

**CHEESEBORO RESERVOIR AND LINDERO FEEDER SEGMENT
DECOMMISSIONING PROJECT
INITIAL STUDY**

SECTION A - PROJECT DESCRIPTION

1.0 PROJECT TITLE:

Cheeseboro Reservoir and Lindero Feeder Segment Decommissioning Project

2.0 LEAD AGENCY NAME AND ADDRESS:

Triunfo Sanitation District (District of Triunfo)
1001 Partridge Drive, Suite 150
Ventura, California 93003-0704

3.0 CONTACT PERSON AND PHONE NUMBER:

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If you don't receive acknowledgement of your email after two business days, please phone. Also, best to use a specific subject line starting with two asterisks, such as, "** Decommissioning Initial Study Comment"

4.0 BACKGROUND

This document describes the decommissioning of the Cheeseboro Reservoir (Tank), Palo Comado Pump Station and a portion of the Lindero Feeder (pipeline) with appurtenances. The pipeline crosses parkland within the Santa Monica Mountains National Recreation Area (SMMNRA) (partially under ownership and management of the National Park Service [NPS], and partly under the ownership of the Santa Monica Mountains Conservancy [SMCC] and management of the Mountains Recreation and Conservation Authority [MRCA]). A small western portion of the pipeline crosses parkland owned and managed by Rancho Simi Recreation and Park District (RSRPD). Finally, a portion of the pipeline exists within public easements in the Community of Oak Park, Ventura County, California. The Cheeseboro Reservoir and Palo Comado Pump Station are within NPS parkland.

In 1969, Calleguas Municipal Water District (Calleguas) built the Lindero Feeder with Palo Comado Pump Station and 4 million gallon (MG) Cheeseboro Reservoir. The portion in what is now the SMMNRA was intended to serve future development in Palo Comado Canyon and Ahmanson Ranch. Calleguas owns a 3-acre parcel around the reservoir. The rest of Calleguas' facilities are in permanent non-exclusive easements for water supply purposes.

Working toward abandoning the above referenced facilities became a District objective in association with the Final Focused Environmental Impact Report (FEIR), Conifer Tank Replacement Project, SCH #20050558, certified in 2007. The FEIR evaluated replacement of the Conifer Tank at one of a number of alternative sites and also evaluated several pipeline routing alternatives. The project ultimately approved by Triunfo was a below ground tank at the A7 alternative site with pipeline alternative A. Pipeline alternative A includes utilization of a segment of the existing Lindero Feeder from Doubletree Road to Lindero Canyon Road in the Oak Park community. The current owner of the Lindero Feeder, Cheeseboro Tank and Palo Comado Pump Station is Calleguas. Calleguas, proposes to transfer the easement and real property (including the pipeline and associated components, Cheeseboro Tank and Palo Comado Pump Station) to Triunfo.

After transfer of the property from Calleguas to Triunfo, Triunfo proposes to decommission the facilities (as described further herein), quitclaim the easement, and transfer the portions of the property within the jurisdictional boundaries of RSRPD, NPS, and the SMMC/MRCA to each agency as appropriate.

The Conifer Tank Replacement Project EIR incorporated the following measure to comply with recommendations by the NPS, California Department of Fish and Game (CDFG) and RSRPD.

R2 TSD will attempt to work with Calleguas Municipal Water District in an effort to remove the existing abandoned Calleguas Municipal Water District tank located on the eastern ridge of Cheeseboro Canyon and associated pump station located in Palo Comado Canyon prior to construction of a tank at the A8 alternative site. In association with development of either the A7 or A8 tank site, the District will work with the CDFG to either purchase mitigation area or arrange the CMWD tank and pump removal for the management of Braunton's milkvetch assuming the removal effort can be effectively negotiated.

