

Notice of Exemption

Appendix E

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044

County Clerk
County of: _____

From: (Public Agency): _____

(Address)

Project Title: _____

Project Applicant: _____

Project Location - Specific:

Project Location - City: _____ Project Location - County: _____

Description of Nature, Purpose and Beneficiaries of Project:

Name of Public Agency Approving Project: _____

Name of Person or Agency Carrying Out Project: _____

Exempt Status: **(check one):**

- Ministerial (Sec. 21080(b)(1); 15268);
- Declared Emergency (Sec. 21080(b)(3); 15269(a));
- Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- Categorical Exemption. State type and section number: _____
- Statutory Exemptions. State code number: _____

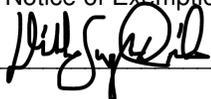
Reasons why project is exempt:

Lead Agency

Contact Person: _____ Area Code/Telephone/Extension: _____

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? Yes No

Signature:  _____ Date: _____ Title: _____

Signed by Lead Agency Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Date Received for filing at OPR: _____

1 Project Description

1.1 Project Background and Overview

The Arroyo Simi Three Bridges Scour Mitigation Project (Project or proposed action) is proposed to facilitate installation of scour countermeasures at three railroad bridges that pass over the Arroyo Simi Creek. The existing bridges (Arroyo Simi Bridges) are located at mile posts (MP) 428.15, 428.63, and 429.26 on the Southern California Regional Rail Authority's (SCRRA) Ventura County Line (VCL) of the Metrolink Ventura Subdivision. SCRRA is proposing to implement scour countermeasures in the form of new riprap along the creek bottom under the existing bridges, grouted rock-slope protection at the abutments, and concrete encasements at the piers to remediate the existing scour damage and protect against future scour. The existing single-track configuration at each bridge location would remain upon implementation of the proposed scour countermeasures.

1.2 Project Purpose and Need

The Arroyo Simi Bridges were originally constructed between 1944 and 1953 to replace older, wooden bridges at each location and have been subject to repeated emergency repairs due to extensive scour at the bridge abutments and piers. All three bridges currently experience extensive scour¹ at the abutments and piers resulting from ongoing head cutting and degradation² in the creek. Chronic scour at these locations undermines the riprap embankment (both grouted and un-grouted) at the toe of the abutments and unsupported pier pilings at each of the bridges. The Project is needed to remediate the existing scour damage and protect against future scour. If left unmitigated, the scour at the bridges' abutments and piers will continue to worsen, resulting in the bridge substructures eventually degrading to a point where they are compromised under existing loading conditions.

As such, the purpose of the Project is to implement scour countermeasures to avoid future structural deficiencies, emergency repairs, and maintain the operational safety of the Arroyo Simi Bridge crossings.

1.3 Project Location

The majority of the Project is located in the City of Moorpark, with a small portion between Bridge 428.63 and Bridge 429.26 extending into unincorporated Ventura County, California. Figure 1 shows the regional location of the Project in Southeastern Ventura County. Figure 2 through Figure 4 depict the Project footprint, which includes two noncontiguous geographic locations within and adjacent to the railroad right-of-way (ROW), where all temporary and permanent impact areas would occur. The Project footprint encompasses approximately 14.22 acres.

¹ Scour is the result of erosive action of running water, excavating, and carrying away material, in this case undermining the grouted rock slope protection near the abutments, and exposing the pier piles.

² Channel degradation is the lowering of a fluvial surface, such as a stream bed or floodplain, through erosional processes.

The Arroyo Simi Bridges are within the United States Geological Survey (USGS) *Simi Valley West* 7.5-minute quadrangle, and the specific latitude and longitude coordinates for each bridge are as follows:

- **Bridge 428.15:** Latitude 34.28594° and Longitude -118.8619
- **Bridge 428.63:** Latitude 34.28809 and Longitude -118.8538
- **Bridge 429.26:** Latitude 34.29143 and Longitude -118.8437

1.4 Existing Conditions

Table 1 provides a summary of the existing bridge characteristics at each location. Figure 5 depicts a schematic of typical bridge features described herein.

