

<b>Environmental Commitments Record</b>					
No.	Task and Brief Description	Responsible Party	Timing / Phase	Action Taken to Comply with Task	Date
<b>RELOCATIONS (Section 2.1.3.2 in Environmental Document)</b>					
R-1	In accordance with the federal Uniform Act, compensation for acquisition will be provided to eligible recipients. The Uniform Act provides for fair and equitable treatment of persons whose property will be acquired as a result of federally funded projects. The programs and assistance provided under the Uniform Act will be available to all eligible recipients without discrimination. For partial acquisition, compensation will be provided to eligible recipients for the portion of the property acquired. Additional compensation may be provided for any demonstrated damage to the remainder property. If it is determined that the remainder property will have little or no value or utility (i.e., an uneconomic remnant), then the property owner will have the option of either accepting full purchase of the remnant or keeping it.	San Bernardino County Transportation Authority (SBCTA)	Following PS&E final design and prior to construction		
R-2	An encroachment permit application will be submitted to the California Public Utilities Commission (CPUC) and BNSF during PS&E final design. Cooperative Agreement process, six-week General Order (GO) 88-B application/request for authorization will commence during PS&E final design in compliance with General Order (GO_ 88-B: "Rules for Altering Public Highway-Rail Crossings" and will be finalized once concurrence of all parties (railroad, City and CPUC ) is obtained. The Cooperative Agreement and GO 88-B application will be coordinated with the CPUC's Rail Crossings Engineering Section.	SBCTA	During PS&E final design		
<b>ENVIRONMENTAL JUSTICE (Section 2.1.3.3 in Environmental Document)</b>					
EJ-1	Actively and effectively engage all segments of the affected community with mechanisms to reduce cultural, language, and economic barriers to participation for example by providing bilingual materials on construction updates and detours, holding community meetings with bilingual facilitators, and holding meetings at a time convenient to the local community.	SBCTA, Resident Engineer, and Contractor	Following PS&E final design , prior to construction and during construction		
<b>UTILITIES/EMERGENCY SERVICES (Section 2.1.4 in Environmental Document)</b>					
UT-1	Implement a construction management program that maintains access to and from the project area community through signage, detours, flagmen, etc.	SBCTA, Resident Engineer, and Contractor	Prior to any grading or construction activities		
UT-2	Coordinate with emergency services providers to ensure that alternative response routes to and from the project area community are in place during construction of the proposed project.	SBCTA, Resident Engineer, and Contractor	Prior to any grading or construction activities		
UT-3	Consult with local school officials to identify safe pedestrian and vehicular routes for students traveling to and from schools in the project area community during construction of the proposed project.	SBCTA, Resident Engineer, and Contractor	Prior to any grading or construction activities		

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UT-4	San Bernardino County Transportation Authority (will coordinate all utility relocation work with the affected utility companies to ensure minimum disruption to customers in the service areas during construction.	SBCTA, Resident Engineer, and Contractor	Prior to any grading or construction activities		
UT-5	The potential for disruption or obstruction of emergency services access in the project area to occur as a result of construction activities will be avoided with the preparation of a Traffic Management Plan (TMP) and an Access Management Plan (AMP). These plans will be written by the Department's traffic operations staff. The TMP will include a public awareness campaign to ensure that the public is aware of when and where any traffic closures or detours, or utility disruptions, if any, will occur. The AMP will be designed in coordination with emergency services personnel and local school officials to ensure that the communities within the project vicinity will remain accessible during the construction phase.	SBCTA, Resident Engineer, and Contractor	Prior to any grading or construction (prepare) / During any grading or construction (implement)		
UT-6	All utility lines shall be protected in place, relocated, replaced, and/or upgraded as necessary with minimal disruption of existing domestic water or fire protection service.	SBCTA, Resident Engineer, and Contractor	During any grading and construction activities		
R-2	See also R-2 under RELOCATIONS (Section 2.1.3.2 in Environmental Document).	SBCTA	During PS&E final design		
HAZ-15	See HAZ-15 under HAZARDOUS WASTE/MATERIALS (Section 2.2.4 in Environmental Document).	Resident Engineer and Contractor	During demolition or grading activities, and during all excavation, deconstruction, and construction activities		
<b>TRAFFIC AND TRANSPORTATION/PEDESTRIAN AND BICYCLE FACILITIES (Section 2.1.5 in Environmental Document)</b>					
TR-1	Notices of the bridge closure, including corresponding vehicle/pedestrian detours, shall be provided and posted at both approaches to the bridge in advance of the scheduled bridge closure. A public awareness campaign and or community outreach/public involvement program will be conducted to ensure that the public is aware of when and where any traffic closures or detours would occur. Emergency response personnel and local school officials will be notified at least two weeks in advance of any planned street closures (including partial and/or full closures) or traffic diversions	SBCTA	During PS&E final design and construction		
TR-2	San Bernardino County Transportation Authority will make arrangements to provide free bus passes to residents of the area surrounding the bridge. These passes would be valid for travel on Omnitrans buses that serve the area. This will provide mobility to area residents affected by the bridge closure since there will be no pedestrian access across the BNSF rail yard while the bridge is out of service. The bus passes will provide alternative, motorized means for pedestrians to travel across the rail yard during that time.	SBCTA	During any grading and construction activities		