However, the District did not select to construct the Conifer Tank Replacement Project at the A8 tank site, but rather selected the A7 site which is more remote from the SMMNRA. Thus removal of the Cheeseboro Tank and Palo Comado Pump Station is not a requirement of the approved Conifer Tank Replacement Project. The chosen project (Site A7) is now known as the Oak Canyon Reservoir Project.

On March 28, 2008, Betsey Landis, a local Braunton's milk vetch specialist recommended by the NPS, visited the Oak Canyon Reservoir site and Cheeseboro Tank site with District staff and representatives from NPS and Padre Associates. Based upon her observations and May 2008 soil sample results from both sites, Ms. Landis has concluded that the Oak Canyon Reservoir site is not suitable for Braunton's milkvetch. Neither is the site of the Cheeseboro Reservoir. Thus, the Braunton's milkvetch component of the above referenced measure R2 is not necessary and is no longer proposed.

Regardless of the factors identified above, the Board authorized the Chair to sign the Padre Associates contract for environmental documentation of the facilities decommissioning at their meeting of January 26, 2009.

5.0 PROJECT LOCATION:

The proposed project is located in unincorporated Ventura County California. The project's regional and site locations are shown on Figures 1 and 2 (Figures are located at the end of this Initial Study). The Lindero Feeder segment to be decommissioned extends generally west to east from Doubletree Road (between Oak Forest Drive and Eaglehaven Lane) in the Oak Park Community to a point in Las Virgenes Canyon within the Santa Monica Mountains National Recreation Area (SMMNRA). The Cheeseboro Reservoir is located on a 3-acre site about 850 feet north of the main Lindero Feeder on a ridge between Cheeseboro and Las Virgenes Canyons. The Palo Comado Pump station is located along the Lindero Feeder in Palo Comado Canyon.

6.0 PROJECT SPONSOR'S NAME AND ADDRESS:

Triunfo Sanitation District
1001 Partridge Drive, Suite 150
Ventura, California 93003-0704

7.0 GENERAL PLAN DESIGNATION:

Open Space (10 acre minimum)

Oak Park Area Plan:

Public Open Space

8.0 ZONING:

Open Space 160-acres (OS-160 ac) for SMMNRA land

Specific Plan (PC2) for RSPD Open Space

9.0 DESCRIPTION OF PROJECT:

Project Need and Objective – Triunfo is acquiring the Lindero Feeder from Calleguas in order to serve potable water within the Community of Oak Park. A portion of the Lindero Feeder and associated facilities including the Cheeseboro Reservoir and Palo Comado Pump Station are not required by the District for the provision of water service to its customers. Therefore, the District proposes to decommission the facilities in a manner that would reduce its legal liability in association with these facilities and in a manner that is acceptable to the RSRPD, NPS, and SMMC to which it will transfer ownership of property and easements for facilities proposed to be decommissioned (See Figure 3).

Project Components – The project includes decommissioning of: a segment of the Lindero Feeder (pipeline) with associated facilities (e.g., valves, manholes, etc.) (Figure 4), the Cheeseboro Reservoir (Figures 5A and 5B) and the Palo Comado Pump Station (Figure 6). Details regarding activities associated with each project component are provided as follows.

Cheeseboro Reservoir. The Cheeseboro Reservoir is a 4-MG, 145-foot diameter, above ground, steel, water storage tank. Asphalt paving surrounds the tank. In addition to the tank, associated structures including a below-grade concrete vault containing valves, a combined inlet-outlet pipe, and a rainfall and overflow drain also exist. These facilities are located within a chain-link fenced 3-acre parcel. There is virtually no above grade concrete at the tank site.

The above ground tank structure will be removed and its constituent metal recycled. The exterior tank coating contains lead, which will be removed with the removal of the tank's metal walls using standard procedures for handling lead-containing materials. Some of the lead paint has flaked off the tank. Triunfo would remove the lead flakes from the asphalt and ground surface with vacuum cleaning and other such standard practices. During demolition of the tank and transport of the tank steel, flaking paint would be contained. Collected paint flakes would be properly disposed as hazardous waste.