Table 1. Existing Bridge Characteristics

Characteristic	Bridge 428.15	Bridge 428.63	Bridge 429.26
Construction year	1953	1953	1944
Length (feet)	210	210	210
Number of spans	Seven (steel) – each 30 feet long	Five (steel) and two (concrete) – each 30 feet long	Five (steel) and two (concrete) – each 30 feet long
Number of piers (total, including end piers/abutments)	Eight	Eight	Eight
Number of intermediate piers	Six	Six	Six
Number of piles per intermediate pier	Six per pier ¹	Six per pier ¹ (except four at Pier 7)	Six per pier ¹ (except four at Pier 7)
Depth of pile (feet) ^a	44	30 to 42	31
Remnant concrete piers/collars present?	No ^b	No ^b	Yes

1.4.1 Bridge Features

Additional features related to each bridge location are provided below.

Bridge 428.15

Structurally, Bridge 428.15 supports a single-track configuration on a tangent alignment. As shown in Figure 2, Bridge 428.15 is comprised of seven steel beam spans, each measuring approximately 30 feet in length for a total bridge length of 210 feet. The spans are supported by driven steel pile piers, with concrete caps and concrete pile encasements. There are two end piers (or abutments) and six intermediate piers. Each intermediate pier includes an unknown count of driven steel piles, extending 44 feet below midpoint of the pier cap³, and concrete pile encasements, extending 17 to 18 feet below midpoint of the pier cap, based on the marker field-cast into each pier cap. The end piers and intermediate piers appear to be built square to the track.

Bridge 428.63

Structurally, Bridge 428.63 supports a single-track configuration on a tangent alignment. As shown in Figure 3, Bridge 428.63 is comprised of five steel beam spans and two concrete box beam spans,

each approximately 30 feet in length for a total bridge length of 210 feet. The spans are supported by driven steel pile piers, with concrete caps and concrete pile encasements. There are two end piers (or abutments) and six intermediate piers. Intermediate Piers 2 through 6 each include an unknown count of driven steel piles, extending 30 to 42 feet below midpoint of the pier cap, with concrete pile encasements extending 18 feet below midpoint of the pier cap, based on the marker field-cast into each pier cap. Intermediate Pier 7 was constructed more recently and consists of four driven steel piles welded to an embedded plate in a precast concrete cap, with piles exposed and not encased. The pile depth at Intermediate Pier 7 is not marked on the cap and is unknown. The end piers and intermediate piers appear to be built square to the track.

Bridge 429.26

Structurally, Bridge 429.26 supports a single-track configuration on a tangent alignment. As shown in Figure 4, Bridge 429.26 is comprised of five steel beam spans and two concrete box beam spans, each approximately 30 feet in length for a total bridge length of 210 feet. The spans are supported by driven steel pile piers, with concrete caps and concrete pile encasements. There are two end piers (or abutments) and six intermediate piers. Intermediate Piers 2 through 6 each include an unknown count of driven steel piles, extending 31 feet below midpoint of the pier cap, with concrete pile encasements extending 15 feet below midpoint of the pier cap, based on the marker field-cast into each pier cap. Intermediate Pier 7 was constructed more recently and consists of four driven steel piles welded to an embedded plate in a precast concrete cap, with piles exposed and not encased. The pile depth at Intermediate Pier 7 is not marked on the cap and is unknown. End Pier 1 and Intermediate Piers 2 through 5 appear skewed by an unknown amount to closely match the flow angle, while Intermediate Piers 6 and 7 and End Pier 8 appear square to the track. There are remnant concrete collars in the channel beneath Bridge 429.26.

1.5 Project Components

1.5.1 Detailed Description of Proposed Scour Countermeasures

The Project would include the installation of multiple scour countermeasures to mitigate existing scour and protect the structures from future scour. As shown on Figure 2 through Figure 4, new riprap and grouted rock slope protection would be placed at the existing bridge piers and along the abutments at each of the Arroyo Simi Bridges. The existing configuration and capacity of each bridge would be maintained under the Project. The proposed scour countermeasures are described in detail, as follows:

1. **Replace and extend the existing rock slope protection (both grouted and un-grouted).** The existing grouted rock slope protection would be removed and replaced/extended from the current elevation to the bottom of the proposed riprap elevation at both bridge abutments. The grouted rock slope protection would be designed to match the existing material.
2. **Extend concrete encasements around piles.** The existing concrete casings around the existing steel piles would be extended at each pier to protect the steel pile piers from further exposure (Figure 5).
3. **Install geotextile fabric and riprap.** Geotextile filter fabric would be installed at the bottom of the channel prior to the placement of riprap. As depicted on Figure 6, apron riprap would be installed on top of the filter fabric. The riprap would be continuous between piers and extend between the railroad ROW limits with a thickness of 9 feet and buried under the native soil.