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TR-3	A Construction Management Program will be developed and implemented to maintain access to and from the project area community through signage, detours, flagmen, etc. Since construction activities would include construction-related traffic changes from trucks and equipment entering and exiting the project construction area.	SBCTA	During PS&E final design and construction		
TR-4	<p>A Traffic Management Plan (TMP) will be developed and implemented. The TMP will include a requirement to maintain access to all businesses and residences during project construction. Temporary improvements should be implemented prior to closure of the existing bridge and remain in place until the new bridge is opened to traffic. The temporary improvements will be removed and the intersections returned to their existing configurations after the new bridge is opened to traffic. Temporary circulation improvements will be included at the following locations to improve operations:</p> <ul style="list-style-type: none"> <li>• <u>5<sup>th</sup> Street/Mount Vernon Avenue</u> - Restripe westbound approach as a through lane and an exclusive right-turn lane</li> <li>• <u>5<sup>th</sup> Street/H Street</u> - Restripe northbound approach as two exclusive left-turn lanes and a shared through/right-turn lane</li> <li>• <u>Rialto Avenue/Mount Vernon Avenue</u> - Restripe northbound approach as a shared left-turn/through lane and two exclusive right-turn lanes</li> <li>• <u>Rialto Avenue/G Street</u> - Restripe eastbound approach as two exclusive left-turn lanes and a shared through/right-turn lane; and Change the phasing on eastbound and westbound approaches to split phasing</li> </ul>	SBCTA	During PS&E final design and construction		
TR-5	During preparation of the TMP, coordination with shall occur to address any bus routes that could be affected during construction.	SBCTA	During PS&E final design and construction		
<b>CULTURAL RESOURCES (Section 2.1.7 in Environmental Document)</b>					
MOA CR-1	Prior to the start of any work that could adversely affect any characteristics that qualify the Mount Vernon Avenue Bridge as an historic property, the Department shall ensure that the recordation measures specified in Section A of the MOA are completed.	SBCTA	Incorporate recommendations during PS&E final design and implement during construction		
MOA CR-2	San Bernardino County Transportation Authority (SBCTA) shall take a large-format (4" by 5" or larger negative size) photographs showing the Mount Vernon Avenue Bridge in context as well as details of its historic engineering features. Photographs shall be processed for archival permanence in accordance with the Historic American Engineering Record (HAER) photographic specifications. Views of the Mount Vernon Avenue Bridge shall include: (1) Contextual views showing the bridge in its setting; (2) Elevation views; (3) Views of the bridge's approaches and abutments; and (4) Detail views of significant engineering and design elements.	SBCTA	Incorporate recommendations during PS&E final design and implement during construction		

