	Less than significant
Operation	Less than significant	No mitigation required	Less than significant
<b>Section 3.6, Geology, Soils, and Seismicity</b>			
<i>Threshold 3.6-Ai: Directly or Indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:</i> <i>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</i>			
Construction	Less than significant	No mitigation required	Less than significant
Operation	Less than significant	No mitigation required	Less than significant

**Table ES-1. Summary of Mitigation Measures**

Project Phase	Significance Determination (Before Mitigation)	Proposed Mitigation Measures	Significance Determination (After Mitigation)
<i>Threshold 3.6-Aii: Directly or Indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:</i> <i>ii. Strong seismic ground shaking</i>			
Construction	Potentially significant	GEO-1. Final Geotechnical Report	Less than significant
Operation	Less than significant	No mitigation required	Less than significant
<i>Threshold 3.6-Aiii: Directly or Indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:</i> <i>iii. Seismic-related ground failure, including liquefaction</i>			
Construction	Potentially significant	GEO-1. Final Geotechnical Report	Less than significant
Operation	Less than significant	No mitigation required	Less than significant
<i>Threshold 3.6-Aiv: Directly or Indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:</i> <i>iv. Landslides</i>			
Construction	Less than significant	No mitigation required	Less than significant
Operation	Less than significant	No mitigation required	Less than significant
<i>Threshold 3.6-B: Result in substantial soil erosion or the loss of topsoil</i>			
Construction	Potentially significant	HWQ-1. Prepare and Implement a Project-Specific SWPPP	Less than significant
Operation	No impact	No mitigation required.	No impact
<i>Threshold 3.6-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</i>			
Construction	Potentially significant	GEO-1. Final Geotechnical Report	Less than significant
Operation	Less than significant	No mitigation required	Less than significant
<i>Threshold 3.6-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 and property</i>			
Construction	Potentially significant	GEO-1. Final Geotechnical Report	Less than significant
Operation	Less than significant	No mitigation required	Less than significant

**Table ES-1. Summary of Mitigation Measures**

Project Phase	Significance Determination (Before Mitigation)	Proposed Mitigation Measures	Significance Determination (After Mitigation)
<i>Threshold 3.6-F: Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature</i>			
Construction	Potentially significant	PAL-1. Paleontological Monitoring PAL-2. Paleontological Spot Checks PAL-3. Unanticipated Discovery of Paleontological Resources PAL-4. Paleontological Reporting	Less than significant
Operation	Less than significant	No mitigation required	Less than significant
<b>Section 3.7, Greenhouse Gas Emissions</b>			
<i>Threshold 3.7-A: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment</i>			
Construction	Less than significant	No mitigation required	Less than significant
Operation	Less than significant	No mitigation required	Less than significant
<i>Threshold 3.7-B: Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gas</i>			
Construction	Less than significant	No mitigation required	Less than significant
Operation	Less than significant	No mitigation required	Less than significant
<b>Section 3.8, Hazards and Hazardous Materials</b>			
<i>Threshold 3.8-A: Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.</i>			
Construction	Potentially significant	HAZ-1. HMMP	Less than significant
Operation	Less than significant	No mitigation required	Less than significant
<i>Threshold 3.8-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.</i>			
Construction	Potentially significant	HAZ-1. HMMP HAZ-2. Unanticipated Encounters with Contaminated Soils HAZ-3. Soil Management Plan HWQ-1. Prepare and Implement a Project-Specific SWPPP	Less than significant
Operation	Less than significant	No mitigation required	Less than significant
<i>Threshold 3.8-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 create a significant hazard to the public or the environment.</i>			
Construction	Potentially significant	HAZ-2. Unanticipated Encounters with Contaminated Soils HAZ-3. Soil Management Plan	Less than significant

**Table ES-1. Summary of Mitigation Measures**

Project Phase	Significance Determination (Before Mitigation)	Proposed Mitigation Measures	Significance Determination (After Mitigation)
Operation	Less than significant	No mitigation required	Less than significant
<i>Threshold 3.8-F: Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.</i>			
Construction	Potentially significant	TRA-2. Maintain Pedestrian and Bicycle Access During Construction	Less than significant
Operation	Potentially significant	TRA-1. Prepare a TMP for construction	Less than significant
<i>Threshold 3.8-G: Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.</i>			
Construction	Potentially significant	WLD-1. Provide accessible fire suppression equipment	Less than significant
Operation	Less than significant	No mitigation required	Less than significant
<b>Section 3.9, Hydrology, Flooding and Water Quality</b>			
<i>Threshold 3.9-A: Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.</i>			
Construction	Potentially significant	HWQ-1. Prepare and Implement a Project-Specific SWPPP HWQ-2. Prepare a Final Drainage Plan HWQ-3. Prepare a Hydrologic and Hydraulic Analysis	Less than significant
Operation	Less than significant	No mitigation required	Less than significant
<i>Threshold 3.9-B: Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin.</i>			
Construction	Less than significant	No mitigation required	Less than significant
Operation	Less than significant	No mitigation required	Less than significant
<i>Threshold 3.9-Ci: Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would</i>  <i>i. Result in substantial erosion or siltation on- or off-site</i>			
Construction	Potentially significant	HWQ-1. Prepare and Implement a Project-Specific SWPPP	Less than significant
Operation	Less than significant	No mitigation required	Less than significant

**Table ES-1. Summary of Mitigation Measures**

Project Phase	Significance Determination (Before Mitigation)	Proposed Mitigation Measures	Significance Determination (After Mitigation)
<i>Threshold 3.9-Cii: Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would</i>			
<i>ii. Increase the rate or amount of surface runoff in a manner which would result in flooding on-or off-site</i>			
Construction	Potentially significant	HWQ-1. Prepare and Implement a Project-Specific SWPPP HWQ-2. Prepare a Final Drainage Plan	Less than significant
Operation	Potentially significant	HWQ-2. Prepare a Final Drainage Plan	Less than significant
<i>Threshold 3.9-Ciii: Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would</i>			
<i>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</i>			
Construction	Potentially significant	HWQ-2. Prepare a Final Drainage Plan	Less than significant
Operation	Less than significant	No mitigation required	Less than significant
<i>Threshold 3.9-Civ: Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would</i>			
<i>iv. Impede or redirect flood flows</i>			
Construction	Potentially significant	HWQ-3. Prepare a Hydrologic and Hydraulic Analysis	Less than significant
Operation	Potentially significant	HWQ-3. Prepare a Hydrologic and Hydraulic Analysis	Less than significant
<i>Threshold 3.9-D: In flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation.</i>			
Construction	Potentially significant	HWQ-1. Prepare and Implement a Project-Specific SWPPP	Less than significant
Operation	Less than significant	No mitigation required	Less than significant
<i>Threshold 3.9-E: Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.</i>			
Construction	Less than significant	No mitigation required	Less than significant
Operation	Less than significant	No mitigation required	Less than significant

**Table ES-1. Summary of Mitigation Measures**

Project Phase	Significance Determination (Before Mitigation)	Proposed Mitigation Measures	Significance Determination (After Mitigation)
<b>Section 3.10, Land Use and Planning</b>			
<i>Threshold 3.10-A: Physically divide an established community.</i>			
Construction	Potentially significant	TRA-1. Prepare a TMP for Construction TRA-2. Maintain Pedestrian and Bicycle Access During Construction	Less than significant
Operation	No impact.	No mitigation required	No impact.
<i>Threshold 3.10-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.</i>			
Construction	Potentially significant	AES-1. Temporary Screening AES-2. Minimize Nighttime Work and Screen Direct Lighting AQ-1. Use of Tier 4 Construction Equipment BIO-1. Implement Biological Resource Protection Measures During Construction BIO-2. Avoid Impacts on Migratory and Nesting Birds BIO-3. Protected Trees CUL-1. Cultural Monitoring CUL-2. Unanticipated Discoveries CUL-3. Human Remains and Associated or Unassociated Funerary Objects HAZ-1. HMMP NV-1. Employ Noise- and Vibration-reducing Measures During Construction NV-2. Prepare a Community Notification Plan for Project Construction PAL-1. Paleontological Monitoring PAL-2. Paleontological Spot Checks PAL-3. Unanticipated Discovery of Paleontological Resources TRA-1. Prepare a TMP for Construction TRA-2. Maintain Pedestrian and Bicycle Access During Construction WLD-1. Provide Accessible Fire Suppression Equipment	Less than significant
Operation	Less than significant	No mitigation required	Less than significant
<b>Section 3.11, Noise and Vibration</b>			
<i>Threshold 3.11-A: Result in the 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.</i>			
Construction	Potentially significant	NV-1. Employ Noise- and Vibration-reducing Measures During Construction NV-2. Prepare a Community Notification Plan for Project Construction	Potentially significant



**Table ES-1. Summary of Mitigation Measures**

Project Phase	Significance Determination (Before Mitigation)	Proposed Mitigation Measures	Significance Determination (After Mitigation)
Operation	Potentially significant	NV-3. Quiet zone Implementation NV-4. Wayside Horns	Less than significant
<i>Threshold 3.11-B: Result in the generation of excessive groundborne vibration or groundborne noise levels.</i>			
Construction	Potentially significant	NV-1. Employ Noise- and Vibration-reducing Measures During Construction NV-2. Prepare a Community Notification Plan for Project Construction	Less than significant
Operation	Less than significant	No mitigation required	Less than significant
<b>Section 3.12, Transportation and Traffic</b>			
<i>Threshold 3.12-A: Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.</i>			
Construction	Potentially significant	TRA-1. Prepare a TMP for Construction TRA-2. Maintain Pedestrian and Bicycle Access During Construction	Less than significant
Operation	Less than significant	No mitigation required	Less than significant
<i>Threshold 3.12-C: Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).</i>			
Construction	Potentially significant	TRA-1. Prepare a TMP for Construction	Less than significant
Operation	Potentially significant	TRA-3. Implement Pre-signals or Comparable Measure(s)	Less than significant
<i>Threshold 3.12-D: Result in inadequate emergency access.</i>			
Construction	Potentially significant	TRA-1. Prepare a TMP for Construction TRA-2. Maintain Pedestrian and Bicycle Access During Construction	Less than significant
Operation	Less than significant	No mitigation required.	Less than significant
<b>Section 3.13, Tribal Cultural Resources</b>			
<i>Threshold 3.13-A: Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC 5020.1(k).</i>			
Construction	Potentially significant	CUL-2. Unanticipated Discoveries	Less than significant
Operation	No impact	No mitigation required	No impact

**Table ES-1. Summary of Mitigation Measures**

Project Phase	Significance Determination (Before Mitigation)	Proposed Mitigation Measures	Significance Determination (After Mitigation)
<i>Threshold 3.13-B: 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 PRC 5024.1. In applying the criteria set forth in subdivision (c) of PRC 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.</i>			
Construction	Potentially significant	CUL-2. Unanticipated Discoveries CUL-3. Human Remains and Associated or Unassociated Funerary Objects	Less than significant
Operation	No impact	No mitigation required	No impact
<b>Section 3.14, Utilities and Service Systems</b>			
<i>Threshold 3.14-A: Require or result in the relocation or construction of new or expanded water treatment or stormwater drainage, electrical power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects.</i>			
Construction	Less than significant	No mitigation required	Less than significant
Operation	Less than significant	No mitigation required	Less than significant
<i>Threshold 3.14-B: Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years.</i>			
Construction	Less than significant	No mitigation required	Less than significant
Operation	Less than significant	No mitigation required	Less than significant
<i>Threshold 3.14-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.</i>			
Construction	Less than significant	No mitigation required	Less than significant
Operation	Less than significant	No mitigation required	Less than significant
<i>Threshold 3.14-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</i>			
Construction	Less than significant	No mitigation required	Less than significant
Operation	Less than significant	No mitigation required	Less than significant
<i>Threshold 3.14-E: Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.</i>			
Construction	Less than significant	No mitigation required	Less than significant
Operation	Less than significant	No mitigation required	Less than significant

**Table ES-1. Summary of Mitigation Measures**

Project Phase	Significance Determination (Before Mitigation)	Proposed Mitigation Measures	Significance Determination (After Mitigation)
<b>Section 3.15, Wildfire</b>			
<i>Threshold 3.15-A: Substantially impair an adopted emergency response plan or emergency evacuation plan.</i>			
Construction	Potentially significant	TRA-1. Prepare a TMP for Construction	Less than significant
Operation	Less than significant	No mitigation required	Less than significant
<i>Threshold 3.15-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?</i>			
Construction	Potentially significant	WLD-1. Provide Accessible Fire Suppression Equipment TRA-2. Maintain Pedestrian and Bicycle Access During Construction	Less than significant
Operation	Less than significant	No mitigation required	Less than significant
<i>Threshold 3.15-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?</i>			
Construction	Potentially significant	TRA-1. Prepare a TMP for Construction WLD-1. Provide Accessible Fire Suppression Equipment	Less than significant
Operation	Less than significant	No mitigation required	Less than significant
<i>Threshold 3.15-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?</i>			
Construction	Less than significant	No mitigation required	Less than significant
Operation	Less than significant	No mitigation required	Less than significant

Notes:

HMMP=hazardous materials management plan; PRC=Public Resources Code; SWPPP=stormwater pollution prevention plan; TMP=transportation management plan

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## ES.9 Significant and Unavoidable Environmental Impacts

Section 15216.2(b) of the CEQA Guidelines requires EIRs to include a discussion of any significant environmental impacts that cannot be avoided if the Project is implemented. Sections 3.1 through 3.15 of the EIR provide a detailed analysis of the significant environmental impacts related to the Project; identify mitigation measures, where feasible, that could avoid or reduce these significant impacts; and present a determination as to whether these mitigation measures would reduce potential impacts to a level of less than significant. Section 4.0, Cumulative Impacts, of the EIR identifies the significant cumulative impacts resulting from the combined impacts of the Project and other reasonably foreseeable projects considered in cumulative analysis. If a specific impact in either of these sections cannot be fully reduced to a less than significant level, it is considered a significant and unavoidable impact.

Implementation of the Project would result in significant and unavoidable impacts related to temporary construction noise during day and nighttime hours.

## ES.10 Project Alternatives

Section 15126.6(a) of the CEQA Guidelines requires that an EIR “describe a range of reasonable alternatives to the Project, or to the location of the Project, which would feasibly attain most of the basic objectives of the Project, but would avoid or substantially lessen any of the significant effects of the Project, and evaluate the comparative merits of the alternatives.” Two alternatives were evaluated in the EIR and are summarized below:

- **No Project Alternative** – the No Project Alternative assumes that none of the improvements to the Simi Valley Station would be constructed, and existing conditions would remain within the existing railroad corridor, including existing operational limitations.
- **Alternative 1** – the reduced Main Track 2 platform and construction staging alternative would include a 14-foot-wide platform, compared with the standard 16-foot-wide platform. Additionally, the northern ramp wall for the Main Track 2 ramp would be situated under the reduced Main Track 2 platform, which would reduce 1.5-feet of right-of-way (ROW) acquisition and remove the temporary construction easements for the staging area needed from a multifamily property located south of the newly proposed Main Track 2 platform at 5008 Arroyo Lane. This alternative would also consolidate construction staging and laydown in the northwest portion of the parking lot at the Simi Valley Station. Alternative 1 achieves reductions in ROW impact.

## ES.11 CEQA Environmentally Superior Alternative

The No Project Alternative would avoid the construction and operational impacts identified for the Project. However, the No Project alternative does not meet the Project objectives and is inconsistent with *Connect SoCal – The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy* (Southern California Council of Governments 2020) and *California State Rail Plan* (Caltrans 2018).

Additionally, CEQA Guidelines Section 15126.6(e)(2) states that “if the environmentally superior alternative is the No Project Alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.” Even though Alternative 1 would be required to implement the same mitigation measures as the proposed Project, this alternative would be capable of reducing land use, visual, drainage, and noise impacts on the multifamily property located south of the proposed Main Track 2 platform. Therefore, Alternative 1 is environmentally superior to the Project.