Apron riprap sizing and gradation would be based upon standard specifications, consisting of a mixture of stones in which the median particle diameter is 36 inches (Figure 6).

4. **Backfill native soil over apron riprap.** Apron riprap would be backfilled with native material to a minimum cover of 1 foot.
5. **Revegetate disturbed areas.** Upon completion of construction, any native vegetation disturbed by construction activities would be restored to its previous condition, and non-native vegetation would be replaced with native species.

1.5.2 Construction

Site Preparation

Prior to construction, site preparation activities would be completed to prepare for the installation of the scour countermeasures at each bridge location. These activities are as follows:

- Grading along proposed access roads (as needed) to establish adequate equipment access to and from proposed entry/exit areas
- Clearing vegetation in the creek within the limits of the Project footprint
- Removing any remnant concrete collars (at Bridge 429.26) and other obstructions, if present
- Removing existing rock slope protection

Removal of any remnant concrete collars and piles would include demolition and removal of the existing concrete caps and footings, shearing off the existing wood piles at an elevation below the bottom of proposed riprap elevation, and removal of any other protrusion from the channel bed that creates turbulence (such as embedded rails).

During site preparation, the existing bridge abutments, bridge piers, and nearby utilities would be protected in place. Following site preparation, the contractor would commence with the installation of the proposed scour countermeasures, as described above in Section 1.5.1.

Schedule and Equipment

Project construction is anticipated to start with vegetation removal in fall 2023 followed by all other construction activities. Project construction would last approximately 18 months. Construction activities would commence at Bridge 428.15 and extend upstream to each bridge location, with construction activities concluding at Bridge 429.26 last (downstream to upstream). Construction equipment may include front-end loaders, excavators, haul trucks, and water trucks.

At each bridge location, isolation of the work zone may be required through the installation of a cofferdam around each pier with dewatering and/or construction work pads within the Arroyo Simi. In addition, access to each pier may be accomplished by either a temporary work bridge or a partial length clean-gravel causeway. The storm water pollution prevention plan (SWPPP) prepared for the Project would identify best management practices (BMP) to minimize potential impacts on water quality.

Riprap may be installed behind temporary cofferdams. If flowing water is present, and as an additional precaution, a boom would be strung across the water feature to keep any material that escapes the containment system from being carried downstream. In order to maintain rail traffic across the bridge and to maintain water flow for aquatic wildlife in the channel, work within the channel would be

conducted in phases so that one bent would be excavated at a time and water would be diverted through spans not under construction.

At each of the three bridges, a bridge and track monitoring system will be installed to ensure the safety of trains. Initial excavation at each individual pier will be completed one at a time, during a train-free period and likely on a weekend, until the steel bracing is installed. Once the steel bracing is in place, full excavation may be completed at a pier, as well as installation of concrete pile encasement and riprap, while trains are running, and the bridge and track are monitored. As the concrete pile encasement is curing, a freight train slow order would be in place until a minimum concrete strength is reached. High early strength concrete will be utilized to minimize the freight slow order timeframe. If more than one pier is excavated at a time, the Project Contractor will need to coordinate train-free periods to accomplish the work, likely involving further nighttime and/or weekend work.

Access and Staging

As depicted on Figure 2 through Figure 4, the Project footprint extends beyond the limits of the railroad ROW owned by SCRRA and Union Pacific Railroad (UPRR), primarily for temporary construction access and staging activities. Approximately 5.11 acres of adjacent public and privately owned parcels outside of the railroad ROW would be utilized for access and staging areas to implement the proposed scour countermeasures at each bridge location.