Of four soil samples from the June 2008 Environmental Site Assessment taken at points where the maximum lead is expected, the highest result was 120 mg/kg. Triunfo will take three soil samples after demolition at locations suggested by the NPS. Triunfo will have no further responsibility; provided those soil samples are less than 160 mg/kg of lead (NPS-acceptable level). Should any sample show more than 160 mg/kg lead; Triunfo will begin removing soil until all three soil samples, taken at locations suggested by the NPS, are less than 160 mg/kg of lead.

Triunfo proposes to recycle or dispose off-site all the metals (pumps, railings, wire, etc.), wood, shingles, asphalt, and the like; that is everything but the existing below-grade concrete and embedded rebar. All the above-grade concrete or rebar that can be stowed in the existing below-grade vault would be abandoned in this manner. The vault fill will not exceed the level of the surrounding terrain. The concrete and rebar which does not fit in the vault would be hauled off-site.

Any vaults or voids will have a hole drilled or cracked in the bottom before filling with sand or gravel. Such sand or gravel, estimated at less than 20 cubic yards, will be imported from off site.

Triunfo proposes to remove the fence posts by cutting them flush with the top of their concrete foundation (may be torched with fire prevention handy). The visible galvanized pipe of the overflow drain would be removed (perhaps with attached concrete) to a half foot below grade. A 2-inch pipe would be placed in the drain, and the bottom of the drain plugged with 10 linear feet of 1-sack slurry mix. The remainder of the drain would

be filled with either slurry or sand/gravel. A plastic valve would be placed inside a meter box at the top of the 2-inch drainpipe. The valve would allow the NPS to have either a shallow rain percolation pond or to drain the pond. The concrete V-ditches would remain undisturbed.

Triunfo proposes to grade the site slightly (6 inches of elevation change at the most) to a natural contour without imported soils. This is proposed to cover the vault and level the area of gravel that was under the asphalt or concrete. (Triunfo will make no attempt to cover the at-grade evidence of past construction or to match the surrounding topsoil situation.) Upon completion of the activities described above, the site would be sprayed with a hydroseed mix of native plants recommended by NPS. The hydroseeding would end Triunfo's responsibilities at the tank site.

Palo Comado Pump Station. The Palo Comado Pump Station is an 85 feet by 57 feet walled facility. It includes the following general components: piping, water metering facilities, surge tank and appurtenances, air compressor and accessories, control building and systems, electrical system, asphalt paving and masonry construction.

Triunfo proposes to recycle or dispose off-site all the metals (pumps, railings, wire, etc.), wood, shingles, asphalt, and the like; that is everything but the existing below-grade concrete and embedded rebar at the Palo Comado Pump Station. All the above-grade concrete or rebar that can be stowed in the existing below-grade vault would be disposed in this manner. The vault fill would not exceed the level of the surrounding terrain. The concrete and rebar which did not fit in the vault would be hauled off-site. Materials thought to contain asbestos would be removed, contained and disposed of in accordance with all legal requirements. At NPS request, the approximately 10,000-gallon capacity gray-colored water tank that is not a Calleguas facility will be removed and either recycled or disposed as economics dictates.

Because of the known cultural sensitivity of the Palo Comado Canyon area in the vicinity of the pump station, one objective of the decommissioning of this facility is to avoid excavation, which may expose or otherwise impact cultural resources. Therefore, asphalt and foundation removal is proposed to be a shallow scraping operation with minimal ground surface penetration. The portions of solid foundations more than a half foot deep may be left in place, with any rebar trimmed flush with the concrete. Triunfo will provide a professional cultural monitor on-site during the scraping. Triunfo will work from the top down, such that the above grade structure would be removed prior to any below-grade work. Should the professional cultural monitor notice resources, Triunfo would discontinue removal operations and depart from the site. In other words, Triunfo's only proposed responsibility for the discovery of cultural resources is to limit the removals to above-grade facilities as necessary in order to avoid impacts to cultural resources. That may mean leaving asphalt or concrete at the existing grade.