## ES.12 Areas of Controversy

Section 15123(b)(2) of the CEQA Guidelines require that an EIR identify areas of controversy known to the lead agency, including issues raised by agencies and the public.

During the public comment period for the CEQA Notice of Preparation (NOP), various comment letters were received regarding the Project. The comments submitted on the NOP during the public review and comment period are included in Appendix A of the Draft EIR. In general, areas of potential controversy known to SCRRA pertain to the potential construction impacts of the Project. These issues were considered in the preparation of the Draft EIR and are addressed in the environmental impact analysis presented in Sections 3.1 through 3.15 of the EIR. Areas of known controversy are briefly summarized below.

- Concerns related to construction of the Project were identified related to the following issue areas:
  - Aesthetics – Construction of the Project may result in short-term visual impacts and nighttime lighting.
  - Noise and Vibration – Construction of the Project may result in the temporary increase of noise and vibration. These activities would be required during nighttime hours.
  - Transportation and Traffic – Construction of the Project may result in temporary disruptions to the circulation system. Bicycle access during and following construction was also identified as an issue of concern.
  - Cultural Resources – Construction of the Project may result in encountering significant archeological materials.
  - Hydrology, Flooding, and Water Quality – Placement of the Project facilities, including track infrastructure and new station platform, would occur within a delineated 100-year flood hazard area, including areas designated Zone AE (Floodway). Although multiple drainage improvements are contemplated by other agencies (e.g., Ventura County Flood Control and Watershed Protection District) that would effectively reduce the threat of flooding throughout the Arroyo Simi, the timing of these projects is unknown, and their implementation is outside SCRRA’s control. Based on this context and the fact that operations would likely start in advance of the completion of the necessary flood control projects, rail operations could be affected by flooding until these improvements are completed.

During the comment period for the Draft EIR, multiple comment letters were received regarding the Project and Draft EIR. The comments submitted on the Draft EIR during public review and comment period are included in Chapter 0.2, Response to Comments, of this Final EIR. Similar to the NOP, areas of potential controversy known to SCRRA pertain to the potential for construction impacts of the Project. These issues were considered in the preparation of the Draft EIR and are addressed in Chapter 0.3, Errata, of this Final EIR. Areas of potential controversy in the Draft EIR were related to transportation and traffic impacts and the use of pre-signals and/or comparable measures to prevent vehicles from queuing in the at-grade, railroad crossing(s).

## ES.13 Issues to be Resolved

Section 15123(b)(3) of the CEQA Guidelines requires a discussion of issues to be resolved, including a choice of alternatives and whether or how to mitigate significant impacts. Based on the analysis provided in the EIR, SCRRA has selected Alternative 1 for implementation. As provided in Chapter 5, Alternatives, of the EIR, Alternative 1 is environmentally superior to the Project and still achieves SCRRA's goals and objectives.

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## 0.1 Introduction and Summary

This EIR has been prepared in accordance with CEQA as amended (PRC Section 21000 et seq.) and CEQA Guidelines (California Administrative Code Section 15000 et seq.).

According to CEQA Guidelines Section 15132, the Final EIR shall consist of the following:

- a. The Draft EIR or a revision of the draft;
- b. Comments and recommendations received on the Draft EIR, either verbatim or in summary;
- c. A list of persons, organizations, and public agencies commenting on the Draft EIR;
- d. The responses of the lead agency to significant environmental points raised in the review and consultation process; and
- e. Any other information added by the lead agency.

In accordance with these requirements, the Simi Valley Double Track Project Final EIR is comprised of the following:

- Draft EIR, March 2021 (State Clearinghouse Number 2020110122); and
- This Final EIR document, dated July 2021, that incorporates the information required by Section 15132.

### Format of the Final EIR

#### *Section 0.1 Introduction and Summary*

This section describes CEQA requirements and content of this Final EIR.

#### *Section 0.2 Response to Comments*

This section provides copies of the comment letters received and individual responses to written comments. In accordance with PRC 21092.5, copies of the written proposed responses to public agencies will be forwarded to the agencies at least 10 days prior to certifying the EIR. The responses conform to CEQA Guideline 15088, providing "... good faith, reasoned analysis in response."

#### *Section 0.3 Errata to the Draft EIR*

This section of the Final EIR identifies the section(s) of the Draft EIR, dated March 2021, containing additional or revised information required to respond to a specific comment on the Draft EIR. The minor changes and additions to the Draft EIR does not meet the requirements for recirculation pursuant to Section 15088.5 of the CEQA Guidelines.

#### *Section 0.4 Mitigation Monitoring and Reporting Program*

This section includes the Mitigation Monitoring and Reporting Program (MMRP), which identifies the mitigation measures proposed in the Draft EIR, timing for implementation, and responsibility for monitoring compliance with the measures.

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## 0.2 Response to Comments

### 0.2.1 Introduction

This section contains responses to all comments received on the Draft EIR during the formal comment period, which began on March 18, 2021, and closed on May 3, 2021. These comments include oral and written comments (chat box) received during the virtual scoping meeting on March 25, 2021, formal agency, comment letters, and comments provided via email and by phone.

### 0.2.2 List of Agencies, Organizations, and Individuals that Commented on the Draft EIR

Agencies, organizations, and individuals that commented on the Draft EIR are listed in Table 0.2-1, and are presented in order of receipt. As shown in Table 0.2-1, the following public agencies provided comments on the Draft EIR:

- Caltrans
- CDFW
- City of Simi Valley
- Rancho Simi Recreation and Park District
- CPUC

**Table 0.2-1. List of Agency, Organization, and Individual Comments on the Draft EIR**

Letter Designation	Commenter	Comment Format	Date
<b>Agencies</b>			
A1	City of Simi Valley – City Manager’s Office	Written Comment (Chat Box)	March 25, 2021
A2	Rancho Simi Recreation and Park District	Email	April 5, 2021
A3	CDFW	Phone Call	April 12, 2021
A4	Caltrans	Formal Letter	April 27, 2021
A5	City of Simi Valley Department of Public Works	Email	April 28, 2021
A6	City of Simi Valley Department of Environmental Services	Email	April 28, 2021
A7	CDFW	Formal Letter	May 3, 2021
A8	CPUC	Email	May 19, 2021*

**Table 0.2-1. List of Agency, Organization, and Individual Comments on the Draft EIR**

Letter Designation	Commenter	Comment Format	Date
<b>Individuals</b>			
I1	Mark W. Laing	Project Website	April 28, 2021
I2	Susan Walden	Project Website	March 25, 2021
I3	Robert	Oral Comment during Virtual Scoping Meeting	March 25, 2021
I4	Kimberly Gilbert	Oral Comment during Virtual Scoping Meeting	March 25, 2021
I5	Mark W. Laing	Oral Comment during Virtual Scoping Meeting	March 25, 2021
I6	Brian Humphrey	Project Website	April 18, 2021
I7	Jonathon Bonesteel	Email	April 26, 2021
I8	Unnamed Sender	Email	April 26, 2021

Notes:

\*Comment received after close of public comment period.

Caltrans=California Department of Transportation; CDFW=California Department of Fish and Wildlife;

CPUC=California Public Utilities Commission

## 0.2.3 Response to Comments on the Draft EIR

Comments received on the Draft EIR, including the formal letters from agencies, were compiled by SCRRA and provided with a unique letter designation (e.g., A1) in Table 0.2-1. Each letter was then bracketed with individual comment numbers on the right margin to facilitate responses to the key points raised. Table 0.2-2 provides written responses for each individual comment received from agencies, and individuals, including those indexed in the formal letters. Responses to comments on the Draft EIR are presented in order of the date of receipt.

**Table 0.2-2. Response to Comments**

<b>Agencies</b>	
<p><b>Name:</b> Sam Argabrite, City of Simi Valley – City Manager's Office  <b>Date Received:</b> March 25, 2021  <b>Format Received:</b> Written Comment</p> <p>Is the Sequoia crossing being upgraded? My understanding was that it is included in the Environmental but was not included in construction. Thanks.</p>	<p><b>Agency:</b> City of Simi Valley City Manager's Office  <b>Letter Code:</b> A1  <b>Commenter:</b> Samantha Argabrite  <b>Date:</b> March 25, 2021 (Virtual Scoping Meeting Chat Box)</p> <p><b>A1-a</b> Correct, the Sequoia crossing improvements are part of the Project and analyzed in the Draft EIR. Contingent on funding availability, SCRRA may phase construction of the Project, but would ultimately implement the improvements at Sequoia Avenue.</p>

<p><b>Name:</b> Douglas Duran, Rancho Simi Recreation and Park District <b>Date Received:</b> April 5, 2021 <b>Format Received:</b> Email</p> <p>To whom it may concern-</p> <p>3 months ago I forwarded a request to obtain more info regarding the Metrolink track expansion project here in Simi Valley- please see email below. I have not received any correspondence since so I thought I would make another attempt.</p> <p>Any info will be greatly appreciated.</p> <p>Good Day.</p> <p>Douglas Duran</p> <p>Landscape Designer</p> <p>Rancho Simi Recreation &amp; Park District</p> <p>&lt;Original Email Dated Monday, January 11, 2021&gt;</p> <p>Good Morning Mrs. Novoa-</p> <p>Just wanted to introduce myself and commend you on the well needed project. I'm an occasional Metrolink user but due to the schedules it prevents me from using it on a daily basis. Hopefully with this renovation it will provide better service for the commuters.</p> <p>Concern: Mrs Novoa- just to give you a little background. The City of Simi Valley has approx. 12 miles of bike trails that run from east to west with a high percentage running parallel to the Arroyo Simi waterway. Our agency, Rancho Simi Recreation &amp; Park District, is responsible to enhanced/maintained the existing bike trail, known as 'Arroyo Simi Greenway". In the near future, we are schedule to renovate, approx. 2 miles of existing bike trail just west of the Simi Valley- Metrolink station. This stretch is located along the waterway from Sequoia Street to Tapo Street. We are a bit concern as to what impact the Simi Valley Double Track Project will have on the existing bike trail around this area, during and after construction.</p> <p>We would appreciate if you could provide us with any information that precisely show project location and if in fact it would have any impact on the existing bike trail.</p> <p>Thanking you in advance for your time.</p> <p>Douglas Duran</p> <p>Landscape Designer</p>	<p><b>Agency:</b> Rancho Simi Recreation and Park District</p> <p><b>Letter Code:</b> A2</p> <p><b>Commenter:</b> Douglas Duran</p> <p><b>Date:</b> April 5, 2021 (Email)</p> <p><b>A2-a</b> Section 3.12 (Transportation and Traffic) of the Draft EIR provides the relevant information related to the Project's interface with other transportation facilities, including the Arroyo Simi Greenway. The Project includes a new underpass connecting the platforms to the Arroyo Simi Greenway and Hidden Ranch Drive. Construction may require temporary closure or detours on portions of the Arroyo Simi Greenway west of the Simi Valley Station, and therefore the implementation of Mitigation Measure TRA-2 as described in the Draft EIR, is required to maintain bicycle and pedestrian access throughout the construction period (including access along East Los Angeles Avenue). Once the Project is operational, SCRRA does not anticipate any impacts to the Arroyo Simi Greenway.</p>
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**Name:** Baron Barrera, California Department of Fish and Wildlife  
**Date Received:** April 27, 2021  
**Format Received:** Phone Call

Hey Chris, this is Baron Barrera from CDFW. I have a quick question regarding the Simi Valley Double Rail, the Double Track Project, sorry. I don't see any mention of landscape, vegetation landscaping being performed. Given the scale of the project I generally just kind of assume that you guys would have some kind of landscape plan. And so, I just wanted to touch base with you on that. That would be my only comment for the project. But, you know, if it is as it is and there is no kind of landscaping work to be proposed that at least I saw in the document, then I wouldn't have any additional comments. So, if you could give me a call just to kind of talk about it a little bit, I would appreciate it. Thanks.

A3-a

**Agency:** CDFW

**Letter Code:** A3

**Commenter:** Baron Barrera

**Date:** April 12, 2021 (Phone Call)

**A3-a** Limited landscaping is proposed as part of the Project and would be restricted to the existing Simi Valley Station. The Project's landscaping plans would be developed as part of the Project's final design following SCRRA's Design Criteria Manual (DCM).

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

Garvin Newsom, Governor

**DEPARTMENT OF TRANSPORTATION**  
DISTRICT 7- OFFICE OF REGIONAL PLANNING  
100 S. MAIN STREET, SUITE 100  
LOS ANGELES, CA 90012  
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Making Conservation  
a California Way of Life.

April 22, 2021

Chris Haskell  
Southern California Regional Rail Authority  
900 Wilshire Boulevard, Suite 1500  
Los Angeles, CA 90017

RE: Simi Valley Double Track Project – Draft  
Environmental Impact Report (DEIR)  
SCH# 2020110122  
GTS# 07-VEN-2020-00445  
Vic. VEN-118 PM R26.416

Dear Chris Haskell,

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The Southern California Regional Rail Authority (SCRRA) is proposing the Simi Valley Double Track Project (Project) to improve safety at the Simi Valley Station and to increase operational capacity on Metrolink's Ventura County Line. The Project includes at-grade crossing improvements and the construction of new rail infrastructure. The Project would occur primarily within existing railroad ROW owned by Ventura County Transportation Commission (VCTC) and Union Pacific Railroad (UPRR) from Sequoia Avenue east to the Arroyo Simi Railroad Bridge just south of Stearns Street in the City of Simi Valley, California. The Project would add 2.20 miles of second main track and increase the passenger capacity at the Simi Valley Station by adding an additional platform and pedestrian undercrossing. In addition, an existing signal at Sycamore Drive would be relocated, and a new signal would be installed approximately 2,000 feet west of Erringer Road. The objectives of the Project are to improve safety by adding pedestrian safety features and improve reliability by allowing more efficient train operations; allow for an hourly bidirectional service, a half-hourly regional train to dispatch in the peak direction, and an hourly express train in the peak direction along Metrolink's VCL, which operates on the Ventura Subdivision between Moorpark and Los Angeles Union Station; and include at-grade crossing improvements at Sequoia Avenue, Tapo Canyon Road, Tapo Street, East Los Angeles Avenue, and Hidden Ranch Drive in support of the city's future application with FRA for quiet zone status along the alignment.

Caltrans encourages projects of this nature that create high quality transportation alternatives for local and inter-regional trips. State-level policy goals related to sustainable transportation seek to reduce the number of trips made by driving, reduce Greenhouse Gas (GHG), and encourage alternative modes of travel. Caltrans' Strategic Management Plan has set targets of tripling trips made by bicycle and doubling trips made by walking and public transit, as well as

*"Provide a safe and reliable transportation network that serves all people and respects the environment"*

**Agency:** Caltrans, District 7 – Office of Regional Planning

**Letter Code:** A4

**Commenter:** Miya Edmonson

**Date:** April 27, 2021 (Formal Letter)

**A4-a** This comment acknowledges Caltrans' receipt of the Draft EIR and provides an overview of the Project. The comment also acknowledges the Project aligns with statewide goals and objectives.

A4-a



Chris Haskell  
April 22, 2021  
Page 2

achieving a reduction in statewide, per capita, vehicle miles traveled (VMT). Similar goals are embedded in the California Transportation Plan 2040, Draft California Transportation Plan 2050, and Southern California Association of Governments (SCAG) Connect SoCal (2020-2045 Regional Transportation Plan/Sustainable Communities Strategy). Statewide legislation such as AB 32 and SB 375, as well as Executive Order S-3-05 and N-19-19, echo the need to pursue more sustainable development. Projects, like the one proposed, can help California meet these goals.

The nearest State facility to the proposed project is SR-118. After reviewing the NOP, Caltrans does not expect project approval to result in a direct adverse impact to the existing State transportation facilities.

If you have any questions, please contact project coordinator Anthony Higgins, at [anthony.higgins@dot.ca.gov](mailto:anthony.higgins@dot.ca.gov) and refer to GTS# 07-VEN-2020-00445.