As depicted on Figure 2 through Figure 4, construction personnel and equipment would utilize existing unpaved access roads, previously disturbed areas within the railroad ROW, and privately owned parcels to access the three bridge locations and stage construction equipment, as described below:

- **Bridge 428.15.** Access is proposed from two locations via an adjacent vacant parcel immediately north of the bridge accessible from Avenida Colonia and via privately owned property immediately south of the railroad ROW utilizing an existing private at-grade railroad crossing (Figure 2). Staging would occur immediately north and south of Bridge 428.15 within the creek and within the railroad ROW under Bridge 428.15. Privately owned parcels may also be utilized for temporary construction access and staging, pending final design and coordination with property owners; however, access and staging is not anticipated to change significantly from what is reflected herein.
- **Bridge 428.63.** Access is proposed from the same two locations as Bridge 428.15 described above (Avenida Colonia and a privately owned property immediately south of the railroad ROW). Staging would occur immediately north and south of Bridge 428.63 within railroad ROW and within the creek under Bridge 428.63. Privately owned parcels may also be utilized for temporary construction access and staging, pending final design and coordination with property owners; however, access and staging is not anticipated to change significantly from what is reflected herein.
- **Bridge 429.26.** Access is proposed via Arroyo Drive. Staging would occur immediately north and south of Bridge 429.26 and within the railroad ROW under Bridge 429.26 (Figure 4).

1.5.3 Operation

The Project consists of installation of scour countermeasures to prevent further damage to the existing bridges. No expansion or extension of the existing bridge footprints are proposed, and the existing bridges would continue to support SCRRA passenger trains and UPRR freight trains. The Project is proposed to maintain safety and reliability of the existing rail system and would not provide additional capacity that would otherwise result in increased train operations or movements through the corridor.

1.6 Applicant-Proposed Measures

Several applicant-proposed avoidance and minimization measures for biological resources (APM BRs) are proposed as part of the Project, and incorporated into the Project Description. For the purpose of the environmental evaluation, APM BRs are part of the Project. All APMs (as modified and/or approved by regulatory agencies) and other mitigation measures described in the NEPA categorical exclusion would be implemented by SCRRA and appropriate parties. Project APM BRs are as follows:

APM BR-1 **Refine access and staging areas.** Access and staging areas will be refined during final design, after completion of focused rare plant and wildlife surveys, to avoid or minimize temporary direct impacts on special-status vegetation communities (i.e., riparian habitats), plants, and wildlife to the fullest extent possible.

APM BR-2 **Implement biological resource protection measures during construction.** SCRRA will implement the following BMPs during construction to minimize direct and indirect impacts on biological resources and special-status species:

- Prior to the commencement of construction, SCRRA will designate a Project biologist (a person with, at minimum, a bachelor's degree in biology, ecology, or environmental studies with familiarity with special-status plant and wildlife species with the potential to be impacted by the Project) responsible for overseeing compliance with protective measures for biological resources during vegetation clearing and work activities within and adjacent to areas of native habitat. The Project biologist will be familiar with the local habitats, plants, and wildlife and maintain communications with the contractor to ensure that issues relating to biological resources are appropriately and lawfully managed. The Project biologist may designate other qualified biologists or biological monitors to help oversee Project compliance or conduct preconstruction surveys for special-status species. These biologists will have familiarity with the species for which they would be conducting preconstruction surveys or monitoring construction activities.
- The Project biologist or designated qualified biologist will review final plans; designate areas that need temporary fencing (e.g., environmentally sensitive area [ESA] fencing); and monitor construction activities within and adjacent to areas with native vegetation communities, regulated aquatic features, or special-status plant and wildlife species. The qualified biologist will monitor activities within designated areas during critical times, such as initial ground-disturbing activities (fencing to protect native species) and ensure that all wildlife and regulatory agency permit requirements, conservation measures, APMs, and mitigation measures are properly implemented and followed. The qualified biologist will check construction barriers or exclusion fencing and provide corrective measures to the contractor to ensure the barriers or fencing are maintained throughout construction. The qualified biologist will have the authority to stop work if a federally or state-listed species is encountered within the Project footprint during construction. Construction activities will cease until the Project biologist or qualified biologist determines that the animal will not be harmed or that it has left the construction area on its own. The appropriate

regulatory agencies will be notified within 24 hours of sighting of a federally or state-listed species.