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MOA CR-3	San Bernardino County Transportation Authority (SBCTA) shall make a reasonable and good faith effort to locate historic construction drawings for the Mount Vernon Avenue Bridge. If these drawings are located, SBCTA shall photographically reproduce plans, elevations and selected details from these drawings in accordance with HAER photographic specifications. If they are legible in this format, reduced size 8 ½" by 11") copies of the construction drawings may be included as pages of the report cited in subsection A.3. of the MOU rather than photographed and included as photographic documentation. SBCTA shall promptly notify the Department if historic construction drawings for Bridge #54C-0066 cannot be located. In that event, the requirements of this paragraph shall not apply.	SBCTA		Incorporate recommendations during PS&E final design and implement during construction	
MOA CR-4	A written historical and descriptive report for the Mount Vernon Avenue Bridge will be completed. This report will provide a physical description of the bridge, discuss its construction and its significance under applicable National Register criteria, and address the historical context for its construction following the format and instructions in the September 1993 National Parks Service (NPS) HAER Guidelines for Preparing Written Historical and Descriptive Data guidelines for written documentation.	SBCTA		Incorporate recommendations during PS&E final design and implement during construction	
MOA CR-5	Upon completion, copies of the documentation prescribed in subsection A.3 of the MOA shall be retained by the Department, District 8, and offered to the California Room of San Bernardino County Transportation Authority (SBCTA) s Feldhym Library.	Resident Engineer and Contractor		During all ground-disturbing and construction activities	
MOA CR-6	The Department shall ensure that San Bernardino County Transportation Authority (SBCTA) constructs the replacement bridge in accordance with a design developed in consultation with the SHPO and submitted to the SHPO for comments, to minimize the indirect visual impact (profile, scale, color, and material) of the replacement bridge on the setting of the adjacent National Register listed historic property, the Atchison, Topeka and Santa Fe Passenger and Freight Depot (Santa Fe Depot). The proposed bridge replacement design is depicted in Attachment A of the MOA and simulations for the replacement are included in Attachment B of the MOA. In addition, existing photographs of the Mount Vernon Avenue Bridge are located in Attachment C of the MOA.	Resident Engineer, Contractor, the Department		During all ground-disturbing and construction activities	
MOA CR-7	The Department in consultation with the SHPO, shall ensure that the replacement bridge will be designed to include architectural details (bridge railing, lighting, concrete abutments, stairways) in order to convey the character-defining elements of the original historic structure and to be visually compatible with the adjacent Santa Fe Depot.	SBCTA and the Department		Incorporate recommendations during PS&E final design and implement during construction	

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<b>MOA CR-8</b>	The Department shall ensure that San Bernardino County Transportation Authority (SBCTA) replace any landscape elements (fan palm trees – Washingtonia robusta), which are 50 years or older and contribute to the historic setting of the bridge, which were removed as a result of the bridge replacement project. Appropriate replacement trees should be planted in those planned landscaped areas northwest and southeast of the bridge alignment.	SBCTA and the Department	Incorporate recommendations during PS&E final design and implement during construction		
<b>Standard CR-A</b>	If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find.	Resident Engineer and Contractor	During all ground-disturbing and construction activities		
<b>Standard CR-B</b>	In the event that human remains are found, the county coroner shall be notified and ALL construction activities within 60 feet of the discovery shall stop. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). The person who discovered the remains will contact the District 8 Division of Environmental Planning; Andrew Walters, DEBC: (909)383-2647 and Gary Jones, DNAC: (909)383-7505. Further provisions of PRC 5097.98 are to be followed as applicable.	Resident Engineer and Contractor	During all ground-disturbing and construction activities		
<b>NOTE:</b> Beyond the MOA, the date stamp of the bridge shall be preserved during construction/demolition activities and offered to the San Diego Museum and/or Feldhym Library.					
<b>Water Quality and Stormwater Runoff (Section 2.2.1 in Environmental Document)</b>					
<b>WQ-1</b>	During the PS&E final design phase of the project, a Geotechnical Report would be prepared to determine if groundwater would be impacted. If groundwater would be impacted, then it would be tested to determine if it's contaminated.	SBCTA (during PS&E final design) / Resident Engineer and Contractor (during construction)	Incorporate recommendations during PS&E final design and implement during construction		
<b>WQ-2</b>	The project will have an addition of more than 5,000 square feet of impervious surface; therefore, in accordance with RWQCB Order Number R8-2010-0036, and San Bernardino County NPDES Permit No. CAS618036, a Water Quality Management Plan (WQMP) will be necessary to establish post construction Best Management Practices (BMP's).	SBCTA (during PS&E final design) / Resident Engineer and Contractor (during construction)	Incorporate recommendations during PS&E final design and implement during construction		
<b>WQ-3</b>	A SWPPP, which will identify water quality BMPs, will be required to address short-term construction effects associated with soil erosion and discharge of other construction-related pollutants.	SBCTA (during PS&E final design) / Resident Engineer and Contractor (during construction)	Incorporate recommendations during PS&E final design and implement during construction		