Sincerely,

*Miya Edmonson*

MIYA EDMONSON  
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse

*"Provide a safe and reliable transportation network that serves all people and respects the environment"*

**A4-b** Caltrans acknowledges no impacts to State transportation facilities would occur by the Project.

A4-a  
cont.

A4-b

<p><b>Name:</b> Justin Link, City of Simi Valley Department of Public Works  <b>Date Received:</b> April 28, 2021  <b>Format Received:</b> Email</p> <p>Hi Nina,</p> <p>I have two (major) comments as they relate to the traffic section in particular:</p> <ol style="list-style-type: none"> <li>1. The City does not use vehicle delay for calculating Level of Service. This is contained in our traffic study guidelines. The use of delay was not agreed upon with HDR.</li> <li>2. The City does not support the use of pre-signals at grade crossings. This was the case in the previous crossing upgrades at First, Sycamore and Sequoia. If possible, it should be studied as an alternative. The City previously communicated this to HDR and has communicated this to Kimley-Horn.</li> </ol> <p>That's it for me. Please feel free to call with any questions.</p>	<p><b>Agency:</b> City of Simi Valley Department of Public Works  <b>Letter Code:</b> A5  <b>Commenter:</b> Justin Link  <b>Date:</b> April 28, 2021 (Email)</p> <p><b>A5-a</b> The Project is part of the overall Southern California Optimized Rail Expansion Program that includes infrastructure improvements in throughout Metrolink's system. To maintain a consistent format for evaluation of traffic impacts associated with program-wide regional transit improvements, Metrolink is using the Highway Capacity Model methodology for intersection level of service analysis. This methodology is acceptable for the purposes of CEQA in uniformly evaluating potential traffic and safety impacts for rail improvements located adjacent to at-grade railroad crossings. For example, other cities including Anaheim, Placentia, and Fullerton, use Intersection Capacity Utilization for intersection level of service analysis, similar to the City of Simi Valley.</p> <p>SCRRA's reason for performing the analysis using Highway Capacity Model methodology is because Intersection Capacity Utilization methodology is a capacity-based methodology for analyzing intersection level of service. Since this is a rail improvement project, there would be no new traffic generated by the Project. Therefore, the traffic volumes and the lane geometry at all study intersections would remain the same for the 'No Project' and the corresponding 'With Project' scenarios. As a result, the actual traffic impacts caused by the Project are not accurately reflected using the Intersection Capacity Utilization methodology. In the case of the Project, traffic impacts would normally be caused by the increase in vehicular delay at intersections caused by an increase in number of trains crossing and gate down time due to the proposed double tracking. Since Highway Capacity Model methodology uses a delay-based analysis, this methodology was applied to best characterize Project-related impacts.</p>
--	---

Based on the traffic methodology approach applied in the Draft EIR, the probable traffic impacts are accurately characterized and any alternative methodology is not expected to change the current impact conclusion. Based on this circumstances combined with subsequent coordination with staff at the City of Simi Valley Department of Public Works, no changes to the mitigation measures in the Draft EIR analysis are required.

- A5-b** The mitigation measure included in the Draft EIR (TRA-3) includes provisions to allow flexibility in the method to reduce spillover effects resulting from traffic queuing at the affected at-grade crossings. In coordination with the City of Simi Valley, CPUC, and FRA, the current mitigation provides SCRRA flexibility in the application of comparable measures in lieu of pre-signals. No changes are required to Mitigation Measure TRA-3.

**Name:** Stratis Perros, City of Simi Valley Department of Environmental Services  
**Date Received:** April 28, 2021  
**Format Received:** Email

Nina,

I just wanted to confirm Justin's reply, our department has no comments. Thank you for your email.

Stratis

A6-a

**Agency:** City of Simi Valley Department of Environmental Services

**Letter Code:** A6

**Commenter:** Stratis Perros

**Date:** April 28, 2021 (Email)

**A6-a** SCRRRA appreciates the Department's review of the Draft EIR and notes the Department has no comments on the EIR content or analysis.

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State of California – Natural Resources Agency  
DEPARTMENT OF FISH AND WILDLIFE  
South Coast Region  
3883 Ruffin Road  
San Diego, CA 92123  
(858) 467-4201  
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GAVIN NEWSOM, Governor  
CHARLTON H. BONHAM, Director



May 3, 2021

Mr. Chris Haskell  
Southern California Regional Rail Authority  
900 Wilshire Boulevard, Suite 1500  
Los Angeles, CA 90017  
[HaskellC@scrra.net](mailto:HaskellC@scrra.net)

**Subject: Simi Valley Double Track Project, Draft Environmental Impact Report, SCH #2020110122, Southern California Regional Rail Authority**

Dear Mr. Haskell:

The California Department of Fish and Wildlife (CDFW) has reviewed the Draft Environmental Impact Report (DEIR) for the Southern California Regional Rail Authority (SCRRA or Metrolink) Simi Valley Double Track Project (Project). Thank you for the opportunity to provide comments and recommendations regarding activities involved in the Project that may affect California fish and wildlife. Likewise, we appreciate the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under the Fish and Game Code.

A7-a

#### CDFW's Role

CDFW is California's Trustee Agency for fish and wildlife resources and holds those resources in trust by statute for all the people of the State [Fish & Game Code, §§ 711.7, subdivision (a) & 1802; Public Resources Code, § 21070; California Environmental Quality Act (CEQA) Guidelines, § 15386, subdivision (a)]. CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species (Id., § 1802). Similarly, for purposes of CEQA, CDFW is charged by law to provide, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect state fish and wildlife resources.

A7-b

CDFW is also submitting comments as a Responsible Agency under CEQA (Public Resources Code, § 21069; CEQA Guidelines, § 15381). CDFW expects that it may need to exercise regulatory authority as provided by the Fish and Game Code, including lake and streambed alteration regulatory authority (Fish & Game Code, § 1600 *et seq.*). Likewise, to the extent implementation of the Project as proposed may result in "take", as defined by State law, of any species protected under the California Endangered Species Act (CESA) (Fish & Game Code, § 2050 *et seq.*), or CESA-listed rare plant pursuant to the Native Plant Protection Act (NPPA; Fish & Game Code, §1900 *et seq.*), CDFW recommends the Project proponent obtain appropriate authorization under the Fish and Game Code.

*Conserving California's Wildlife Since 1870*

**Agency:** CDFW

**Letter Code:** A7

**Commenter:** Erinn Wilson-Olgin

**Date:** May 3, 2021 (Formal Letter)

**A7-a** This comment acknowledges CDFW's receipt of the Draft EIR.

**A7-b** This comment summarizes CDFW's responsibilities with respect to the Fish and Game Code and CEQA. SCRRA, as the CEQA lead agency, acknowledges the CDFW's role as a CEQA Responsible Agency as defined by CEQA Guidelines Section 15381 for the Project and notes CDFW's authority in Section 3.3.3 of the Draft EIR. Mitigation Measure BIO-2 includes provisions for SCRRA to contact and coordinate with CDFW in the event special status biological resources are encountered prior to or during construction.

<p>DocuSign Envelope ID: 4FA87C42-5E65-4EC9-92F0-E11545A1F946</p> <p>Mr. Haskell Southern California Regional Rail Authority May 3, 2021 Page 2 of 6</p> <p><b>Project Description and Summary</b></p> <p><b>Objective:</b> The proposed Project involves construction of 1) a new, second platform south of the existing platform; 2) pedestrian undercrossing at the existing Simi Valley Station; 3), a second track along a 2.20 mile stretch of Metrolink's existing railroad right-of-way; and 4) the establishment of two new control points (CP) at mile post (MP) 436.30 (CP Sequoia) and MP 438.40 (CP Arroyo). Project improvements also include safety measures at existing at-grade crossings at Sequoia Avenue, Tapo Canyon Street, Tapo Street, East Los Angeles Avenue, and Hidden Ranch Drive, which would support future establishment of quiet zone(s) along the corridor.</p> <p><b>Location:</b> The Project is located on a 2.2-mile segment of the SCRRA's existing Ventura Subdivision, which supports Metrolink's Ventura County Line (VCL). The Project alignment is located within SCRRA's existing railroad right-of-way (ROW) and begins at its western terminus at Sequoia Avenue and ends south of Stearns Street at the Arroyo Simi Railroad Bridge, within the City of Simi Valley, California. The Project is located between MP 436.20 and MP 438.40 and intersects Sequoia Avenue, Tapo Canyon Street, Tapo Street, East Los Angeles Avenue, and Hidden Ranch Drive through central portions of Simi Valley, north of the Arroyo Simi Greenway.</p> <p><b>COMMENTS AND RECOMMENDATIONS</b></p> <p>CDFW previously commented on the Notice of Preparation (NOP) for the proposed Project in December 2020. CDFW commends SCRRA's effort to address each of CDFW's previous comments; however, CDFW is concerned that impacts to native vegetation may occur as a result of the Project as proposed. CDFW offers the following comment to assist SCRRA in adequately identifying, avoiding, and/or mitigating the Project's significant, or potentially significant, direct, and indirect impacts on fish and wildlife (biological) resources.</p> <p><b>COMMENT #1: Impacts to Natural Communities and Sensitive Natural Communities</b></p> <p><b>Issue:</b> Landscaping was not included as a Project activity within the DEIR. However, given the size and scope of the Project and its proximity to native plants, CDFW offers the following comments in the case that landscaping activities are incorporated into the Project.</p> <p><b>Specific Impact:</b> Vegetation alteration activities may result in degradation or type conversion of natural communities and sensitive natural communities. Invasive plant species spread quickly and can displace native plants, prevent native plant growth, and reduce native plant species diversity. Habitat loss and invasive plant invasions are a leading causes of native biodiversity loss.</p> <p><b>Why Impact Would Occur:</b> Disturbance can play a large role in influencing invasion of non-native and invasive species (Keeley, et al., 2005), which is a leading cause of native biodiversity loss. Invasive plant species spread quickly and can displace native plants, prevent native plant growth, and create monocultures. Post-project monitoring and adaptive management measures to control the spread of invasive species should be included as mitigation measures to reduce the degradation of natural communities and sensitive natural communities. Absent these</p>	<p><b>A7-c</b> This comment provides an overview of the Project based on information provided in Section 2of the Draft EIR.</p> <p><b>A7-d</b> This comment provides an acknowledgement of SCRRA's efforts to address CDFW comments on the NOP. This comment also provides an overview of new comments on the Draft EIR, which are addressed through SCRRA's proposed Mitigation Measures BIO-1, BIO-2, and BIO-3 as presented in the Draft EIR.</p> <p><b>A7-e</b> No new landscaping areas are proposed as part of the Project as the existing railroad ROW would be routinely cleared of vegetation similar to existing conditions. No invasive exotic plant species or landscape areas are proposed, and construction contractors will be required to use materials that avoid their introduction during construction.</p> <p>As part of ongoing operations and maintenance activities in the railroad ROW, where Project-related facilities would also be located, SCRRA conducts weed abatement twice per year under existing conditions. Vegetation is maintained to prevent obstruction of wayside signs and signals to train crews, to the general public at railroad at-grade crossings, and/or a hazard to adjacent properties. Herbicides are also applied semi-annually along railroad ROW to prevent weed growth and minimize fire hazards. These issues are addressed in the last paragraph on page 3.3-19 and the first paragraph on page 3.3-36 of the Draft EIR. Mitigation Measure BIO-1 provides measures that would minimize and/or avoid these impacts.</p>
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measures, non-native and invasive species may encroach into cleared areas resulting in habitat degradation or type conversion over time.

**Recommendations and Potentially Feasible Mitigation Measure(s)**

**Mitigation Measure #1:** The Project should not involve planting, seeding, or introduction of invasive exotic plant species to landscaped areas that are near native habitat areas. The use of invasive/exotic plants should be restricted from use in landscape plans for this Project. The California Invasive Plant Council (Cal-IPC) (<https://www.cal-ipc.org/plants/inventory/>) provides a Cal-IPC Inventory of non-native and invasive plants that threaten the State's natural areas.

Information on alternatives for invasive, non-native, or landscaping plants may be found on the Cal-IPC's, Don't Plant a Pest webpage (<https://www.cal-ipc.org/solutions/prevention/landscaping/dpp/>). Native plants could help to reduce water consumption and use of fertilizers. The Audubon Society's Native Plants Database (<https://www.audubon.org/native-plants>) is a resource to identify native plants and trees that will attract and benefit birds. Birds may help to control and reduce insects, reducing the need for pesticides. The California Native Plant Society's Gardening (<https://www.cnps.org/gardening>) and Xerces Society's Pollinator-Friendly Native Plant Lists webpage (<https://xerces.org/pollinator-conservation/pollinator-friendly-plant-lists>) has information on native plant species that invite insects and pollinators. Pollinators are critical components of our environment and essential to our food security. Insects – and primarily bees – provide the indispensable service of pollination to more than 85% of flowering plants.

**Recommendation #1:** CDFW strongly recommends the FEIR include a landscaping plant palette that includes a diversity of drought tolerant native plants, lawn grass alternatives, and plants that benefit and invite birds, beneficial insects, pollinators, and butterflies.

**Recommendation #2:** CDFW recommends the final environmental document provide the Project's landscaping plan for review and commenting. Species should be listed by growing duration (annual, perennial), life form (grasses, shrubs, trees, vines), and structure (ground cover, shrubs, tree canopy).

**Recommendation #3:** CDFW recommends SCRRRA incorporate measures that reduce the spread of non-native and invasive plant species after initial vegetation management activities are completed. Risk for negative impacts to existing habitat should be carefully considered prior to Project initiation.

**Recommendation #4:** CDFW recommends SCRRRA include setbacks where landscaping may occur near natural plant communities. The purpose of these setbacks is to avoid and/or reduce landscaping impacts on sensitive/native plants, wildlife, and habitats. Absent setbacks, spread of non-native species; plant material/stock carrying pests, pathogens, and diseases; and runoff contaminated with fertilizer applied to landscaped areas may adversely affect native habitats.

**CONCLUSION**

CDFW appreciates the opportunity to comment on the DEIR to assist Southern California Regional Rail Authority in identifying and mitigating Project impacts on biological resources. If

A7-e  
cont.

A7-f

A7-g

A7-h

A7-i

**A7-f** Please refer to response A2-e.

**A7-g** Please refer response A2-e.

**A7-h** Please refer response A2-e.

**A7-i** SCRRRA appreciates CDFW's review of the Draft EIR and the landscaping recommendations provided. Although no landscaping component is included in this Project, SCRRRA will consider these measures for future projects that have landscaping components. Any landscaping that is temporarily impacted within city roadway ROW would be replaced per the city's standards.

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A7-i  
cont.

you have any questions or comments regarding this letter, please contact Baron Barrera,  
Environmental Scientist, at [Baron.Barrera@wildlife.ca.gov](mailto:Baron.Barrera@wildlife.ca.gov).

Sincerely,

DocuSigned by:

*Erinn Wilson-Olgin*

3B6E08CFE24724F5...

Erinn Wilson-Olgin  
Environmental Program Manager I

cc: CDFW

Steve Gibson – Los Alamitos  
[Steve.Gibson@wildlife.ca.gov](mailto:Steve.Gibson@wildlife.ca.gov)

Barron Barrera – Los Alamitos  
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**Attachment A: Draft Mitigation and Monitoring Reporting Plan**

CDFW recommends the following language to be incorporated into a future environmental document for the Project. A final MMRP shall reflect results following additional plant and wildlife surveys and the Project's final on and/or off-site mitigation plans.