- Prior to the start of construction, all Project personnel and contractors who will be on site during construction will complete mandatory training conducted by the Project biologist or a designated qualified biologist. Any new Project personnel or contractors that start after the initiation of construction will also be required to complete the mandatory Worker Environmental Awareness Program training before they commence with work. The training will advise workers of potential impacts on special-status vegetation communities and special-status species and the potential penalties for impacts on such vegetation communities and species. At a minimum, the training will include the following topics: (1) occurrences of special-status species and special-status vegetation communities in the BSA (including vegetation communities subject to USACE, CDFW, and RWQCB jurisdiction); (2) the purpose for resource protection; (3) sensitivity of special-status species to human activities; (4) protective measures to be implemented in the field, including strictly limiting activities, vehicles, equipment, and construction materials to the fenced areas to avoid special-status resource areas in the field (i.e., avoided areas delineated on maps or in the BSA/ASA by fencing); (5) environmentally responsible construction practices; (6) the protocol to resolve conflicts that may arise at any time during the construction process; (7) reporting requirements and procedures to follow should a special-status species be encountered during construction; and (8) mitigation measures designed to reduce the impacts on special-status species.
- The training program will include color photos of special-status species and special-status vegetation communities. Following the education program, the photos will be posted in the contractor and resident engineer's office, where the photos will remain throughout the duration of Project construction. Photos of the habitat in which special-status species are found will be posted on site. The contractor will be required to provide SCRRA with evidence of the employee training (e.g., a sign-in sheet) on request. Project personnel and contractors will be instructed to immediately notify the Project biologist or designated biologist of any incidents that could affect special-status vegetation communities or special-status species. Incidents could include fuel leaks or injury to any wildlife. The Project biologist will notify SCRRA of any incident, and SCRRA will notify the appropriate regulatory agency.
- The Project biologist will conduct a preconstruction survey for special-status species within the Project footprint prior to vegetation clearing, ground disturbance, and surface water diversion. Any wildlife encountered will be encouraged to leave the Project footprint or relocated outside of the Project footprint if feasible.
- The Project biologist will request that the resident engineer halt work, if necessary, and confer with SCRRA prior to contacting the appropriate regulatory agencies to ensure the proper implementation of species and habitat protection measures. The Project biologist will report any

noncompliance issue to SCRRA, and SCRRA will notify the appropriate regulatory agencies.

- The Project biologist will inspect the Project footprint immediately prior to, and during, construction to identify the presence of invasive weeds and recommend measures to avoid their inadvertent spread in association with the Project. Such measures may include inspection and cleaning of construction equipment and use of eradication strategies.
- ESA fencing will be placed along the perimeter of the identified work area, where necessary, to prevent inadvertent intrusions into habitat identified as ESA. Work areas will be clearly marked in the field and confirmed by the Project biologist or designated biologist prior to any clearing, and the marked boundaries will be maintained throughout the duration of the work. Staging areas, including lay down areas and equipment storage areas, will be flagged and fenced with ESA fencing. ESA fencing may include orange plastic snow fence, orange silt fencing, or stakes and flagging in areas of flowing water. Fences and flagging will be installed by the contractor in a manner that does not impact habitats to be avoided and such that it is clearly visible to personnel on foot and operating heavy equipment. If work occurs beyond the fenced or demarcated limits of impact, all work will cease until the problem has been remedied to the satisfaction of SCRRA and the appropriate regulatory agencies.
- No work activities, materials or equipment storage, or access will be permitted outside the Project limits without permission from SCRRA. All parking and equipment storage used 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.
- The contractor will be required to conduct vehicle refueling and maintenance in upland areas where fuel cannot enter WOUS or WOS and areas that do not have suitable habitat to support federally and/or state-listed species. Equipment and containers will be inspected daily for leaks. Should a leak occur, contaminated soils and surfaces will be cleaned up and disposed of as required by the Project's regulatory permits and materials safety data sheets.