Any on-site vaults or voids would have a hole drilled or cracked in the bottom before filling with demolished concrete, sand and gravel. Such sand or gravel, estimated at less than 50 cubic yards, would be imported from a clean source off site.

Triunfo proposes to grade the site slightly (6 inches of elevation change at the most) to a natural contour without imported soils. That is, there may be an area of sand over the vault and an area of gravel that was under the asphalt or concrete. Triunfo will make no attempt to cover the (at grade) evidence of past construction or to match the surrounding topsoil situation.

Upon completion of the activities described above, Triunfo would spray the site with a hydroseed mix of native plants recommended by NPS. The hydroseeding would end Triunfo responsibilities at the site.

Lindero Feeder. Triunfo will be accepting 9,700 feet of 30-inch and 21,000 feet of 24-inch pipe from Calleguas. Of that, Triunfo proposes to abandon in place 17,100 feet of 24-inch pipe. The pipe is a rod-wrapped steel cylinder with corrosion-preventing cement lining and coating. The portion of pipe (1,000 feet) to be abandoned under Doubletree Road would be cement slurry filled. The remaining pipe to be abandoned in the open space would be left empty.

The pipe slurring process is described as follows. At the location where the pipe to be used is capped off from the portion to be abandoned, the pipe will be blocked by either closing an existing valve or inserting a line stop. A hole will be cut in the pipe on the abandoning side of the valve or line stop. Cement slurry will be pumped into the pipe under pressure to a volume calculated to adequately fill the desired length of the pipe. It may be necessary to access the pipe at more than one location to pump the 1,000 linear feet of pipe full of slurry. The valve line stop will be trimmed below grade. It is expected that it may be necessary to close one lane of traffic during the pipe slurring process with delayed two-way vehicular access in the remaining lane. It is expected that pipe filling will require two days of work with an additional day before and after for setup and cleanup. An encroachment permit from the County of Ventura will be obtained prior to operations within the road right-of way. The road, where damaged for pipe access, will be repaired per County of Ventura requirements.

Surface Features Along the Lindero Feeder. Many of the approximately 50 surface features, including manholes, air-vac enclosures, etc., could be accessed by construction equipment only by tracking off road. The vegetation around the pipeline ranges from non-native grassland to native habitat, most of which is distant from recreational trails and human use. Along the pipeline, there is a tradeoff of avoiding the creation of new trails (perhaps with all terrain vehicles) and associated biological impacts against removing items and filling manholes. Therefore, Triunfo proposes to vary the individual surface feature removal strategy to suit the existing physical conditions associated with each structure (per the pictorial schedule presented in Appendix A,

Photo Log/Abandonment Options developed with the assistance of NPS and Padre Associates staff) using the options listed below.

Manholes (MH) (which contain either the blowoff valve or pipeline access) –

MH Option 1: Epoxy the lid. OR

MH Option 2: Haul off the cast iron ring and cover, knock remaining concrete to 1 foot below grade into the hole, and fill with clean fill soil level with grade. (In both cases, the valve and other steel is left in the manhole.)

Blow-off (BO) (generally in a "meter box" next to a manhole) –

BO Option 1: Epoxy the lid closed. OR

BO Option 2: Remove concrete "meter box", place it in the adjacent manhole, torch-cut the blow-off pipe 1 foot below grade, place the cast iron lid over the cut opening, smooth earth over the lid.

Air-Vac (AV) -

AV Option 1: Remove and recycle the metal box cover, remove and recycle the equipment, torch off the pipe and any bolts flush with the concrete, hammer a solid plastic plug into the pipe. OR

AV Option 2: Same as 1, plus remove the concrete pad, pinch pipe closed, and smooth the depression.

