

DEPARTMENT OF TRANSPORTATION

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Governor's Office of Planning & Research

Sep 30 2020

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STATE CLEARINGHOUSE11-SD-78
PM 30.88

Boden Canyon Ecological Reserve Land Management Plan
MND/SCH# 2020090030

Mr. Tim Dillingham
Senior Environmental Scientist/ Southern Lands Program Supervisor
Department of Fish and Wildlife
South Coast Region
State of California
3883 Ruffin Road,
San Diego, CA 92123

Dear Mr. Dillingham:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Mitigated Negative Declaration (MND) (SCH# 2020090030) to the Boden Canyon Ecological Reserve Land Management Plan. The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. The Local Development-Intergovernmental Review (LD-IGR) Program reviews land use projects and plans to ensure consistency with Caltrans' mission and state planning priorities.

Caltrans welcomes the opportunity to be a Responsible Agency under the California Environmental Quality Act (CEQA), as we have some discretionary authority of a portion of the project that is in Caltrans' Right of Way (R/W) through the form of an encroachment permit process. We look forward to the coordination of our efforts to ensure that Caltrans can adopt the alternative and/or mitigation measure for impacts within Caltrans' R/W.

An encroachment permit will be required for any work within the Caltrans' R/W prior to construction. As part of the encroachment permit process, the applicant must provide approved final environmental documents for this project, corresponding technical studies, and necessary regulatory and resource agency permits. Specifically, the CEQA determination or exemption.

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The supporting documents must address all environmental impacts within the Caltrans' R/W and address any impacts from avoidance and/or mitigation measures.

Caltrans recommends that this project specifically identifies and assesses potential impacts to the natural environment, infrastructure, in this case, the highway and appurtenant features (lighting/signs/guardrail) caused by the project or impacts from mitigation efforts that occur within Caltrans R/W.

Caltrans has the following comments:

Environmental

BIOLOGY – Should the Department of Fish and Wildlife need to apply for an encroachment permit, you should specifically call out any impacts to biological resources within Caltrans R/W.

HAZARDOUS WASTE/MATERIALS –

Aerially Deposited Lead (ADL): A hazardous waste concern for this project is ADL. Elevated levels of ADL are common in the soil adjacent to State highways and can also be found underneath some existing road surfaces due to past construction activities. ADL is usually found within 30 feet of the edge of the pavement and within the top six inches of the soil. In some cases, the lead is as deep as two to three feet below the surface. The Department of Toxic Substances Control (DTSC) sets regulatory thresholds for lead in soil, based on risk assessment work performed by CalEPA's Office of Environmental Health Hazard Assessment (OEHHA). It is the Applicant/Permittee's responsibility to comply with the DTSC ADL requirements for roadway soil management.

Noise: The project Draft IS/MND Section XIII – Noise has satisfied the requirements to evaluate and address noise impacts from the proposed development.

Air Quality: The project Draft IS/MND Section III – Greenhouse Gas Emissions have satisfied the requirements to evaluate and address air quality impacts from the proposed development.

It is possible that conditions could vary between or beyond the data evaluated. Caltrans Environmental Engineering makes no other representation, guarantee or warranty, express or implied, regarding the services, communication (oral or written), report, opinion, or instrument of service provided.

It should be recognized that definition and evaluation of geologic and environmental conditions are difficult and inexact science. Judgments leading to conclusions and recommendations are generally made with incomplete knowledge of the subsurface conditions present due to the limitations of data from field studies. Although risk can never be eliminated, more-detailed and extensive studies yield more information, which may help understand and manage the level of risk.

WILDFIRE PROTECTION –

The Fire Hazard Severity Zone is classified as Very High. Water for fire prevention is onsite or nearby (6.7 to 7.0 miles). Working to maintain existing native, less fire prone vegetation, by controlling the nonnative grasses in the understory by manual or mechanical fuels reduction methods with chemical applications as needed for fire prevention.

Hydrology

Any modification to the existing drainage and increased runoff to Caltrans facilities will not be allowed.

Right-of-Way

Any work performed within Caltrans R/W will require discretionary review and approval by Caltrans and an encroachment permit will be required for any work within the Caltrans R/W prior to construction. As part of the encroachment permit process, the applicant must provide an approved final environmental document including the CEQA determination addressing any environmental impacts within the Caltrans's R/W, and any corresponding technical studies.

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Additional information regarding encroachment permits may be obtained by contacting the Caltrans Permits Office at (619) 688-6158. Early coordination with Caltrans is strongly advised for all encroachment permits.

If you have any questions, please contact Mark McCumsey, of the Caltrans Development Review Branch, at (619) 985-4957 or by e-mail sent to mark.mccumsey@dot.ca.gov.

Sincerely,

electronically signed by

MAURICE EATON, Branch Chief
Local Development and Intergovernmental Review Branch