Biological Resources (BIO)			
Mitigation Measure (MM) or Recommendation (REC)		Timing	Responsible Party
MM-BIO-1- Impacts to Native Plants and Habitats	The Project should not involve planting, seeding, or introduction of invasive exotic plant species to landscaped areas that are near native habitat areas. The use of invasive/exotic plants should be restricted from use in landscape plans for this Project. The California Invasive Plant Council (Cal-IPC) ( <a href="https://www.cal-ipc.org/plants/inventory/">https://www.cal-ipc.org/plants/inventory/</a> ) provides a Cal-IPC Inventory of non-native and invasive plants that threaten the State's natural areas.	Prior to Project construction and activities	SCRRA/ Applicant
	Information on alternatives for invasive, non-native, or landscaping plants may be found on the Cal-IPC's, Don't Plant a Pest webpage ( <a href="https://www.cal-ipc.org/solutions/prevention/landscaping/dpp/">https://www.cal-ipc.org/solutions/prevention/landscaping/dpp/</a> ). Native plants could help to reduce water consumption and use of fertilizers. The Audubon Society's Native Plants Database ( <a href="https://www.audubon.org/native-plants">https://www.audubon.org/native-plants</a> ) is a resource to identify native plants and trees that will attract and benefit birds. Birds may help to control and reduce insects, reducing the need for pesticides. The California Native Plant Society's Gardening ( <a href="https://www.cnps.org/gardening">https://www.cnps.org/gardening</a> ) and Xerces Society's Pollinator-Friendly Native Plant Lists webpage ( <a href="https://xerces.org/pollinator-conservation/pollinator-friendly-plant-lists">https://xerces.org/pollinator-conservation/pollinator-friendly-plant-lists</a> ) has information on native plant species that invite insects and pollinators. Pollinators are critical components of our environment and essential to our food security. Insects – and primarily bees – provide the indispensable service of pollination to more than 85% of flowering plants.		

**A7-j** SCRRA appreciates CDFW's landscaping recommendations. See responses to comments A2-e above.

A7-j

0.2 Response to Comments  
Final EIR – Simi Valley Double Track Project

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<b>Recommendation #1</b>	CDFW strongly recommends the FEIR include a landscaping plant palette that includes a diversity of drought tolerant native plants, lawn grass alternatives, and plants that benefit and invite birds, beneficial insects, pollinators, and butterflies.	Prior to Project construction and activities	SCRRA/ Applicant
<b>Recommendation #2</b>	CDFW recommends the final environmental document provide the Project's landscaping plan for review and commenting. Species should be listed by growing duration (annual, perennial), life form (grasses, shrubs, trees, vines), and structure (ground cover, shrubs, tree canopy).	Prior to Project construction and activities	SCRRA/ Applicant
<b>Recommendation #3</b>	CDFW recommends SCRRA incorporate measures that reduce the spread of non-native and invasive plant species after initial vegetation management activities are completed. Risk for negative impacts to existing habitat should be carefully considered prior to Project initiation.	Prior to Project construction and activities	SCRRA/ Applicant
<b>Recommendation #4</b>	CDFW recommends SCRRA include setbacks where landscaping may occur near natural plant communities. The purpose of these setbacks is to avoid and/or reduce landscaping impacts on sensitive/native plants, wildlife, and habitats. Absent setbacks, spread of non-native species; plant material/stock carrying pests, pathogens, and diseases; and runoff contaminated with fertilizer applied to landscaped areas may adversely affect native habitats.	Prior to Project construction and activities	SCRRA/ Applicant

A7-j  
cont.

**Name:** Oliver Garcia, California Public Utilities Commission  
**Date Received:** May 19, 2021  
**Format Received:** Email

Hello Gyan,

Thanks for taking my call today and providing status. As mentioned, here are my comments/questions so far in my review of the project:

Who in FRA is the City and/or Metrolink in touch with regards to the intent to establish the new Quiet Zones?

Is a Formal Application in preparation for the new Station Underpass? If so, please send CPUC plans for review.

Could your office provide more description of the "temporary roadway" proposed in place of Hidden Ranch Drive crossing during Construction Phase 2?

Was there any pedestrian traffic study conducted for this project, such as part of Station Underpass CEQA?

} A8-a

} A8-b

} A8-c

} A8-d

} A8-e

**Agency:** CPUC

**Letter Code:** A8

**Commenter:** Oliver Garcia, PE

**Date:** May 3, 2021 (Email)

**A8-a** This comment acknowledges CPUC's comments on the Draft EIR.

**A8-b** Subsequent to receipt of the subject email, contact information for FRA was exchanged with the CPUC representative.

**A8-c** Formal CPUC application is under preparation for the new underpass and will be submitted to CPUC upon completion of engineering design.

**A8-d** Subsequent to receipt of the subject email, information on the temporary roadway was exchanged with the CPUC representative. These details are described in the fourth paragraph on page 3.12-17 of the Draft EIR.

**A8-e** As part of the Draft EIR, potential impacts on pedestrians and other on-motorized forms of travel were evaluated. This includes consideration of alternative crossing types as described on page 5-6 of the Draft EIR. As discussed on page 5-6, an underpass results in the least impacts and is environmentally superior to the other feasible crossing types.

<b>Individuals</b>	
<p><b>Name:</b> Mark W. Laing <b>Date Received:</b> April 28, 2021</p> <p>Apart from the drivers who lay on the train horns multiple times when arriving and other annoyances I'm at a loss to understand how you are going to fit in another length of track on the existing embankment safely.</p>	<p><b>Letter Code:</b> I1</p> <p><b>Commenter:</b> Mark W. Laing</p> <p><b>Date:</b> April 28, 2021 (Project Website)</p> <p><b>I1-a</b> Noise – As part of the Project, grade crossing infrastructure is proposed at each of the five at-grade railroad crossings to facilitate future implementation of a Quiet Zone by the City of Simi Valley. Train horn noise levels in the Project area are expected to be reduced upon implementation of a Quiet Zone per FRA's Train Horn Rule. Please refer to the operational noise analysis on page 3.11-14 of the Draft EIR and Mitigation Measures NV-3 on page 3.11-18.</p> <p>Proposed Second Track – As part of the Project, the existing embankment is proposed to be widened to support construction of the second track. All new embankments to support the proposed railroad infrastructure would be implemented in accordance with SCRRA engineering requirements and geotechnical and seismic design standards for life safety, structural stability, and separation of space between trains and other nearby structures/etc. Upon operation and as described on pages 3.6-16 through 3.6-17 of the Draft EIR, the proposed infrastructure would not create new or exacerbate existing hazards related to the potential for seismic-related ground failure</p>

**Name:** Susan Walden  
**Date Received:** March 25, 2021

As I did not receive a postcard, would you be able to send the meeting link, scheduled for tonight, to my email? Thank you.

I2-a

**Letter Code:** I2

**Commenter:** Susan Walden

**Date:** March 25, 2021 (Project Website)

**I2-a** The commentor was provided a link to the Project website subsequent to the virtual public hearing. The Draft EIR and Project-related materials remain available online at <https://metrolinktrains.com/about/agency/score/simi-vall-ey-project/>

<p>Name: Robert Date Received: March 25, 2021</p> <p>I do have a few questions.</p> <p>My first question is the graphic is very basic. I live along where Phase 2 would be implemented. So, my first question would be with the double track, is the new track being placed closer to the home line along Rosalia and the other streets that are affected, or is the second track going to be installed closer to Los Angeles Avenue?</p> <p>This is Robert again. I have another question. Being a Simi Valley resident for a while and, again, living next to the tracks, we understand the volume and that it has that potential to increase. So, this is all about putting in a double track on the east end of Simi so that traffic can flow on the rails more efficiently. My question is pertaining to the west side of Simi Valley, it appears that all the way through an industrial area from approximately First Street leading west towards Los Alamos Canyon Road, there's nearly two miles of double track there where trains already have the capability of passing each other. Why do we need it right behind my house?</p> <p>Regarding your comment on the quiet zone, I did actually have a question about that. Thank you for raising that. Sorry. Let me just find my note on that. Is there a guarantee that we will become a quiet zone? I believe I read somewhere that the city must apply for the quiet zone status and there's no guarantee it is approved. Can you comment on that?</p> <p>Right, and I understand that the city would pursue that, but it's -- it's for them to pursue the question. It's not up to them to determine the answer; correct?</p> <p>And I'm sorry. One final question. Phase 1 and Phase 2, and then I'll be done. I'm just curious as to -- you know, I can understand Phase 1 being closer to the station and mostly in the industrial area. My final question would be Phase 2 being that it does actually directly impact several residents, myself included, how necessary is Phase 2 versus the necessity of Phase 1? Final question.</p>	<p><b>Letter Code:</b> I3</p> <p><b>Commenter:</b> Robert</p> <p><b>Date:</b> March 25, 2021 (Oral Comment during Virtual Scoping Meeting)</p> <p><b>I3-a</b> The graphic is intended to depict the location of major Project elements in the simplest format. As discussed in Chapter 2 of the Draft EIR, west of East Los Angeles Avenue, the second track would be placed within Metrolink's existing ROW north of the existing main line track.</p> <p><b>I3-b</b> The double track segment proposed through the Project limits would allow for more efficient train movements on the entire Metrolink system because it would reduce bottlenecks. This portion of the corridor in the vicinity of Simi Valley Station is a major pinch point along the Metrolink system and this is the main reason for the Project. Additional details are included on pages 2-3 and 2-27 of the Draft EIR.</p> <p><b>I3-c</b> One of the key benefits of the Project is the provision of supplemental safety measures to qualify the at-grade crossings for quiet zones implementation. SCRRRA in coordination with VCTC will support the City of Simi Valley with the formal application process with FRA to facilitate future implementation. Additional details are included on pages 2-27 and 2-36 of the Draft EIR.</p> <p><b>I3-d</b> FRA is responsible for approval of Quiet Zones in the Project area. SCRRRA received a letter of support for the Project from Simi Valley, which included a commitment to implement quiet zones. As required by Mitigation Measures NV-3, SCRRRA will support the City in the implementation process.</p> <p><b>I3-e</b> The Draft EIR considers the potential for the Project, as described in Chapter 2, to result in significant environmental impacts to adjacent areas. These impacts are summarized in Table ES-1 of the Draft EIR. SCRRRA</p>
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	<p>intends to fully construct the Project as described in the Draft EIR. The phasing of construction as described on pages 2-24 is based on SCRRA's best available information subject to available funding.</p>
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<p><b>Name:</b> Kimberly Gilbert <b>Date Received:</b> March 25, 2021</p> <p>Okay So I have a question to that. If it's going to be closer to the homes that were built in the 1960's, has environmental impacts been done to show that these houses will be safe with the railroad closer to them</p> <p>So, you talk about noise and vibration. How much lower vibration are we going to receive with it closer to our house? You said that that was little or no impact.</p> <p>So I live here, and I've been here for four years, and I can tell you that the vibration is not a low impact, especially when a freight train goes by. So you're telling me that, if two trains pass by each other at the same time, I'm going to -- it's not going to be any more of an impact with the vibration?</p>	<p><b>Letter Code:</b> I4</p> <p><b>Commenter:</b> Kimberly Gilbert</p> <p><b>Date:</b> March 25, 2021 (Oral Comment during Virtual Scoping Meeting)</p> <p><b>I4-a</b> As discussed in Chapter 2 of the Draft EIR, west of East Los Angeles Avenue, the second track would be placed within SCRRA's existing ROW north of the existing main line track. The Draft EIR considers the potential environmental impacts of constructing and operating the second track. Section 3 of the Draft EIR provides a comprehensive analysis of these improvements. Once operational, the proposed infrastructure will be operated in accordance with FRA, CPUC, and SCRRA safety requirements and regulations.</p> <p><b>I4-b</b> Using FTA's prediction methodology, the Draft EIR provides anticipated noise and vibration levels with and without the Project. As identified in Section 3.11 and Table 3.11-8 of the Draft EIR, vibration levels using these prediction methods result in an increase by up to 2 velocity in decibels (VdB). However, based on FTA's applied thresholds, this increase would not be considered significant.</p> <p>Additionally, following additional detailed vibration monitoring in the vicinity of Hidden Ranch Road, SCRRA has concluded that the findings in the Draft EIR are accurate and no changes or revisions to the current analysis are required.</p> <p><b>I4-c</b> The comment is correct that existing vibration levels at residences closest to the railroad corridor are elevated. In these situations, FTA identifies an impact occurring if vibration from a project is 3 VdB higher than the existing conditions. FTA's Noise and Vibration Manual, as amended, represents the industry standard for assessing the noise and vibration impacts resulting from transit and passenger rail projects.</p>
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The Draft EIR documents vibration monitoring data that were used to extrapolate vibration levels, using FTA methods, at the sensitive land uses throughout the Project area. The monitoring data includes vibration data from freight rail movements and demonstrates that the 3 VdB threshold would not be exceeded. As presented in Table 3.11-8 of the Draft EIR, the Project would result in up to a 2 VdB increase over existing conditions and therefore, the impact would not be significant based on the applied threshold.

<p><b>Name:</b> Mark W. Laing <b>Date Received:</b> March 25, 2021</p> <p>Yeah. My name is Mark Laing. I live in 1568 Hidden Ranch Drive. I've lived there since about 2012, and I'd like to echo the previous lady, and I apologize if this has already been asked or answered because I just joined the meeting, but there's already a heck of a vibration problem sometimes when trains go past, and when we first moved in, we thought it was an earthquake. I mean, especially if the top of the house -- I mean, the shaking is unreal when the freight trains go through.</p> <p>So heaven help us if two go through at the same time, and I guess my other questions is how -- how on earth are you going to fit two tracks when there's only one at the moment because it's quite a steep siding there, and it's just -- I don't know how you're going to be able to squeeze them in because there's not that much room. And is it going to come much closer to the houses? So, there's going to be more vibration that's likely.</p> <p>One last question if I may. Can we get the guys to stop leaning on the horn quite so much? Some of the drivers just -- this is kind of related, but if there's twice as many trains, twice as many horns, but some of the drivers just love playing, you know, jingles on the horns, and it just gets a bit too much, you know?</p> <p>Yeah. I mean, I sent in an e-mail like six years ago and never got a response. So, I thought while I have you guys on the line, I'll see what happens, but thank you.</p>	<p><b>Letter Code:</b> I5</p> <p><b>Commenter:</b> Mark W. Laing</p> <p><b>Date:</b> March 25, 2021 (Oral Comment during Virtual Scoping Meeting)</p> <p><b>I5-a</b> Double tracking in the railroad corridor adjacent to this residence is not part of this Project. The proposed double tracking ends just west of the Arroyo simi bridge crossing, about 450 northwest of the subject residence. Because no new tracks are proposed in closer proximity to the location of interest, vibration levels would not be higher at this location upon implementation of the Project.</p> <p><b>I5-b</b> Train horns are used by train conductors as a safety mechanism through the Project alignment and required by FRA regulations. West of the subject residence, the Project includes safety improvements at each of the 5 grade crossings along the Project alignment that are intended to support implementation of a future Quiet Zone through this portion of the community. A future quiet zone at the at-grade crossing of Hidden Ranch Road would discontinue the routine sounding of train horns following implementation and approval by FRA.</p>
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Name: Brian Humphrey  
Date Received: April 18, 2021

Speaking at this date as a private citizen...I have closely reviewed the Simi Valley Double Track Project as presented and lend my wholehearted support for the project as envisioned and shared.

I did however want to share one pressing concern...Because the project calls for significant construction at the current Simi Valley train station, I wanted to make sure that planners were aware of the presence and importance of a formal memorial constructed near the eastern end of the current passenger platform, dedicated to riders with unfinished journeys. This small area of hardscape was ceremoniously installed following the 2008 Chatsworth incident, and includes the engraved names of those who perished. [https://urldefense.com/v3/https://www.simivalleyacorn.com/articles/group-agrees-on-design-location-for-metrolink-crash-memorial/!!KteOUvaLQ!RDhh2SUJsmj2WerZXtsFhM4wYXlzWVBLuRFgyi5oqih6tdOpf3bUtBEAdpvPSTw\\$](https://urldefense.com/v3/https://www.simivalleyacorn.com/articles/group-agrees-on-design-location-for-metrolink-crash-memorial/!!KteOUvaLQ!RDhh2SUJsmj2WerZXtsFhM4wYXlzWVBLuRFgyi5oqih6tdOpf3bUtBEAdpvPSTw$)

While the Simi Valley Double Track Project will no doubt require a need for physical changes at the existing station, it is my urgent plea that planners very closely examine and document the presence of the current memorial, and take into consideration how pending construction may affect it. Should the validated needs of construction preclude the memorial existing at its present location, I am politely requesting that it be delicately preserved and reinstalled in a timely and respectful manner consistent with the values expressed by Metrolink leadership and others at the time of its formal dedication.