APM BR-3

Restore temporary impacts. Temporarily impacted areas that contain existing native habitats will be restored upon Project completion. Restoration will include revegetating the temporarily impacted communities with cuttings, hydroseeding, and/or container stock upon Project completion. A restoration plan will be developed that includes restoration implementation guidance, maintenance and monitoring requirements, and performance standards. Performance standards will require that the site not support perennial invasive species (those rated as high or moderate on the California Invasive Pest Council inventory) and exhibit a minimum of 80 percent native cover relative to an unimpacted reference site adjacent to the Project.

APM BR-4

Conduct focused rare-plant surveys. Focused rare-plant surveys will be conducted prior to final design to determine the presence/absence of federal or state-listed plants or other special-status plant species in the Project footprint. Rare-plant surveys will be conducted according to currently accepted protocol.

- Per requirements of Measure APM BR-1, the Project footprint will be refined, if needed, during final design to avoid Project impacts to federal or state-listed plants or other special-status plants to the fullest extent possible.
- If direct impacts on federally or state-listed plants cannot be avoided, SCRRA will initiate Section 7 consultation with USFWS and/or initiate the Section 2081 Incidental Take Permit Process prior to Project construction. Project activities would not commence until the appropriate authorization has been issued by the resource agencies (i.e., USFWS Biological Opinion and/or CDFW Section 2081 Incidental Take Permit). Potential avoidance and minimization mitigation measures may include salvage and replanting of the species.

APM BR-5

Avoid impacts to migratory and nesting birds. If construction activities are initiated between February 1 and September 30, a preconstruction nesting bird survey (within 7 days prior to construction activities) will 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. The results of the surveys will be submitted to SCRRA (and made available to the wildlife agencies [USFWS/CDFW], upon request) prior to initiation of any construction activities.

Should an active nest be detected, the biologist will establish and maintain a construction avoidance buffer until nesting is complete or the nest is abandoned.

APM BR-6:

Avoid impacts on CAGN, LBVI, SWFL, and western YBCU, if present. Suitable habitat for CAGN, LBVI, SWFL, and western YBCU will be removed outside of the nesting season (February 15 through September 30), between September 1 and February 14 for CAGN and October 1 and March 14 for LBVI, SWFL, and western YBCU. Should habitat for CAGN, LBVI, SWFL, and western YBCU require removal between February 15 and August 30 for CAGN or between March 15 and September 30 for LBVI, SWFL, and western YBCU, or construction activities are initiated during this time, preconstruction surveys consisting of three separate surveys no more than 7 days prior to vegetation removal will be conducted by a qualified biologist. Should CAGN, LBVI, SWFL, or western YBCU be detected within 500 feet of the Project limits, construction activities will be halted unless authorization has been obtained from USFWS. Potential mitigation measures may include noise monitoring and nest monitoring.

APM BR-7:

Avoid impacts on CRLF, if present. A CRLF habitat assessment was conducted in October 2021. The habitat assessment results will be provided to USFWS. If directed by USFWS, protocol presence/absence surveys will be conducted. Should CRLF be detected during surveys, construction activities will be postponed until SCRRA, the Federal Railroad Administration, and/or USACE collaborate with USFWS and obtain any necessary authorizations.

Additional potential avoidance and minimization measures may include:

- Installation of exclusion fencing under supervision of a biologist followed by relocation of eggs, larvae, and adults to suitable habitat upstream of the BSA.
- Any surface water diversion will utilize means and methods that minimize potential for larvae or adults to be harmed.

APM BR-8 **Conduct bat roost assessment.** A qualified bat biologist familiar with crevice-dwelling bat species will survey the Project bridges for suitable maternity roosting habitat. Should suitable maternity roosting habitat be present, an exit survey will be conducted during bat maternity season (April 1–August 31) immediately preceding construction.