Valve box (VB) (the surface manifestation of a valve operating square nut) –

VB Option 1: Epoxy the (blue) lid to the metal cylinder. OR

VB Option 2: Torch-cut the metal valve "box" cylinder, and the valve operating rod, a foot below grade, recycle the metal components, smooth the earth to fill the cylinder.

Vault (one large underground vault at Station 513 and another at Station 552) – Both locations have several manholes and vents. – Remove and recycle cast iron lids, but leave the rings. Remove and recycle the vent screen caps, bend or cut the vent cap bolts flush. Fill vaults, manholes and vents with a nearly self-leveling concrete slurry, pumped from the nearby fire road.

Construction Access Routes. NPS has selected the access and hauling routes within the SMMNRA. The hauling routes have been selected based upon the desire to avoid creek crossings and fact that large equipment (e.g., fire trucks and therefore, possible construction equipment) require a 15-foot high clearance. The hauling routes are described below and shown on Figure 7.

- For decommissioning of pipeline furniture west of Palo Comado Creek, access would be via the Doubletree route to remove furniture on RSRPD property and the manhole on the west side of Palo Comado Creek. (See yellow route on Figure 7.)
- For decommissioning of the Palo Comado Pump Station and pipeline furniture, access would be via the northern terminus of Chesebro Road, then continuing northerly on the unpaved Palo Comado Canyon Road. Ranch Center Road may also be used to reach pipeline furniture on the eastern side of Palo Comado Canyon; however, this road has stretches of steep grade. (See purple route on Figure 7.)
- For decommissioning of the Cheeseboro Reservoir and pipeline furniture on the eastern ridge of Cheeseboro Canyon, access would be via Cheeseboro Canyon Trail departing from the NPS Cheeseboro Canyon Trailhead, to the Cheeseboro Ridge Trail Connector, to Cheeseboro Ridge Trail to the reservoir site. (See red route on Figure 7.)
- For decommissioning pipeline furniture in the bottom of Cheeseboro Canyon and up to the western ridge of the canyon, access would be via Cheeseboro Canyon Trail departing from the NPS Cheeseboro Canyon Trailhead, to the Gas Company bypass road, back to the Cheeseboro Canyon Trail, to its intersection with Ranch Center Road. Ranch Center Road may also be used to reach pipeline furniture on the western side of Cheeseboro Canyon. However, the road has stretches of steep grade. The access route crosses Cheeseboro Creek at four locations. However, culverts are in place at these four stream crossings; there would be no vehicular contact with water. (See red route on Figure 7.)
- For decommissioning of Las Virgenes Canyon pipeline furniture, access would be the same as for the Cheeseboro Reservoir, then from Cheeseboro Ridge Trail easterly down the Gas Company utility road to Gas Company pump station in Las Virgenes Canyon. (See red and green routes on Figure 7.) No vehicular travel on other roads in Las Virgenes Canyon would be allowed or is proposed. The area can also be reached on foot by walking north on the fire road approximately 1 mile from the northern terminus of Las Virgenes Road. (See dashed green route on Figure 7.)

In the event that the NPS-selected route includes trees limbs that would be damaged by the movement of construction vehicles, Triunfo will have the potentially affected trees trimmed by an arborist acceptable to the NPS as needed to prevent damage from truckloads. The trimmed limbs will be left on site.

As indicated above, no wheeled vehicle stream crossings will be allowed. Triunfo will obtain any necessary hauling/oversized load permits. Dust control during demolition,

and on road surfaces, would be by spraying recycled or potable water, provided by Triunfo.

Construction Equipment - The following construction equipment by decommissioning phase is anticipated to be required to accomplish the decommissioning project as described above.

Cheeseboro Reservoir:

- 1 crane,
- 1 backhoe,
- 2 dump trucks, and
- 5 flatbed trailers.