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<b>Geology/Soils/Seismicity/Topography (Section 2.2.2 in Environmental Document)</b>					
GEO-1	Detailed earthwork recommendations will be provided in the design geotechnical report, and these recommendations will be incorporated into the project specifications.	SBCTA	Incorporate recommendations during PS&E final design and implement during construction		
GEO-2	The depth of the groundwater table below the site, and the potential for liquefaction, will be further evaluated during the PS&E final design phase.	SBCTA	Incorporate recommendations during PS&E final design and implement during construction		
GEO-3	Erosion control measures will also include the use of berms to direct runoff away from exposed soils and slopes, and proper grading techniques will be utilized.	SBCTA (during PS&E final design) / Resident Engineer and Contractor (during construction)	During all grading and construction activities		
GEO-4	For fill slopes, surface water runoff shall be directed to suitable outlets to reduce the likelihood of surficial erosion of the slopes.	SBCTA (during PS&E final design) / Resident Engineer and Contractor (during construction)	During all grading and construction activities		
GEO-5	Slopes shall be planted with vegetation as soon as feasible after the completion of grading to reduce the amount of erosion on the slope face.	Resident Engineer and Contractor	During all grading and construction activities		
GEO-6	A 3-m (10-foot) buffer, using fencing or flags, will be established around the drainage channel. Appropriate erosion or runoff controls will be implemented to prevent siltation effects on the nearby wetlands.	SBCTA (during PS&E final design) / Resident Engineer and Contractor (during construction)	During all grading and construction activities		
GEO-7	Due to its proximity to the San Andreas Fault, the bridge would be seismically designed to consider a maximum credible earthquake of magnitude of 8.0 on the Richter scale.	SBCTA	Incorporate recommendations during PS&E final design and implement during construction		
<b>HAZARDOUS WASTE/MATERIALS (Section 2.2.4 in Environmental Document)</b>					
HAZ-1	Work on BNSF property requires the completion and submittal of fees for an environmental access permit submitted to the Permit Department of BNSF.	Resident Engineer and Contractor	During PS&E final design.		
HAZ-2	Due to the possibility that contaminated groundwater may be encountered, a Geotechnical Report will be prepared determine if groundwater will be impacted. If groundwater will be impacted, then it will be tested to determine if it's contaminated.	Resident Engineer and Contractor	During PS&E final design.		

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HAZ-3	If contaminated groundwater is encountered, a contaminated groundwater contingency plan should be implemented and should include procedures for segregation, sampling, and chemical analysis. Contaminated groundwater must be disposed of in accordance with dewatering requirements per the National Pollutant Discharge Elimination System (NPDES) process. In the event that disposal requirements are not required as part of the NPDES process, contaminated groundwater will be profiled for disposal and will be transported with appropriate hazardous or non-hazardous waste manifests by a state-certified hazardous material hauler to a state-certified disposal or recycling facility licensed to accept and treat the type of waste indicated by the profiling process.	Resident Engineer and Contractor	Prior to demolition or grading activities, and during all excavation and construction activities		
HAZ-4	If demolition construction activities will impact soil beneath the two former gasoline stations, soil samples should be collected and analyzed for petroleum hydrocarbons and VOCs during the PS&E final design phase.	Resident Engineer and Contractor	During PS&E final design.		
HAZ-5	For work in the immediate vicinity of Mount Vernon Avenue Bridge, soil (and groundwater if encountered) beneath the bridge within the proposed demolition and construction zones should be sampled and analyzed for chemicals of concern (COCs) including petroleum hydrocarbons, metals, volatile organic compounds (VOCs), polychlorinated biphenyls (PCBs), semi-volatile organic compounds (SVOCs), and chlorinated herbicides. Testing should be done during the PS&E final design phase to reduce the impact on BNSF operations. The testing should be done in one mobilization as requested by BNSF.	Resident Engineer and Contractor	During PS&E final design.		
HAZ-6	For work in the immediate vicinity of the shoofly track area, soil (and groundwater if encountered) beneath the proposed shoofly track area should be sampled and analyzed for petroleum hydrocarbons, metals, VOCs, PCBs, SVOCs, and chlorinated herbicides. All testing should be done during the PS&E final design phase to reduce the impact on BNSF operations. The testing should be done in one mobilization as requested by BNSF.	Resident Engineer and Contractor	During PS&E final design.		
HAZ-7	A soil monitoring plan should be prepared prior to construction and should be implemented during all phases of construction. Disturbed soils should be monitored for visual evidence of contamination (e.g., staining or discoloration). If visual evidence of contamination is observed, the soil should be monitored for the presence of volatile organic compounds (VOCs) using appropriate field instruments such as organic vapor measurement with photoionization detectors (PIDs) or flame ionization detectors (FIDs). If the monitoring procedures indicate the possible presence of contaminated soil, a contaminated soil contingency plan should be implemented and should include procedures for segregation, sampling, and chemical analysis of soil. Contaminated soil will be profiled for disposal and will be transported with appropriate hazardous or non-hazardous waste manifests by a state-certified hazardous material hauler to a state-certified disposal or recycling facility licensed to accept and treat the type of waste	Resident Engineer and Contractor	Prior to demolition or grading activities, and during all excavation and construction activities		