APM BR-9 **Bat management plan for active roosts.** If a maternity roost is detected, a bat management plan will be prepared if it is determined that Project activities would result in impacts on roosting bats. The bat management plan will be submitted to CDFW prior to implementation and include appropriate avoidance and minimization efforts such as:

- Daytime Work Hours. All work conducted under the bridges over Arroyo Simi will take place during the day. If this is not feasible, lighting and noise will be directed away from night roosting and foraging areas.
- Prohibiting Vehicles Idling under the Bridge
- Providing Alternative Roost Habitat
- Temporary Exclusion
- Monitoring Bat Behavior During Construction

1.7 Permits and Approvals

The Project is subject to SCRRRA's discretionary approval under the California Environmental Quality Act (CEQA), and SCRRRA is the CEQA lead agency for the Project. Additionally, the Project will receive federal funding from the Federal Railroad Administration (FRA) and would be subject to the National Environmental Policy Act (NEPA). FRA is the NEPA lead agency for the Project. Other potential Project approvals and permits may include, but are not limited to, the following:

- Regional Water Quality Control Board (RWQCB; Region 4) – Section 401 Water Quality Certification and Section 402 National Pollution Discharge Elimination System (NPDES) Permit
- United States Army Corps of Engineers (USACE) – Section 404 Nationwide Permit 14 for Linear Transportation Projects
- California Department of Fish and Wildlife (CDFW) – Section 1600 Lake and Streambed Alteration Program
- City of Moorpark – Sanitary sewer discharge, traffic safety/encroachment permits, grading permit, floodplain development permit, etc.
- Federal Emergency Management Agency (FEMA) – No-rise certification and approval of AE flood zone
- Ventura County Flood Control District (VCFCD) – Right of entry

- State Historic Preservation Officer (SHPO) – Section 106 of the National Historic Preservation Act (NHPA) consultation
- United States Fish and Wildlife Service (USFWS) – Section 7 of the Endangered Species Act (ESA) consultation

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Figure 1. Project Location



-  Project Footprint
-  Railroad Right-of-Way
-  City of Moorpark



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Figure 2. Project Footprint (1 of 3)