Palo Comado Pump Station:

- 1 crane,
- 1 backhoe,
- 2 dump trucks, and
- 1 flatbed trailer.

Lindero Feeder:

- 1 backhoe,
- 1 dump truck, and
- 1 flatbed trailer.

Concrete trucks will also be required to fill the abandoned pipe with slurry. It is anticipated that 12 trucks of slurry mix will be needed at a rate of one per hour.

Pipeline Furniture in bottom of Cheeseboro Canyon:

- shovels,
- sledges,
- pick axe,
- epoxy, and
- torch.

The worst case scenario for the simultaneous operation of equipment is expected to occur during the Cheeseboro Reservoir demolition phase and would involve the use of five trailers to haul out steel and asphalt.

Staging of equipment and materials is planned to be within the Cheeseboro Tank site and beside the Palo Comado Pump Station.

Construction Personnel: It is estimated that a maximum of 10 construction employees would be needed for the decommissioning project.

Truck Trip Requirements - It is estimated by the District that up to the following number of truck round trips would be required:

- decommissioning of the Cheeseboro Tank - 60
- decommissioning of the Palo Comado Pump Station - 50

During the two-day pipe slurring operation in Doubletree Road 12 cement trucks trips will be required. Additionally, trips for the import and export of equipment to the site as well as employee trips will be required. Under the worst case scenario, it is expected that 20 round trips would occur. This would occur during one day during either the Palo Comado Pump Station or Cheeseboro Reservoir demolition.

It is anticipated that the contractor for the construction work will be from Los Angeles, Ventura, Santa Barbara, or San Luis Obispo Counties. Cement and sand for fill can come from various locations such as, Saticoy, Sun Valley, Moorpark, Oxnard, Ventura, or Grimes Canyon near Fillmore.

Construction Schedule - Triunfo anticipates that decommissioning activities would commence some time after September 1, 2010, and continue through February 1, 2012. The work will start earlier if Economic Recovery funding is available, later if a conventional loan is necessary. Phasing of construction will be worked out with the NPS considering factors such as road conditions and bird nesting. Construction would occur Monday through Friday for approximately 8 hours per day during the hours of 7:00 am to 5:00 pm (the particular hours of construction would likely vary from day to day within this range). Each phase of the project (e.g., tank decommissioning, pump station decommissioning and pipeline decommissioning) is expected to take up to 30 calendar days.

10.0 SURROUNDING LAND USES AND SETTING:

10.1 Surrounding Land Use

As stated above, the Lindero Feeder segment to be decommissioned extends generally east to west from Doubletree Road (between Oak Forest Drive and Eaglehaven Lane) in the Oak Park Community to a point in Las Virgenes Canyon within the SMMNRA. The Cheeseboro Reservoir is located on a 3-acre site about 850 feet north of the main Lindero Feeder on a ridge between Cheeseboro and Las Virgenes Canyons. The Palo Comado Pump station is located along the Lindero Feeder in Palo Comado Canyon.

The portion of the Lindero Feeder within the community of Oak Park is within the rights-of-way of County of Ventura roads. Land uses in the area of the pipeline segment to be decommissioned are mainly open space (under the jurisdiction of RSRPD) and residential.

The remaining segment of pipeline to be decommissioned is within the Cheeseboro Canyon and Palo Comado Canyon areas of the SMMNRA open space lands used for recreation and natural habitat preservation among other purposes.

10.2 Environmental Setting

The project area is within the Simi Hills. The Simi Hills parallel the Santa Monica Mountains on the north between the Oxnard plain and San Fernando Valley. They form a northeast trending ridge of approximately 15 miles in length at an average altitude of 2,000 feet, eroded from resistant, thick bedded sandstone strata dipping north. They separate the San Fernando Valley on the southeast from the Simi Valley on the north, both at altitudes of 1,200 feet.