Thank you for allowing me to share this concern, and please accept my best wishes for a safe Simi Valley Double Track Project!

Brian Humphrey

I6-a

I6-b

**Letter Code:** I6

**Commenter:** Brian Humphrey

**Date:** April 18, 2021 (Project Website)

**I6-a** Comment Noted

**I6-b** SCRRA acknowledges the significance of the subject memorial at the existing Simi Valley Station and appreciates the commenter's concern. SCRRA will ensure that protection measures are employed to protect the memorial from any potential damage during construction.

<p><b>Name:</b> Jonathan Bonesteel <b>Date Received:</b> April 26, 2021</p> <p>&lt;Follow-up Email: Monday, April 26, 2021&gt;</p> <p>Good morning Mr. Haskell:</p> <p>I submitted the questions below during the NOP period and I couldn't find them as asked/answered in the Appendices for the NOP and Scoping Summary Report.</p> <p>Should I submit them as part of the EIR period?</p> <p>Thank you.</p> <p>Jonathan Bonesteel</p> <p>&lt;December 18, 2020&gt;</p> <p>Thank you for the opportunity to provide comments/questions for the Simi Valley Double Track Project:</p> <p>Metrolink FAQ mentions "The Simi Valley Double Track Project would generate jobs and business opportunities...." Is Metrolink working with the City of Simi Valley to provide employment opportunities (Example: percentage of construction value in the future Construction contract or local hiring measures) to utilize local business trades or provide mentorship/internship opportunities to local students? Simi Valley Unified School District has pathway programs such as Building and Construction Trades at Royal High School. Also, many Simi Schools students attend various universities to study all forms of engineering.</p> <p>Will the project provide CCTV/security systems considering the pedestrian undercrossing, and if so, will Metrolink be responsible for funding the M&amp;O of this system? Is there or will there be an MOU with the City of Simi Valley (including SVPD) regarding safety/security systems?</p> <p>This project adds 2.2 Miles of double track from SV Station west to Sequoia Avenue. With this project, there would be 1.04 Miles (approximately) between the new double track and existing double track east of the Simi Valley Station. Will the 1.6 Miles of double track from the tunnels to Stow Street (just north) be utilized, if the Simi Valley Double Track project were to be constructed? Is there a future plan to connect the two double lines?</p> <p>The Partner Agencies are listed in the November 19, 2020 presentation. I didn't see any private companies, such as BNSF listed. Are there any requirements of BNSF, UP, Norfolk Southern, etc. that would require special working days/hours during the 4th quarter of 2024-2025 that would impact the community?</p>	<p><b>Letter Code:</b> I7</p> <p><b>Commenter:</b> Jonathan Bonesteel</p> <p><b>Date:</b> April 26, 2021 (Email)</p> <p><b>I7-a</b> SCRRRA is currently working with the City of Simi Valley, and coordinating with the City regarding employment opportunities. SCRRRA makes a diligent effort to utilize local businesses and provide mentorship/apprenticeship opportunities for the local community.</p> <p><b>I7-b</b> The Project is currently in preliminary engineering design and decisions on what type of security measures used at the station, including the new pedestrian undercrossing, remain undetermined. SCRRRA is consulting with the City of Simi Valley on these topics as part of the Project's engineering design.</p> <p><b>I7-c</b> SCRRRA is not currently proposing additional double track east of the Project. Any further improvements beyond the current Project scope would be considered independent of the Project subject to funding availability and the completion of design and environmental review.</p> <p><b>I7-d</b> SCRRRA is currently coordinating with the Partner Agencies that own or operate on the VCL, which includes Union Pacific Railroad as the freight operator on this segment. There are no known special requirements for freight trains that would require special working days/hours. The Draft EIR considers the potential for construction activities to occur at all times of the day, including night work.</p>
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The November 19, 2020 virtual meeting mentions accommodations by adding the double track, such as decreasing wait times and/or adding additional trains. It would be appreciated if this Metrolink would add trains that are purely VC Line, which would be a non-stop line from Ventura County to LA Union. This might increase ridership and provide our community residents more time to get home earlier to support their community and schools.

Thank you.

Jonathan Bonesteel

Simi Valley Resident

17-e

**17-e** The Southern California Optimized Rail Expansion Program includes multiple improvements along the VCL. The Project represents an independent project that would incrementally contribute to the overall service objectives of the Southern California Optimized Rail Expansion program as envisioned by SCRRRA, VCTC, and Southern California Association of Governments to enhance service capacity on the VCL.

<p><b>Name:</b> N/A <b>Date Received:</b> April 26, 2021</p> <p>There is a double rail on the west end of simi valley that is adequate for rail service. There is no need for a double rail in simi valley. And in spite of what you say, it has already been made public that metro trains are to run every 30 minutes.</p>	<p><b>Letter Code:</b> I8 <b>Commenter:</b> Unnamed Sender <b>Date:</b> April 26, 2021 (Email)</p> <p><b>I8-a</b> The double track segment proposed through the Project limits would allow for more efficient train movements on the entire Metrolink system because it would remove an existing bottlenecks. The Project represents an independent project that would incrementally contribute to the overall service objectives of the Southern California Optimized Rail Expansion program as envisioned by SCRRA, VCTC, and Southern California Association of Governments to enhance service capacity on the VCL. Please refer to Section 2 of the Draft EIR for additional details on the Project's goals and objectives.</p>
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## 0.3 Errata to the Draft EIR

### 0.3.1 Introduction

This section of the Final EIR identifies the location of, or contains revisions to, information included in the Draft EIR, dated March 2021, that is changed in the Final EIR, based on information required to prepare a response to a specific comment, present minor technical revisions that are editorial in nature, or clarify conclusions presented in the Draft EIR.

The clarifications (referred to as an errata) are presented in Section 0.3.2. None of the clarifications would require recirculation of the Draft EIR because they do not result in significant new information, pursuant to CEQA Guidelines, Section 15088.5(a). Information can include changes in the Project or environmental setting, as well as additional data or other information. New information is not significant unless the Draft EIR is changed in a way that deprives the public of a meaningful opportunity to comment on a substantial adverse environmental effect of the Project or a feasible way to mitigate or avoid such an effect. Significant new information could include the following:

- A new significant environmental impact would result from the Project that was not disclosed in the Draft EIR.
- A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.
- A feasible Project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the Project, but the Project's proponents decline to adopt it.
- The Draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded (*Mountain Lion Coalition v. Fish and Game Com* [1989] 214 Cal.App.3d 1043).

The information added to the Draft EIR does not meet the requirements for recirculation pursuant to Section 15088.5 of the CEQA Guidelines.

As shown in Section 0.3.2, text that has been corrected or added to the Final EIR appears in an underline format (additions) and strikeout format (deletions). These revisions or clarifications do not change the technical analysis or CEQA significance conclusions of the Draft EIR. No new information has been added to the Draft EIR or technical analysis, and CEQA significance conclusions contained in the Draft EIR remain accurate.

This errata, in conjunction with the Final EIR, will be used by SCRRA in its evaluation and analysis of the Project and in the adoption of any findings required by law. Substantial evidence in support of findings may be found anywhere in the administrative record (14 CCR 15091(b)(e)). SCRRA is designated the lead agency for CEQA compliance.

### 0.3.2 Corrections and Additions

Section 0.3.2 provides the minor text changes and additions to the Draft EIR.

## Global Change – All EIR Sections and Technical Reports

*EIR Sections, Technical Reports, and Headers:* All EIR sections, including headers and technical reports, are revised to reflect the correct Project title, as shown below.

Simi Valley Double Track and Platform Project

### Executive Summary

*Page ES-17, Significant and Unavoidable Impacts:* The Project would result in significant and unavoidable impacts related to construction noise, as presented on Pages 3.11-19 in Section 3.11, Noise and Vibration, and 7-4 in Section 7.4, Significant and Unavoidable Impacts, of the Draft EIR. The text is revised to reflect this as shown below.

Section 15216.2(b) of the CEQA Guidelines requires EIRs to include a discussion of any significant environmental impacts that cannot be avoided if the Project is implemented. Sections 3.1 through 3.15 of this EIR provide a detailed analysis of all significant environmental impacts related to the Project; identifies feasible mitigation measures, where feasible, that could avoid or reduce these significant impacts; and, presents a determination as to whether these mitigation measures would reduce potential impacts to a level that is less than significant. Chapter 4, Cumulative Impacts, of this EIR identifies the significant cumulative impacts resulting from the combined impacts of the Project and related projects considered in cumulative analysis. If a specific impact in either of these sections cannot be fully reduced to a less than significant level, it is considered a significant and unavoidable impact.

Implementation of the Project would ~~not~~ result in significant and unavoidable impacts related to temporary increases in construction noise.

### Chapter 1 Introduction

No changes to Chapter 1, Introduction, are required in the Final EIR.

### Chapter 2 Project Description

No changes to Chapter 2, Project Description, are required in the Final EIR.

### Chapter 3 Environmental Analysis, Impacts, and Mitigation

No changes to Chapter 3, Environmental Analysis, Impacts, and Mitigation, are required in the Final EIR.



## Section 3.1 Aesthetics and Visual Resources

*Page 3.1-11, Mitigation Measure AES-3:* The text of the mitigation measure is updated to remove non-Project-related components.

**Mitigation Measure AES-3.** During final design, the construction contractor shall ensure that all new or replacement lighting will comply with maximum allowable California Green Building Standards (CALGreen) glare ratings (California Building Standards Code [CBSC] 2019 – Title 24, Part 11) and will be designed to be directed away from residential units. Screening elements, including landscaping, will also be incorporated into the design, where feasible. Low-reflective glass and materials will also be utilized as part of the ~~above-grade passenger concourse and the new canopies design~~ to reduce daytime glare impacts.

## Section 3.2 Air Quality

No changes to Section 3.2, Air Quality, are required in the Final EIR.

*Page 3.1-11, Mitigation Measure AQ-1:* The text of the mitigation measure is updated to reflect construction contractor as the responsible party.

**Mitigation Measure AQ-1.** Prior to all construction activities, ~~SCRRA~~ the construction contractor shall ensure that all dozing equipment; including, but not limited to, rubber tired or frontend dozers; will be equipped with United States (U.S.) Environmental Protection Agency (EPA) Tier 4 or cleaner engines. ~~SCRRA~~ The construction contractor shall document and submit evidence to SCRRA prior to construction that Tier 4 or cleaner dozing equipment will be used during Project construction.

## Section 3.3 Biological Resources

No changes to Section 3.3, Biological Resources, are required in the Final EIR.

## Section 3.4 Cultural Resources

*Page 3.4-11, Mitigation Measure CUL-1:* The text of the mitigation measure is updated to reflect SCRRA as the responsible party.

**Mitigation Measure CUL-1 Cultural Monitoring.** ~~The Project proponent~~ SCRRA will retain a qualified archaeologist to monitor all ground disturbing activities within 50 feet of where resource P-56-152301 once stood.

*Page 3.4-11, Mitigation Measure CUL-2:* The text of the mitigation measure is updated to reflect the construction contractor as the responsible party, and the action of halting work to avoid/reduce impacts on buried cultural resources.

**Mitigation Measure CUL-2 Unanticipated Discoveries.** If buried cultural resources are discovered inadvertently during ground-disturbing activities, the construction contractor will ~~work will be temporarily halted~~ halt work in the area and within 50 feet of the find until a qualified archaeologist who meets the Secretary of Interior Standards for Archaeology can assess the significance of the find and, if necessary, develop appropriate treatment measures in consultation with SCRRA. If the find is prehistoric or Native American in origin, consultation

with local Native American tribes who have expressed interest and concern regarding the Project will be undertaken.

*Page 3.4-11, Mitigation Measure CUL-3:* The text of the mitigation measure is updated to reflect the construction contractor as the responsible party, and the action of halting work to reduce impacts related to unanticipated discoveries.

**Mitigation Measure CUL-3 Human Remains and Associated or Unassociated Funerary Objects.** The discovery of human remains is always a possibility during ground-disturbing activities; if human remains are found, the State of California Health and Safety Code Section 7050.5 states that no further disturbance will occur until the county coroner has made a determination of origin and disposition pursuant to PRC Section 5097.98. In the event of an unanticipated discovery of human remains, all the construction contractor will halt work within 50 feet of the find ~~will be halted~~ and the county coroner must be notified immediately. If the human remains are determined to be prehistoric, the coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a most likely descendant. The most likely descendant will complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

## Section 3.5 Energy

No changes to Section 3.5, Energy, are required in the Final EIR.

## Section 3.6 Geology, Soils and Seismicity

*Page 3.6-22, Mitigation Measure GEO-1:* The text of the mitigation measure is updated to reflect SCRRA as the responsible party. Additionally, the Project title in MM GEO-1 is revised to reflect the correct Project title, as shown below.

**Final Geotechnical Report.** Prior to construction, ~~the Project proponent will~~ SCRRA shall retain a qualified geotechnical engineer to prepare a final geotechnical report in support of the Project's final design. The final geotechnical report will implement the recommendations made in the *Simi Valley Double Track and Platform Project Preliminary Geotechnical Design Report* including, but not limited to, the following observations and testing:

- Plans and specifications review
- Over-excavation and soil removal and/or exposed excavation bottom
- Pumping or unstable subgrade
- Placement of compacted fill
- Footing excavations
- Unusual subsurface conditions encountered

*Page 3.6-22, Mitigation Measure PAL-1:* The text of the mitigation measure is updated to reflect SCRRA as the responsible party.

**Paleontological Monitoring.** ~~The Project proponent~~ SCRRA will retain a qualified paleontologist to perform full-time monitoring during excavations impacting geologic units with moderate paleontological potential (potential fossil yield classification [PFYC] 3), either at the surface (e.g., upper 6 feet of the Project site) or at depth (e.g., present below the surface at depths greater than 6 feet deep). Paleontological monitoring will occur full-time during excavation east of Tapo Street, as shown on Figure 2-3 in Appendix G of this EIR.

Excavations determined to be entirely within previously disturbed sediments do not require monitoring.

*Page 3.6-23, Mitigation Measure PAL-2:* The text of the mitigation measure is updated to reflect SCRRA as the responsible party and an editorial change to reflect “shall” instead of “should,” related to the requirement for full-time paleontological monitoring.

**Paleontological Spot Checks.** ~~The Project proponent~~ SCRRA will retain a qualified paleontologist to perform initial spot checks during all excavations that exceed depths of 6 feet into geologic units with low paleontological potential (PFYC 2) to determine if paleontologically sensitive sediments (PFYC 3) are present in the subsurface. If paleontologically sensitive deposits are observed, full-time monitoring shall be implemented in those areas in accordance with Mitigation Measure PAL-1. Spot-checking locations are shown on Figure 2-3 in Appendix G of this EIR.

Excavations determined to be entirely within previously disturbed sediments do not require spot checks.

*Page 3.6-23, Mitigation Measure PAL-3:* The text of the mitigation measure is updated to reflect the construction contractor as the responsible party.

**Unanticipated Discovery of Paleontological Resources.** In the event that paleontological resources are observed, the construction contractor shall halt ~~work will be halted~~ within 20 feet of the discovery until they can be evaluated by the qualified paleontologist. If determined to be scientifically important, the paleontological resources will be recovered, prepared to the point of curation, identified, and curated at the Natural History Museum of Los Angeles County (LACM) or another accredited repository along with associated field data.

## Section 3.7 Greenhouse Gas Emissions

No changes to Section 3.7, Greenhouse Gas Emissions, are required in the Final EIR.

## Section 3.8 Hazards and Hazardous Materials

*Page 3.8-18, Mitigation Measure HAZ-1:* The text of the mitigation measure is updated to reflect SCRRA as the responsible party.