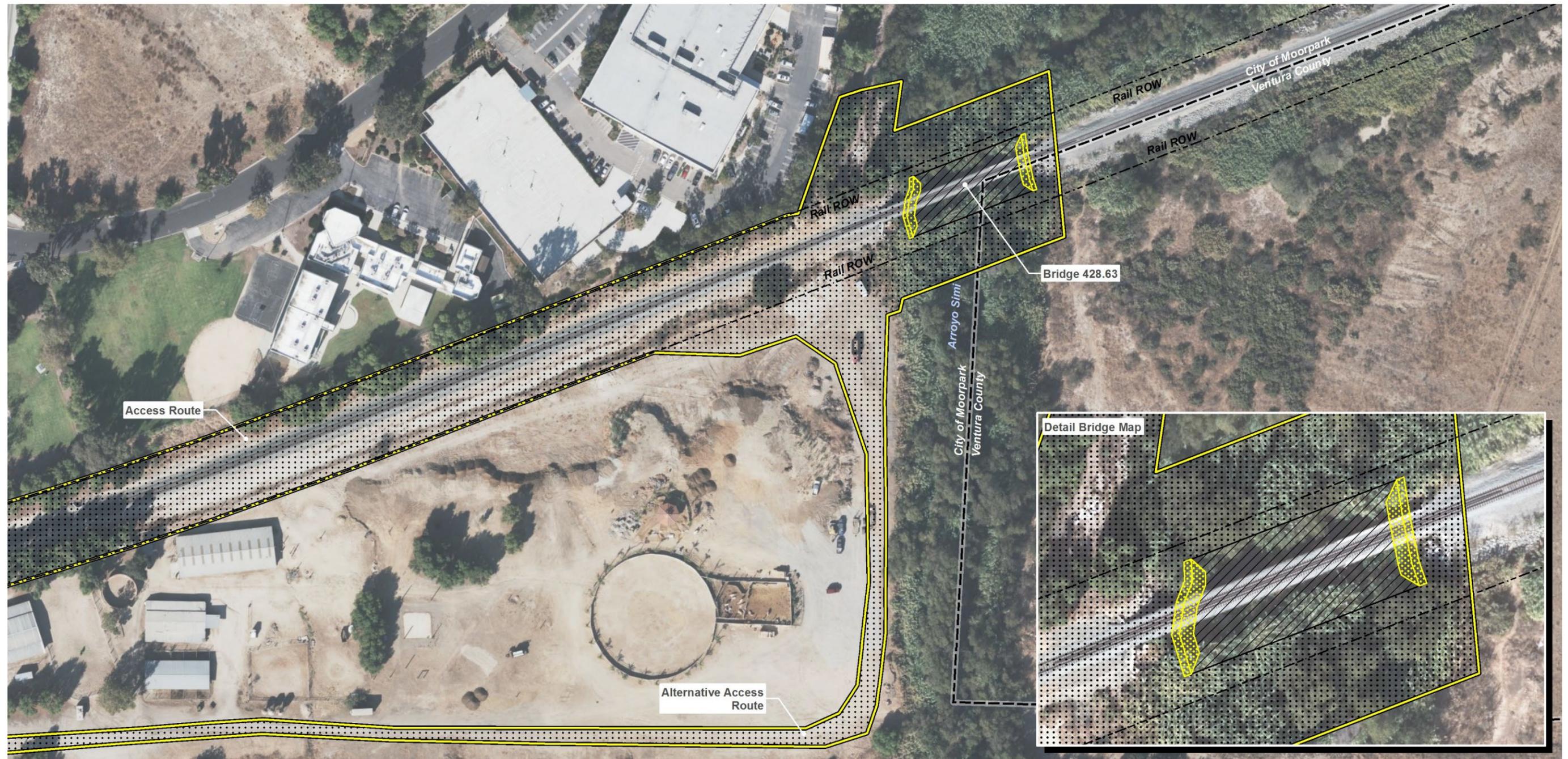


-  Project Footprint
-  Access and Staging
-  Replace and Extend Grouted Rock Slope Protection
-  Riprap Placement
-  Existing Railroad Right-of-Way
-  City of Moorpark



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Figure 3. Project Footprint (2 of 3)



- Project Footprint
- Access and Staging
- Replace and Extend Grouted Rock Slope Protection
- Riprap Placement
- Existing Railroad Right-of-Way
- City of Moorpark

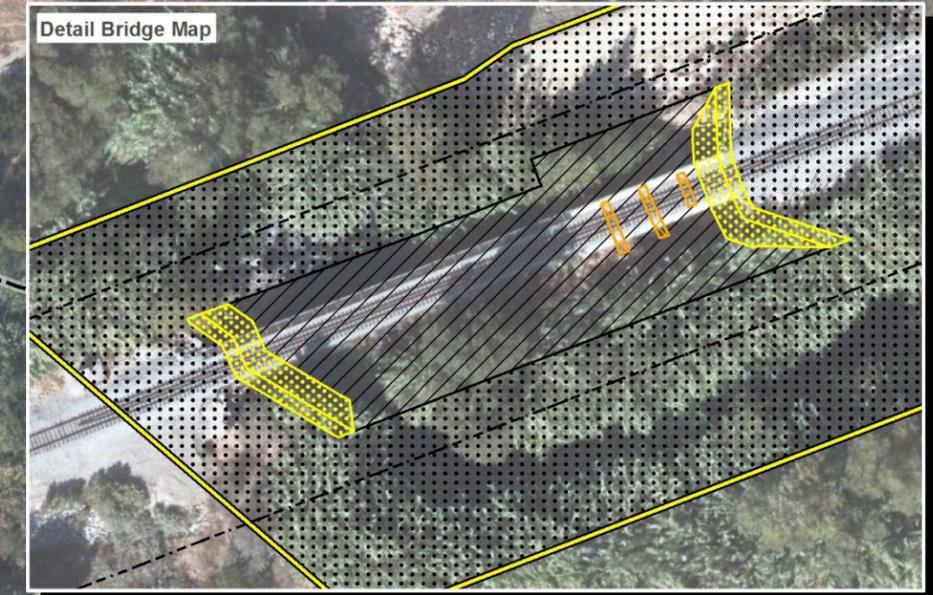


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Figure 4. Project Footprint (3 of 3)



- Project Footprint
- Access and Staging
- Replace and Extend Grouted Rock Slope Protection
- Remnant Concrete Collar Removal
- Riprap Placement
- Existing Railroad Right-of-Way
- City of Moorpark



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