The region has a Mediterranean-type climate. This climate type is characterized by mild, wet winters and hot, dry summers. December through March are the coolest months and July through October the hottest months with most of the rainfall occurring between November and March. The dry season is considered to be from May-October. The most significant feature of the regional rainfall pattern, in addition to its unusual seasonal distribution, is its high degree of variability and unpredictability.

Most of the project area is within the boundaries of the SMMNRA. According to the NPS, no other national park features such a diverse assemblage of natural, cultural, scenic, and recreational resources within easy reach of so many people living in an urban center as the SMMNRA (NPS, September 2005).

The SMMNRA is nationally significant because it protects the largest expanse of mainland Mediterranean ecosystem in the national park system. Mediterranean-type ecosystems are globally important because of a limited worldwide geographic distribution and high biological diversity. Biological habitat within the project area is mainly coastal sage scrub and coast live oak.

A small portion of the project is within the Oak Park community which is a residential community that was established in the mid-1960's. The community also includes a fire station, County administration building, schools, parks and open space and limited commercial use.

Additional setting information is provided under the issue specific evaluation of environmental impacts below.

10.3 Other Pending and Approved Development (Cumulative Projects)

The County of Ventura Initial Study Assessment Guidelines (September 2006) indicate that the County's General Plan's population, dwelling unit and employment forecasts, in conjunction with land use maps, should be used as the basis for determining cumulative development within a specified geographic area. Additionally, all known General Plan Amendments that have been filed or are being processed in the same geographical area

should be added to the forecasts. However, because the proposed project is limited to the decommissioning of water infrastructure, impacts will be limited mainly to short-term deconstruction-related effects. As such, the cumulative analysis takes into account other projects that may occur in physical or temporal proximity to the proposed project.

The Oak Park area is considered to be built-out and as such, no major development projects are planned for this community.

The County of Ventura Public Works Agency has no major planned projects in the project area based upon a review of the County of Ventura Public Work Agency Five Year Capital Projects Program (FY) 2009-2014, Transportation, Water and Sanitation, Watershed Protection, CEO (County of Ventura Public Works Agency, July 2009). However, the Ventura County Transportation Department Two-Year Pavement Rehabilitation Plan for 2010-2011 identifies numerous road segments planned for pavement rehabilitation in the Oak Park area.

No Watershed Protection District or Water and Sanitation Services Department capital improvement projects were identified for the Oak Park area.

Triunfo is planning the construction of the Oak Canyon Reservoir and subsequent demolition of the existing Conifer Tank. This project will incorporate the portion of the Lindero Feeder as identified on Figure 3 for use by the Oak Park Water Service. This project was evaluated in the Conifer Tank Replacement Project FEIR dated November 2007.

Based upon communication with NPS staff, reconstruction of the Cheeseboro main trailhead (through which the proposed project's red haul route runs) is proposed to begin in late 2010 or 2011. This project includes a new entry monument, gate, parking spaces, picnic area, trail improvements and drainage improvements. The only other identified NPS projects in the vicinity of the proposed project are ongoing studies of native plant regeneration after wildfire.

Based upon communication with planning staff at the City of Agoura Hills, there are no City projects that need to be considered from a cumulative perspective (Cook, personal communication, May 2010). However, the U.S. Highway 101 Reyes Adobe interchange is presently undergoing improvements. This project involves both the north-bound and south-bound ramps. The overpass will be widened to six lanes and the ramp interface reconfigured. Reyes Adobe Road will be widened to six lanes from Canwood Street to Agoura Road (City of Agoura Hills, March 2010). The project is expected to be completed by the end of January 2011.

11.0 OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED (E.G., PERMITS, FINANCING APPROVAL, OR PARTICIPATION AGREEMENT):

Required agency approvals will include NPS, MRCA and RSRPD project approvals. (NPS is responsible for compliance with the National Environmental Policy Act); Ventura

County road encroachment permit for pipeline work in a County road; and hauling/oversize load permits as necessary.