**Hazardous Materials Management Program (HMMP).** Prior to construction, an HMMP will be prepared by ~~the Project proponent~~ SCRRA that outlines provisions for safe storage, containment, and disposal of chemicals and hazardous materials, contaminated soils, and contaminated groundwater used or exposed during construction, including the proper locations for disposal. The HMMP will be prepared to address the area of the Project footprint, and include, but not be limited to, the following:

- A description of hazardous materials and hazardous wastes used (29 CFR 1910.1200)
- A description of handling, transport, treatment, and disposal procedures, as relevant for each hazardous material or hazardous waste (29 CFR 1910.120)
- Preparedness, prevention, contingency, and emergency procedures, including emergency contact information (29 CFR 1910.38)
- A description of personnel training including, but not limited to: (1) recognition of existing or potential hazards resulting from accidental spills or other releases; (2) implementation of evacuation, notification, and other emergency response procedures; (3) management, awareness, and handling of hazardous materials and hazardous wastes, as required by their level of responsibility (29 CFR 1910)
- Instructions on keeping Safety Data Sheets on site for each on site hazardous chemical (29 CFR 1910.1200)
- Identification of the locations of hazardous material storage areas, including temporary storage areas, which will be equipped with secondary containment sufficient in size to contain the volume of the largest container or tank (29 CFR 1910.120)

## Section 3.9 Hydrology, Flooding and Water Quality

*Page 3.9-27, Mitigation Measure HWQ-2:* The text of the mitigation measure is updated to reflect SCRRA as the responsible party and an editorial change to reflect “shall” instead of “would,” related to the requirements of the drainage study.

**Prepare a Final Drainage Plan.** ~~The Project proponent~~ SCRRA shall prepare a final drainage plan in support of final design to maintain post-Project drainage flows to existing levels. The final drainage plan shall determine the capacity of existing drainage mains and their ability to accommodate any increase in runoff. The final drainage plan shall verify the existing pipe network including pipe size, elevation, material, capacity and condition, including the existing stormwater drainage facility north and south of the ROW. The drainage study shall ~~would~~ also determine the need and recommended type of low impact development required to manage stormwater and the applicability of the hydromodification requirements of the Ventura County Municipal Separate Storm Sewer System (MS4) Permit.

## Section 3.10 Land Use and Planning

No changes to Section 3.10, Land Use and Planning, are required in the Final EIR.

## Section 3.11 Noise and Vibration

*Page 3.11-17, Mitigation Measure NV-1:* The text of the mitigation measure is updated to reflect “shall” instead of “would,” related to the noise and vibration reduction measures to be considered and to reflect SCRRA as the responsible party.

**Mitigation Measure NV-1 Employ noise- and vibration-reducing measures during construction.** The construction contractor will employ measures to minimize and reduce construction noise and vibration. Noise and vibration reduction measures that ~~would~~ shall be implemented include, but are not limited to, the following:

- Design considerations and Project layout:
  - ~~Construct temporary noise walls between noisy activities and noise sensitive receivers~~
  - Install temporary noise barriers between noisy activities and noise sensitive receivers, and around especially noisy activities or clusters of noisy equipment
  - Place site equipment on the construction site as far away from noise-sensitive sites as possible
  - ~~Construct walled enclosures around especially noisy activities or clusters of noisy equipment~~
- Sequence of operations:
  - Combine noisy operations to have them occur in the same time period
    - The total noise level produced would not be significantly greater than the level produced if the operations were performed separately
  - Avoid nighttime construction adjacent to noise-sensitive receptors to the maximum extent feasible
    - Sensitivity to noise increases during the nighttime hours in residential neighborhoods
- Alternative construction methods:
  - Use specially quieted equipment, such as quieted and enclosed air compressors and properly working mufflers on all engines
  - Select quieter demolition methods, where feasible

These noise and vibration reduction methods shall be incorporated into ~~MetroLink's~~ SCRRA's contractor specifications.

*Page 3.11-18, Mitigation Measure NV-4:* The text of the mitigation measure is updated to reflect “shall” instead of “would,” related to the use wayside horns and to clarify the timing for implementation as being “prior to operation” instead of “prior to Project approval,” as there would be multiple agency approvals required for Project implementation.

**Mitigation Measure NV-4 Wayside horns.** If the City’s application for quiet zone status at the Project’s at-grade crossings (i.e., Sequoia Avenue, Tapo Canyon Road, Tapo Street, East Los Angeles Avenue, and Hidden Ranch Drive) is not approved by FRA, the use of wayside horns at the at-grade crossings ~~would~~ shall be implemented instead of a quiet zone. Wayside horns

~~would~~ shall be used instead of locomotive horns to warn roadway vehicles, pedestrians, and bicyclists of an oncoming train. A plan to use wayside horns in place of the locomotive horn at public grade crossings ~~would~~ shall be coordinated with the City of Simi Valley and the local agency having responsibility for traffic control and law enforcement on the road crossings, as well as the state agency responsible for railroad safety (e.g., CPUC), any railroads that share the ROW, and FRA prior to Project operation ~~approval~~.

## Section 3.12 Transportation and Traffic

*Page 3.12-17, Impact Analysis:* The narrative applicable to use of pre-signals and/or comparable measures to prevent vehicles from queuing in the railroad crossing was updated based on a response to comment raised by a representative of the City of Simi Valley. The operational impact analysis is clarified to match the provisions of Mitigation Measure TRA-3, as shown below.

Based on the analysis of Project operations, the projected northbound traffic queuing during Opening Year (2024) conditions and Future Year (2045) conditions at the Tapo Canyon Road and Tapo Street at-grade crossings could result in potential spillover impacts that could be potentially significant. Installation of pre-signals at these crossings and/or comparable measures subject to the approval of the local roadway jurisdiction(s) as part of the Project would prevent vehicles from queuing in the railroad crossing, ~~reducing and reduce~~ safety risks from occupying the crossing beyond the duration of the traffic signal cycle. Implementation of Mitigation Measure TRA-3, ~~which would require the use of pre-signals~~ would reduce potentially significant impacts to a less than significant level.

*Page 3.12-18, Mitigation Measure TRA-1:* The text of the mitigation measure is updated to reflect the construction contractor as the responsible party.

**Prepare a Transportation Management Plan (TMP) for Construction.** Prior to the start of construction, a TMP will be prepared by the construction contractor in compliance with local requirements and approval of SCRRA, the City, and Caltrans, where applicable.

Street closure schedules in the construction TMP will be coordinated between the construction contractor, the City, private businesses, public transit and bus operators, emergency service providers and residents to minimize construction-related vehicular traffic impacts. During planned closures, traffic will be re-routed to adjacent streets via clearly marked detours and notice will be provided in advance to applicable parties.

The following provisions will be included in the TMP:

- Phase 1:
  - Traffic will be detoured to Sequoia Avenue, Tapo Street, and Stearns Street via East Los Angeles Avenue.
- Phase 2:
  - Traffic will be detoured to Sequoia Avenue, Tapo Canyon Road, and Stearns Street via East Los Angeles Avenue during full closure at Tapo Street railroad crossing.
  - For Hidden Ranch Drive it is recommended once a contractor is chosen, the design and staging of construction sequence will be coordinated and reviewed between the contractor, the City, and SCRRA.

- Phase 3:
  - Traffic will be detoured to State Route (SR) 118 and Cochran Street via Sequoia Avenue, Tapo Canyon Road, Tapo Street, and Stearns Street.

### Section 3.13 Tribal Cultural Resources

No changes to Section 3.13, Tribal Cultural Resources, are required in the Final EIR.

### Section 3.14 Utilities and Service Systems

No changes to Section 3.14, Utilities and Service Systems, are required in the Final EIR.

### Section 3.15 Wildfires

No changes to Section 3.15, Wildfires, are required in the Final EIR.

## Chapter 4 Cumulative Impacts

No changes to Chapter 4, Cumulative Impacts, are required in the Final EIR.

## Chapter 5 Alternatives

*Page 5-2:* The text below was modified to reflect nighttime construction noise as the only significant and unavoidable impact of the Project.

Secondarily, the analysis of environmental impacts contained in Chapter 3, Environmental Analysis, Impacts, and Mitigation, identified the following significant and unavoidable impacts of the Project:

- Temporary nighttime construction ~~noise and vibration~~ associated with construction of Phase I, II, and III improvements

## Chapter 6 Economic, Social, and Growth-Inducing Impacts

No changes to Chapter 6, Economic, Social, and Growth-Inducing Impacts, are required in the Final EIR.

## Chapter 7 Other CEQA Considerations

*Page 7-4, Significant and Unavoidable Environmental Impacts:* The below text is modified to reflect nighttime construction noise as the only significant and unavoidable impact of the Project.

Implementation of the Project would result in a significant and unavoidable impact in the following issue areas: ~~Noise and Hydrology~~. The following impact would be significant and unavoidable even after the implementation of mitigation.

- Construction (Short Term)
  - Noise (nighttime construction noise temporarily exceeded)

## Chapter 8 References

No changes to Chapter 8, References, are required in the Final EIR.



## Chapter 9 Preparers

No changes to Chapter 9, Preparers, are required in the Final EIR.

## Appendix K – Preliminary Drainage Report

The Preliminary Drainage Report has been modified to remove editing comments throughout the document.

## Appendix L – Noise and Vibration Technical Report

*Page 95, Operational Noise Mitigation:* The numerical order and placement of the mitigation measures are modified to be consistent with the noise and vibration mitigation measures in the Final EIR, as updated in this errata.

~~**NV-1 Quiet zone implementation.** At grade crossings will be designed and constructed to be compatible with the formation of quiet zones. Prior to the operation, SCRRA will coordinate with the City of Simi Valley to construct and establish quiet zones at the following grade crossings:~~

- Sequoia Avenue
- Tapo Canyon Road
- Tapo Street
- East Los Angeles Avenue
- Hidden Ranch Drive

~~With implementation of quiet zones, Project operational noise levels would be reduced, and all impacts would be eliminated. provides detailed calculations at each of the sensitive receptors.~~

**NV-1 Employ noise- and vibration-reducing measures during construction.** The construction contractor will employ measures to minimize and reduce construction noise and vibration. Noise and vibration reduction measures that ~~would~~ shall be implemented include, but are not limited to, the following:

- Design considerations and Project layout:
  - ~~Construct temporary noise walls between noisy activities and noise sensitive receivers~~
  - Install temporary noise barriers between noisy activities and noise sensitive receivers, and around especially noisy activities or clusters of noisy equipment
  - Place site equipment on the construction site as far away from noise-sensitive sites as possible
  - ~~Construct walled enclosures around especially noisy activities or clusters of noisy equipment~~



- Sequence of operations:
  - Combine noisy operations to have them occur in the same time period
    - The total noise level produced would not be significantly greater than the level produced if the operations were performed separately
  - Avoid nighttime construction adjacent to noise-sensitive receptors to the maximum extent feasible
    - Sensitivity to noise increases during the nighttime hours in residential neighborhoods
- Alternative construction methods:
  - Use specially quieted equipment, such as quieted and enclosed air compressors and properly working mufflers on all engines
  - Select quieter demolition methods, where feasible

These noise and vibration reduction methods shall be incorporated into SCRRA's contractor specifications.

~~**NV-2 Wayside horns.** If the City of Simi Valley's application for quiet zone status at the Project's at-grade crossings (i.e., Sequoia Avenue, Tapo Canyon Road, Tapo Street, East Los Angeles Avenue, and Hidden Ranch Drive) is not approved by FRA, the use of wayside horns at the at-grade crossings will be implemented instead of a quiet zone. Wayside horns would be used instead of locomotive horns to warn roadway vehicles, pedestrians, and bicyclists of an oncoming train. A plan to use wayside horns in place of the locomotive horn at public grade crossings would be coordinated with the City of Simi Valley and the local agency having responsibility for traffic control and law enforcement on the road crossings, and the state agency responsible for railroad safety (e.g., California Public Utilities Commission), any railroads that share the ROW, and FRA prior to Project approval.~~

**NV-2 Prepare a community notification plan for Project construction.** To proactively address community concerns related to construction noise and vibration, prior to construction, SCRRA and/or the construction contractor will prepare and maintain a community notification plan. Components of the plan will include initial information packets prepared and mailed to all residences within a 500-foot radius of Project construction. Updates to the plan will be prepared as necessary to indicate changes to the construction schedule or other processes. SCRRA will identify a Project liaison to be available to respond to questions from the community or other interested groups.

~~**NV-3 Installation of sound barriers.** This mitigation scenario assumes that the quiet zone is not implemented and instead a noise wall is constructed along the railroad ROW where feasible. The noise wall would be 16 feet in height and would be installed along the property line of the mobile home park and the railroad, continuing along Hidden Ranch Drive, see **Error! Reference source not found.**~~

~~Operational noise impact conditions under this scenario would be reduced to 30 moderate residential impacts and no severe impacts. Increases at the remaining moderate impacts would be up to 4 dB, a level that is barely perceptible.~~

**Mitigation Measure NV-3 Quiet zone implementation.** At-grade crossings will be designed and constructed to be compatible with the formation of quiet zones. Prior to the operation, SCRRA will coordinate with the City of Simi Valley, CPUC, and FRA to construct and establish quiet zones at the following at-grade crossings:

- Sequoia Avenue
- Tapo Canyon Road
- Tapo Street
- East Los Angeles Avenue
- Hidden Ranch Drive

With implementation of quiet zones, Project operational noise levels would be reduced, and all impacts would be eliminated. Appendix L of this EIR provides detailed calculations at each of the sensitive receptors.

**Mitigation Measure NV-4 Wayside horns.** If the City's application for quiet zone status at the Project's at-grade crossings (i.e., Sequoia Avenue, Tapo Canyon Road, Tapo Street, East Los Angeles Avenue, and Hidden Ranch Drive) is not approved by FRA, the use of wayside horns at the at-grade crossings will be implemented instead of a quiet zone. Wayside horns will be used instead of locomotive horns to warn roadway vehicles, pedestrians, and bicyclists of an oncoming train. A plan to use wayside horns in place of the locomotive horn at public grade crossings will be coordinated with the City of Simi Valley and the local agency having responsibility for traffic control and law enforcement on the road crossings, as well as the state agency responsible for railroad safety (e.g., CPUC), any railroads that share the ROW, and FRA prior to Project approval.

### 0.3.3 CEQA Requirements and Findings Supporting Decision Not to Recirculate

CEQA Section 15088.5 requires that an EIR which has been made available for public review, but not yet certified, be recirculated whenever significant new information has been added to the EIR.

It is common, and in most cases necessary, to amplify and elaborate on the analysis of an EIR. CEQA anticipates this and such amplification does not constitute significant new information unless it triggers one of the four categories described in CEQA Guidelines Section 15088.5(a). As stated in CEQA Guidelines, Section 15088.5(b), recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR.

SCRRA reviewed the comments received on the Draft EIR and provided a thorough response to each comment. As discussed in Section 0.3.2, revisions or clarifications were incorporated into the Final EIR; however, they do not trigger the need for recirculation because they do not constitute significant new information or “deprive the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project’s proponents have declined to implement.” Based upon review of the errata identified in Section 0.3.2, the revisions and clarifications do not result in any new or substantially increased significant impacts. Therefore, SCRRA has concluded that recirculation of the Draft EIR is not required.

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## 0.4 Mitigation Monitoring and Reporting Program

SCRRA will adopt this MMRP in accordance with PRC Section 21081.6 and Section 15097 of the CEQA Guidelines. The purpose of the MMRP is to ensure that SCRRA, as the lead agency, complies with all applicable environmental mitigation requirements as contained in the Draft EIR for the Simi Valley Double Track Project. The mitigation measures for the Project as presented in this MMRP will be adopted by SCRRA, in conjunction with the certification of the Final EIR.

The mitigation measures are provided in Table 0.4-1. The specific mitigation measures are identified, as well as the monitoring method, responsible monitoring party, monitoring phase, verification/approval party, date mitigation measure verified or implemented, location of documents (monitoring record), and completion requirement for each mitigation measure.

The mitigation measures applicable to the Project include avoiding certain impacts altogether, minimizing impacts by limiting the degree or magnitude of the action and its implementation, and/or reducing or eliminating impacts over time by maintenance operations during the life of the action.

PRC Section 21081.6 requires the lead agency, for each project that is subject to CEQA, to monitor performance of the mitigation measures included in any environmental document to ensure implementation. SCRRA, as the designated CEQA lead agency for the Project, is responsible for review of all monitoring reports, enforcement actions, and document disposition as it relates to this MMRP.

A record of the MMRP will be maintained at SCRRA, 900 Wilshire Boulevard, Suite 1500, Los Angeles, California 90017. All mitigation measures contained in the EIR will be made conditions of the Project as further described below.

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Table 0.4-1. Mitigation Measures

Mitigation Measure Number	Mitigation Measure	Monitoring Method	Responsible Party	Monitoring Phase	Verification/ Responsible Party	Date Mitigation Measure Verified or Implemented	Location of Documents (Monitoring Record)	Completion Requirement
Aesthetics								
AES-1	Temporary Screening. The construction contractor shall ensure that material and equipment storage areas, including storage sites for excavated materials that are visible from nearby roads, residences, and recreational areas will be visually screened using temporary screening fencing. Fencing will be of an appropriate design and color for the Project location.	Screen material and equipment storage areas with fencing of appropriate design and color.	Construction Manager/Contractor	Prior to and during construction	SCRRA			
AES-2	Minimize Nighttime Work and Screen Direct Lighting. The construction contractor shall ensure that nighttime construction activities near residential areas will be avoided to the extent feasible. If nighttime work is required, the construction contractor will install temporary lighting in a manner that directs light toward the construction area and will install temporary shields as necessary so that light does not spill over into residential areas.	Avoid nighttime construction activities near residential areas or direct light toward the construction area to avoid light spill over into residential areas.	Construction Manager/Contractor	During construction	SCRRA			
AES-3	Screen Direct Lighting and Glare. During final design, the construction contractor shall ensure that all new or replacement lighting will comply with maximum allowable CALGreen glare ratings (CBSC 2019 – Title 24, Part 11) and will be designed to be directed away from residential units. Screening elements, including landscaping, will also be incorporated into the design, where feasible.	Ensure all new or replacement lighting complies with CBSC 2019 – Title 24, Part 11 and directed away from residential units.	Construction Manager/Contractor	During final design	SCRRA			
Air Quality								
AQ-1	Use Tier 4 Construction Equipment. Prior to all construction activities, the construction contractor shall ensure that all dozing equipment; including, but not limited to, rubber-tired or front-end dozers; will be equipped with U.S. EPA Tier 4 or cleaner engines. The construction contractor shall document and submit evidence to SCRRA prior to construction that Tier 4 or cleaner dozing equipment will be used during Project construction.	Use Tier 4 or cleaner engines for all dozing equipment; including, but not limited to, rubber-tired or front-end dozers.	Construction Manager/Contractor	Prior to construction	SCRRA			
		Document and submit evidence that Tier 4 or cleaner equipment will be used	Construction Manager/Contractor	Prior to construction	SCRRA			
Biological Resources								
BIO-1	Implement Biological Resource Protection Measures During Construction. The construction contractor shall implement the following BMPs during	Conduct biological monitoring to oversee contractor activities	SCRRA and Construction Manager	During construction	SCRRA			

Table 0.4-1. Mitigation Measures

Mitigation Measure Number	Mitigation Measure	Monitoring Method	Responsible Party	Monitoring Phase	Verification/ Responsible Party	Date Mitigation Measure Verified or Implemented	Location of Documents (Monitoring Record)	Completion Requirement
	<p>construction to minimize direct and indirect impacts on special-status species.</p> <p>a. No work activities, materials or equipment storage or access will be permitted outside the Project limits. All parking and equipment storage by the contractor related to the Project will be confined to the Project limits. Undisturbed areas and special-status vegetation communities outside and adjacent to the Project limits will not be used for parking or equipment storage. Project-related vehicle traffic will be restricted to the Project limits and established roads and construction access points.</p> <p>b. Construction activities will be limited to daylight hours to the extent feasible. If nighttime activities are unavoidable, then workers will direct all lights for nighttime lighting into the work area and will minimize the lighting of natural habitat areas adjacent to the work area. The contractor will use light glare shields to reduce the extent of illumination into special-status vegetation communities. If the work area is located near surface waters, the lighting will be shielded such that it does not shine directly into the water.</p> <p>c. Clearing will be confined to the minimal area necessary to facilitate construction activities. Cleared vegetation and spoils will be disposed of daily at a permanent off-site spoils location or at a temporary on-site location that will not create habitat for special-status wildlife species. Spoils and dredged material will be disposed of at an approved site or facility in accordance with all applicable federal, state, and local regulations.</p> <p>d. Food-related and other garbage will be disposed of in wildlife-proof containers and will be removed from the Project study area daily during the construction period. Vehicles carrying trash will be required to have loads covered and secured to prevent</p>							



Table 0.4-1. Mitigation Measures

Mitigation Measure Number	Mitigation Measure	Monitoring Method	Responsible Party	Monitoring Phase	Verification/ Responsible Party	Date Mitigation Measure Verified or Implemented	Location of Documents (Monitoring Record)	Completion Requirement
	<p>trash and debris from falling onto roads and adjacent properties.</p> <p>e. The spread of dust from work sites to special-status vegetation communities or habitats for special-status species on adjacent lands will be minimized by use of a water truck. SCAQMD Rule 403 requires dirt access roads, haul roads, and spoils areas will be watered at least twice each day when being used during construction dry periods.</p> <p>f. Vehicles will be refueled in upland areas where fuel cannot enter waters of the U.S. or waters of the state and in areas that do not have suitable habitat to support federally and/or state-listed species.</p> <p>g. In the event that no activity is to occur in the work area for the weekend and/or a period of time greater than 48 hours, all portable fuel containers will be removed from the Project site.</p> <p>h. Equipment and containers will be inspected daily for leaks. Should a leak occur, contaminated soils and surfaces will be cleaned up and disposed of following the guidelines identified in the SWPPP, Materials Safety Data Sheets, and any specifications required by other permits issued for the Project.</p> <p>i. Off-site maintenance and repair shops will be utilized as much as possible for maintenance and repair of equipment. f maintenance of equipment must occur on site, fuel/oil pans, absorbent pads, or appropriate containment will be used to capture spills/leaks within all areas. Where feasible, maintenance of equipment will occur in upland areas where fuel cannot enter waters of the U.S. or waters of the state and in areas that do not have suitable habitat to support federally and/or state-listed species.</p>							

Table 0.4-1. Mitigation Measures

Mitigation Measure Number	Mitigation Measure	Monitoring Method	Responsible Party	Monitoring Phase	Verification/ Responsible Party	Date Mitigation Measure Verified or Implemented	Location of Documents (Monitoring Record)	Completion Requirement
BIO-2	<b>Avoid Impacts on Migratory and Nesting Birds.</b> If vegetation clearing or initial ground disturbance activities occur between January 15 and September 15, a preconstruction nesting bird survey (within seven days prior to construction activities) shall be conducted by a qualified biologist to determine if active nests are present within the area proposed for disturbance to avoid the nesting activities of breeding birds/raptors. The results of the surveys will be made available to the wildlife agencies [USFWS/CDFW], upon request, prior to initiation of any construction activities. Should nesting bird species aside from European starlings ( <i>Sturnus vulgaris</i> ) and house sparrows ( <i>Passer domesticus</i> ) be found, a 300-foot (500 feet for raptors) exclusionary buffer will be established by the biologist. This buffer shall be clearly marked in the field by construction personnel under guidance of the biologist, and construction or clearing will not be conducted within this buffer zone until the biologist determines that the young have fledged or the nest is no longer active. At the discretion of the biologist, the buffer may be reduced if the nest is buffered by existing visual and noise barriers such as hills, walls, buildings, etc. visual and noise barriers are added, or the nesting species is known to tolerate higher levels of disturbance.	Conduct a preconstruction nesting bird survey if ground disturbance activities would occur between January 15 and September 15.	SCRRA and Construction Manager	Prior to construction	SCRRA			
		Clearly mark exclusionary buffer if nesting birds are found.	Contractor	During construction	SCRRA			

**Table 0.4-1. Mitigation Measures**

Mitigation Measure Number	Mitigation Measure	Monitoring Method	Responsible Party	Monitoring Phase	Verification/ Responsible Party	Date Mitigation Measure Verified or Implemented	Location of Documents (Monitoring Record)	Completion Requirement
<b>BIO-3</b>	<b>Protected Trees.</b> Preconstruction surveys for protected trees (all historic trees, all mature native oak trees, or any mature trees which are associated with a proposal for urban development, or are located on a vacant parcel) that are subject to protection under the City's Municipal Code Chapter 9-38 Tree Preservation shall be conducted by an arborist, horticulturist, or registered landscape architect within the Project footprint pending the completion of final engineering design. Mature trees are defined in the City's Mature Tree Preservation Ordinance (Ordinance No. 1278) as any living native oak tree that has a diameter of 5 inches or more, or a tree of any other species that has a diameter of 9.5 or more inches as measured 4.5 feet above the root crown. The types, location, sizes, health, aesthetic quality, damage or disease, recommended remedial measures, replacement value, and feasibility of relocation of protected trees subject to removal will be documented in a tree protection report prior to construction. Any protected trees subject to removal from the Project will be replaced at a one to one ratio with specimen trees that adhere to the City's tree list.	Conduct preconstruction surveys for protected trees and prepare a tree protection report.	SCRRA	Prior to construction	SCRRA			
<b>Cultural Resources</b>								
<b>CUL-1</b>	<b>Cultural Monitoring.</b> SCRRA will retain a qualified archaeologist to monitor all ground disturbing activities within 50 feet of where resource P-56-152301 once stood.	Retain a qualified archeologist and monitor disturbing activities within 50 feet of former P-56-152301 resource.	SCRRA and Construction Manager	During ground-disturbing activities	SCRRA			
<b>CUL-2</b>	<b>Unanticipated Discoveries.</b> If buried cultural resources are discovered inadvertently during ground-disturbing activities, the construction contractor will temporarily halt work in the area and within 50 feet of the find until a qualified archaeologist who meets the Secretary of Interior Standards for Archaeology can assess the significance of the find and, if necessary, develop appropriate treatment measures in consultation with SCRRA. If the find is prehistoric or Native American in origin, consultation with local Native American tribes who have expressed interest and concern regarding the Project will be undertaken.	Notify the County immediately if unknown archaeological resources are encountered.	Construction Manager/Contractor	During ground-disturbing activities	SCRRA			
		Retain the services of a qualified professional archaeologist.	SCRRA	During ground-disturbing activities	SCRRA			
<b>CUL-3</b>	<b>Human Remains and Associated or Unassociated Funerary Objects.</b> The discovery of human remains is always a possibility during	Stop work until the coroner and the NAHC are contacted, per steps	Construction Manager/Contractor	During ground-disturbing activities	SCRRA			

Table 0.4-1. Mitigation Measures

Mitigation Measure Number	Mitigation Measure	Monitoring Method	Responsible Party	Monitoring Phase	Verification/ Responsible Party	Date Mitigation Measure Verified or Implemented	Location of Documents (Monitoring Record)	Completion Requirement
	ground-disturbing activities; if human remains are found, the State of California Health and Safety Code Section 7050.5 states that no further disturbance will occur until the county coroner has made a determination of origin and disposition pursuant to PRC Section 5097.98. In the event of an unanticipated discovery of human remains, the construction contractor will halt work within 50 feet of the find and the county coroner must be notified immediately. If the human remains are determined to be prehistoric, the coroner will notify the NAHC, which will determine and notify a most likely descendant. The most likely descendant will complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.	identified in Mitigation Measure CUL-3.						
<b>Geology and Soils</b>								
<b>GEO-1</b>	<b>Final Geotechnical Report.</b> Prior to construction, SCRRA shall retain a qualified geotechnical engineer to prepare a final geotechnical report in support of the Project’s final design. The final geotechnical report will implement the recommendations made in the <i>Simi Valley Double Track and Platform Project Preliminary Geotechnical Design Report</i> including, but not limited to, the following observations and testing: <ul style="list-style-type: none"><li>Plans and specifications review</li><li>Over-excavation and soil removal and/or exposed excavation bottom</li><li>Pumping or unstable subgrade</li><li>Placement of compacted fill</li><li>Footing excavations</li><li>Unusual subsurface conditions encountered</li></ul>	Retain a qualified engineer to prepare a final geotechnical report.	SCRRA	Prior to issuance of a grading permit	SCRRA			
<b>PAL-1</b>	<b>Paleontological Monitoring.</b> SCRRA will retain a qualified paleontologist to perform full-time monitoring during excavations impacting geologic units with moderate paleontological potential (PFYC 3), either at the surface (e.g., upper 6 feet of the Project site) or at depth (e.g., present below the surface at depths greater than 6 feet deep). Paleontological monitoring will occur full-time during	Perform full-time monitoring in accordance with PAL-1.	SCRRA	During excavations	SCRRA			

**Table 0.4-1. Mitigation Measures**

Mitigation Measure Number	Mitigation Measure	Monitoring Method	Responsible Party	Monitoring Phase	Verification/ Responsible Party	Date Mitigation Measure Verified or Implemented	Location of Documents (Monitoring Record)	Completion Requirement
	excavation east of Tapo Street, as shown on Figure 2-3 in Appendix G of this EIR.  Excavations determined to be entirely within previously disturbed sediments do not require monitoring.							
<b>PAL-2</b>	<b>Paleontological Spot Checks.</b> SCRRA will retain a qualified paleontologist to perform initial spot checks during all excavations that exceed depths of 6 feet into geologic units with low paleontological potential (PFYC 2) to determine if paleontologically sensitive sediments (PFYC 3) are present in the subsurface. If paleontologically sensitive deposits are observed, full-time monitoring shall be implemented in those areas in accordance with Mitigation Measure PAL-1. Spot-checking locations are shown on Figure 2-3 in Appendix G of this EIR.  Excavations determined to be entirely within previously disturbed sediments do not require spot checks.	Retain a qualified paleontologist to perform initial spot checks to determine whether paleontologically sensitive deposits are observed.	SCRRA	Prior to construction	SCRRA			
		Perform full-time monitoring if paleontologically sensitive sediments (PFYC 3) are present in the subsurface.	SCRRA	During construction				
<b>PAL-3</b>	<b>Unanticipated Discovery of Paleontological Resources.</b> In the event that paleontological resources are observed, the construction contractor shall halt work within 20 feet of the discovery until they can be evaluated by the qualified paleontologist. If determined to be scientifically important, the paleontological resources will be recovered, prepared to the point of curation, identified, and curated at the LACM or another accredited repository along with associated field data.	Halt work within 20 feet of paleontological discovery if paleontological resources are observed.	Construction Manager/Contractor	During construction	SCRRA			
		Recover, prepare for curation, identify and curate at the LACM or equivalent, any significant paleontological resource.	SCRRA	During construction				
<b>PAL-4</b>	<b>Paleontological Reporting.</b> At the completion of ground-disturbing activities, a report documenting the methods and results of paleontological monitoring will be prepared by the qualified paleontologist.	Prepare paleontological monitoring report.	SCRRA	Post-ground disturbing activities	SCRRA			
<b>Hazards and Hazardous Materials</b>								
<b>HAZ-1</b>	<b>HMMP.</b> Prior to construction, an HMMP will be prepared by SCRRA that outlines provisions for safe storage, containment, and disposal of chemicals and hazardous materials, contaminated soils, and contaminated groundwater used or exposed during construction, including the proper locations for disposal. The HMMP will be prepared to address the	Prepare and implement HMMP.	SCRRA	Prior to construction	SCRRA			

Table 0.4-1. Mitigation Measures

Mitigation Measure Number	Mitigation Measure	Monitoring Method	Responsible Party	Monitoring Phase	Verification/ Responsible Party	Date Mitigation Measure Verified or Implemented	Location of Documents (Monitoring Record)	Completion Requirement
	<p>area of the Project footprint, and include, but not be limited to, the following:</p> <ul style="list-style-type: none"><li>• A description of hazardous materials and hazardous wastes used (29 CFR 1910.1200)</li><li>• A description of handling, transport, treatment, and disposal procedures, as relevant for each hazardous material or hazardous waste (29 CFR 1910.120)</li><li>• Preparedness, prevention, contingency, and emergency procedures, including emergency contact information (29 CFR 1910.38)</li><li>• A description of personnel training including, but not limited to: (1) recognition of existing or potential hazards resulting from accidental spills or other releases; (2) implementation of evacuation, notification, and other emergency response procedures; (3) management, awareness, and handling of hazardous materials and hazardous wastes, as required by their level of responsibility (29 CFR 1910)</li><li>• Instructions on keeping Safety Data Sheets on site for each on site hazardous chemical (29 CFR 1910.1200)</li><li>• Identification of the locations of hazardous material storage areas, including temporary storage areas, which will be equipped with secondary containment sufficient in size to contain the volume of the largest container or tank (29 CFR 1910.120)</li></ul>							
HAZ-2	<b>Unanticipated Encounters with Contaminated Soils.</b> The construction contractor will immediately stop subsurface activities in the event that previously unidentified significantly stained soil is found during construction. The construction contractor will follow the guidelines outlined in the Project-specific soil management plan and applicable regulations regarding discovery, response, and disposal for hazardous materials or stained soil encountered during the construction process.	Stop subsurface activities in the event that previously unidentified significantly stained soil is found.	Construction Manager/Contractor	During subsurface activities	SCRRA			
		Follow the guidelines outlined in the Project-specific soil management plan and applicable regulations regarding discovery, response, and disposal for hazardous materials or stained soil encountered during construction.	Construction Manager/Contractor	During construction				

Table 0.4-1. Mitigation Measures

Mitigation Measure Number	Mitigation Measure	Monitoring Method	Responsible Party	Monitoring Phase	Verification/ Responsible Party	Date Mitigation Measure Verified or Implemented	Location of Documents (Monitoring Record)	Completion Requirement
HAZ-3	<b>Soil Management Plan.</b> The construction contractor will ensure that a Soil Management Plan will be prepared and implemented by a qualified geologist prior to approval of the Project's grading permit. The Soil Management Plan will summarize soil profiling procedures (prior to construction/soil excavation), provide guidance for managing any soil excavated from the Project study area, and request site closure contingent upon completion of soil excavation and off-site disposal. The Soil Management Plan will outline a health and safety plan and all work involving potentially impacted soils will be conducted in accordance with the site-specific health and safety plan.	Prepare and implement a Soil Management Plan.	Construction Manager/Contractor	Prior to approval of grading permit	SCRRA			
<b>Hydrology, Flooding, and Water Quality</b>								
HWQ-1	<b>Prepare and Implement a Project-Specific SWPPP.</b> SCRRA shall prepare a SWPPP that satisfies Risk Level 2 requirements in accordance with the requirements of the Construction General Permit (Order No. 2012-0006-DWQ). A Qualified SWPPP Developer shall prepare the SWPPP and include construction-phase BMPs for erosion and sediment control; site management, housekeeping, and waste management for control of contaminants; management of non-stormwater discharges; run-on and runoff controls; and BMP inspection, maintenance, and repair activities. The SWPPP must also detail spill prevention and control measures to identify the proper storage and handling techniques of fuels and lubricants, and the procedures to follow in the event of a spill.  BMP requirements shall confirm to SCRRA's DCM (as amended), and the most recent version of the California Stormwater Quality Association Stormwater Best Management Handbook. A Qualified SWPPP Practitioner shall be responsible for implementing the BMPs at the site and performing all required monitoring and inspection/maintenance/ repair activities.	Prepare and implement SWPPP.	SCRRA	Prior to issuance of a grading permit	SCRRA			
		Perform monitoring and inspection/maintenance/ repair activities.	SCRRA	During construction	SCRRA			
HWQ-2	<b>Prepare a Final Drainage Plan.</b> SCRRA shall prepare a final drainage plan in support of final design to maintain post-Project drainage flows to existing levels. The final drainage plan shall determine the capacity of existing drainage mains and their ability to accommodate any increase in	Prepare a final drainage plan.	SCRRA	During final design	SCRRA			



Table 0.4-1. Mitigation Measures

Mitigation Measure Number	Mitigation Measure	Monitoring Method	Responsible Party	Monitoring Phase	Verification/ Responsible Party	Date Mitigation Measure Verified or Implemented	Location of Documents (Monitoring Record)	Completion Requirement
	runoff. The final drainage plan shall verify the existing pipe network including pipe size, elevation, material, capacity and condition, including the existing stormwater drainage facility north and south of the ROW. The drainage study shall also determine the need and recommended type of low impact development required to manage stormwater and the applicability of the hydromodification requirements of the Ventura County MS4 Permit.							
HWQ-3	<b>Prepare a Hydrologic and Hydraulic Analysis.</b> In conjunction with the Project’s final engineering design, SCRRA shall prepare a H&H analysis to assess the Project’s proposed improvements that intersect with FEMA-designated areas of 100-year flooding along the Project corridor. The H&H analysis shall adhere to FEMA and local Ventura County and City requirements to confirm the Project improvements do not redirect flood flows and/or increased base flooding depths. If modeling results indicate a rise in base flood levels or a redirection of flood flows, SCRRA will be responsible for modifying the Project design through the final design process to minimize or eliminate these impacts and/or filing a letter of map revision through the local floodplain administer in coordination with FEMA.	Prepare a H&H analysis.	SCRRA	During final design	SCRRA			
		Modify Project design and/or file a letter of map revision through the local floodplain administer in coordination with FEMA.	SCRRA	During final design	City of Simi Valley  Ventura County  FEMA			
Noise and Vibration								
NV-1	<b>Employ noise- and vibration-reducing measures during construction.</b> The construction contractor will employ measures to minimize and reduce construction noise and vibration. Noise and vibration reduction measures that shall be implemented include, but are not limited to, the following: <ul style="list-style-type: none"><li>Design considerations and Project layout:<ul style="list-style-type: none"><li>Install temporary noise barriers between noisy activities and noise sensitive receivers, and around especially noisy activities or clusters of noisy equipment</li><li>Place site equipment on the construction site as far away from noise-sensitive sites as possible</li></ul></li><li>Sequence of operations:<ul style="list-style-type: none"><li>Combine noisy operations to have them occur in the same time period</li></ul></li></ul>	Employ measures to minimize and reduce construction noise and vibration.	Contractor	During construction	SCRRA			



Table 0.4-1. Mitigation Measures

Mitigation Measure Number	Mitigation Measure	Monitoring Method	Responsible Party	Monitoring Phase	Verification/ Responsible Party	Date Mitigation Measure Verified or Implemented	Location of Documents (Monitoring Record)	Completion Requirement
	<ul style="list-style-type: none"><li>▪ The total noise level produced would not be significantly greater than the level produced if the operations were performed separately</li><li>▪ Avoid nighttime construction adjacent to noise-sensitive receptors to the maximum extent feasible</li><li>▪ Sensitivity to noise increases during the nighttime hours in residential neighborhoods</li></ul> <ul style="list-style-type: none"><li>• Alternative construction methods:<ul style="list-style-type: none"><li>○ Use specially quieted equipment, such as quieted and enclosed air compressors and properly working mufflers on all engines</li><li>○ Select quieter demolition methods, where feasible</li></ul></li></ul> <p>These noise and vibration reduction methods shall be incorporated into Metrolink’s contractor specifications.</p>							
NV-2	<b>Prepare a Community Notification Plan for Project Construction.</b> To proactively address community concerns related to construction noise and vibration, prior to construction, SCRRA and/or the construction contractor will prepare and maintain a community notification plan. Components of the plan will include initial information packets prepared and mailed to all residences within a 500-foot radius of Project construction. Updates to the plan will be prepared as necessary to indicate changes to the construction schedule or other processes. SCRRA will identify a Project liaison to be available to respond to questions from the community or other interested groups.	Prepare and maintain a community notification plan.	SCRRA, construction Manager, and Contractor	Prior to construction	SCRRA			
		Update the community notification plan as necessary to indicate changes to the construction schedule or other processes.	SCRRA	During construction				
		Identify a Project liaison to be available to respond to questions from the community or other interested groups.	SCRRA	During construction				
NV-3	<b>Quiet Zone Implementation.</b> At-grade crossings will be designed and constructed to be compatible with the formation of quiet zones. Prior to the operation, SCRRA will coordinate with the City of Simi Valley, CPUC, and FRA to construct and establish quiet zones at the following at-grade crossings:	Implement quiet zones.	SCRRA, City of Simi Valley, CPUC, and FRA	Prior to operation	SCRRA			

Table 0.4-1. Mitigation Measures

Mitigation Measure Number	Mitigation Measure	Monitoring Method	Responsible Party	Monitoring Phase	Verification/ Responsible Party	Date Mitigation Measure Verified or Implemented	Location of Documents (Monitoring Record)	Completion Requirement
	<ul style="list-style-type: none"><li>Sequoia Avenue</li><li>Tapo Canyon Road</li><li>Tapo Street</li><li>East Los Angeles Avenue</li><li>Hidden Ranch Drive</li></ul> <p>With implementation of quiet zones, Project operational noise levels would be reduced, and all impacts would be eliminated. Appendix L of this EIR provides detailed calculations at each of the sensitive receptors.</p>							
NV-4	<b>Wayside Horns.</b> If the City’s application for quiet zone status at the Project’s at-grade crossings (i.e., Sequoia Avenue, Tapo Canyon Road, Tapo Street, East Los Angeles Avenue, and Hidden Ranch Drive) is not approved by FRA, the use of wayside horns at the at-grade crossings shall be implemented instead of a quiet zone. Wayside horns shall be used instead of locomotive horns to warn roadway vehicles, pedestrians, and bicyclists of an oncoming train. A plan to use wayside horns in place of the locomotive horn at public grade crossings shall be coordinated with the City of Simi Valley and the local agency having responsibility for traffic control and law enforcement on the road crossings, as well as the state agency responsible for railroad safety (e.g., CPUC), any railroads that share the ROW, and FRA prior to Project operation.	Use wayside horns at the at-grade crossings.	SCRRA, City of Simi Valley, CPUC, and FRA	Prior to Operation	SCRRA			
<b>Transportation and Traffic</b>								
TRA-1	<b>Prepare a TMP for Construction.</b> Prior to the start of construction, a TMP will be prepared by the construction contractor in compliance with local requirements and approval of SCRRA, the City, and Caltrans, where applicable.  Street closure schedules in the construction TMP will be coordinated between the construction contractor, the City, private businesses, public transit and bus operators, emergency service providers and residents to minimize construction-related vehicular traffic impacts. During planned closures, traffic will be re-routed to adjacent streets via clearly marked detours and notice will be provided in advance to applicable parties.	Prepare a TMP.	Construction Manager/Contractor	Prior to construction	SCRRA			

Table 0.4-1. Mitigation Measures

Mitigation Measure Number	Mitigation Measure	Monitoring Method	Responsible Party	Monitoring Phase	Verification/ Responsible Party	Date Mitigation Measure Verified or Implemented	Location of Documents (Monitoring Record)	Completion Requirement
	<p>The following provisions will be included in the TMP:</p> <ul style="list-style-type: none"><li>Phase 1:<ul style="list-style-type: none"><li>Traffic will be detoured to Sequoia Avenue, Tapo Street, and Stearns Street via East Los Angeles Avenue.</li></ul></li><li>Phase 2:<ul style="list-style-type: none"><li>Traffic will be detoured to Sequoia Avenue, Tapo Canyon Road, and Stearns Street via East Los Angeles Avenue during full closure at Tapo Street railroad crossing.</li><li>For Hidden Ranch Drive it is recommended once a contractor is chosen, the design and staging of construction sequence will be coordinated and reviewed between the contractor, the City, and SCRRA.</li></ul></li><li>Phase 3:<ul style="list-style-type: none"><li>Traffic will be detoured to SR 118 and Cochran Street via Sequoia Avenue, Tapo Canyon Road, Tapo Street, and Stearns Street.</li></ul></li></ul>							
TRA-2	<b>Maintain Pedestrian and Bicycle Access During Construction.</b> Pedestrian and bicycle access at the Tapo Canyon Road, Tapo Street, and East Los Angeles Avenue railroad crossings will be maintained during construction for most of the construction period. During planned closures, pedestrian and bicycle traffic will be re-routed to adjacent streets and/or sidewalks via clearly marked detours and notice will be given in advance to parties who are expected to need pedestrian and bicycle access during construction, including: nearby residences, emergency service providers, public transit and bus operators, the bicycle community, businesses and organizers of special events.	Maintain pedestrian and bicycle access at Tapo Canyon Road, Tapo Street, and East Los Angeles Avenue railroad crossings.	Construction Manager/Contractor	During construction	SCRRA			
TRA-3	<b>Implement Pre-signals or Comparable Measure(s).</b> Implement pre-signals or comparable measure(s) as part of the Project at the Tapo Canyon Road at East Los Angeles Avenue and Tapo Canyon Road at East Los Angeles Avenue and Tapo Street at East Los Angeles Avenue intersections.	Implement pre-signals or comparable measure(s) at the Tapo Canyon Road at East Los Angeles Avenue and Tapo Street at East Los Angeles Avenue intersections.	SCRRA, City of Simi Valley, and CPUC	Prior to operation	SCRRA			

Table 0.4-1. Mitigation Measures

Mitigation Measure Number	Mitigation Measure	Monitoring Method	Responsible Party	Monitoring Phase	Verification/ Responsible Party	Date Mitigation Measure Verified or Implemented	Location of Documents (Monitoring Record)	Completion Requirement
	The pre-signal or comparable measure(s), along with signal preemption, will result in reduction of queue and increase safety for the at-grade crossings. To implement this measure, SCRRA's contractor would be required to provide the traffic signal timing plans and preemptions calculations for City, CPUC, and FRA approval to upgrade the signal.	Provide the traffic signal timing plans and preemptions calculations to upgrade the signal.	Construction Manager/Contractor	Prior to operation				
Wildfire								
WLD-1	<b>Provide Accessible Fire Suppression Equipment.</b> During construction of the Project, fire suppression equipment will be kept onsite for easy access in the event of a fire. Workers will undergo fire suppression training to ensure proper use of the equipment occurs. During periods of elevated fire danger, the contractor will designate an employee to monitor portions of the construction work areas overlapping areas designated VHFHSZ to enable rapid incident reporting to VCFD.	Keep fire suppression equipment onsite and train workers in fire suppression.	SCRRA	During construction	SCRRA			
		Designate an employee to monitor portions of the construction work areas overlapping areas designated VHFHSZ to enable rapid incident reporting to VCFD.	Contractor	During periods of elevated fire danger.	SCRRA			

Notes:  
BMP=best management practice; CalGreen=California Green Building Standards; Caltrans=California Department of Transportation; CBSC=California Building Standards Code; CDFW=California Department of Fish and Wildlife; CFR=Code of Federal Regulations; CPUC=California Public Utilities Commission; DCM=Design Criteria Manual; EIR=environmental impact report; EPA=Environmental Protection Agency; FEMA=Federal Emergency Management Agency; FRA=Federal Railroad Administration; H&H=hydrologic and hydraulic; HMMP=hazardous materials management program; LACM=Natural History Museum of Los Angeles County; MS4=Municipal Separate Storm Sewer System; NAHC=Native American Heritage Commission; No.=number; PFYC=potential fossil yield classification; PRC=Public Resources Code; ROW=right-of-way; SCAQMD=South Coast Air Quality Management District; SCRRA=Southern California Regional Rail Authority; SR=State Route; SWPPP=stormwater pollution prevention plan; TMP=transportation management plan; U.S.=United States; USFWS=United States Fish and Wildlife Service; VCFD=Ventura County Fire Department; VHFHSZ=Very High Fire Hazard Severity Zone