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	indicated by the profiling process. The contaminated soil contingency plan should be developed and in place during all construction activities. In the event that these processes generate any contaminated groundwater that must be disposed of outside of the dewatering/ National Pollutant Discharge Elimination System process, the groundwater should be profiled, manifested, hauled, and disposed of in the same manner				
HAZ-8	If the monitoring procedures indicate the possible presence of contaminated soil, a contaminated soil contingency plan should be implemented and should include procedures for segregation, sampling, and chemical analysis of soil. Contaminated soil will be profiled for disposal and will be transported with appropriate hazardous or non-hazardous waste manifests by a state-certified hazardous material hauler to a state-certified disposal or recycling facility licensed to accept and treat the type of waste indicated by the profiling process. The contaminated soil contingency plan should be developed and in place during all construction activities.	Resident Engineer and Contractor	Prior to demolition or grading activities, and during all excavation and construction activities		
HAZ-9	A hazardous materials contingency plan should be prepared to address the potential for discovery of unidentified USTs, septic systems, hazardous materials, petroleum hydrocarbons, or hazardous or solid wastes encountered during construction. This contingency plan should address UST decommissioning, field screening and materials testing methods, mitigation and contaminant management requirements, and health and safety requirements.	Resident Engineer and Contractor	Prior to demolition or grading activities, and during all excavation and construction activities		
HAZ-10	The identified ACMs will not be disturbed. Prior to renovation or demolition work that will disturb identified ACMs, a licensed Cal/OSHA-Certified Asbestos Consultant and abatement removal contractor should remove the ACMs. A Notification will be sent to South Coast Air Quality Management District (SCAQMD) 10 working days prior to any ACM removal or demolition activities as per Rule 1403. In addition the Notification will include applicable fees as per Rule 301.	Resident Engineer and Contractor	Prior to demolition activities		
HAZ-11	The identified LBPs will not be disturbed. Any LBPs in a non-intact condition will be abated and the component properly encapsulated. Prior to demolition work that will disturb identified LBPs, a licensed lead abatement removal contractor will remove the LBPs.	Resident Engineer and Contractor	Prior to demolition activities		
HAZ-12	Applicable laws and regulations will be followed, including those provisions requiring notification to building occupants, renovation contractors, and workers of the presence of asbestos and LBP.	Resident Engineer and Contractor	Prior to demolition or grading activities, and during all excavation and construction activities		
HAZ-13	Per Caltrans requirements, projects involving the removal of yellow traffic striping, thermoplastic paint, will be performed in accordance with Caltrans Department Standard Special Provision (SSP) XE 14-001.	Resident Engineer and Contractor	Prior to demolition or grading activities, and during all excavation and construction activities		

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HAZ-14	The OSHA regulations for construction found in Title 29 CFR part 1926 include occupational exposure to lead under the standard number 1926.62. Additional requirements are found in the California standard 8 CCR Section 1532.1. Any employer covered by these standards is obligated to initially determine if any employee may be exposed to lead at or above the action level (29 CFR 1926.62(d)(1)(i) and 8 CCR 1532.1(d)). Additionally, the employer is obligated to prepare a project specific Lead Compliance Plan (LCP) in accordance with 29 CFR 1926.62 (e)(2). It is recommended that a LCP be developed and implemented for construction related activities associated with this project site.	Resident Engineer and Contractor	Prior to demolition or grading activities, and during all excavation and construction activities		
HAZ-15	As appropriate, deconstruction will occur in a manner that any construction debris will be disposed of at a recycling facility licensed to accept and treat the type of waste generated from the project.	Resident Engineer and Contractor	During demolition or grading activities, and during all excavation, deconstruction, and construction activities.		
HAZ-16	Caltrans Standard Special Provisions and Non-Standard Special Provisions should be prepared that provide contractors with guidance on preparing submittals and handling affected materials	SBCTA	Prior to demolition or grading activities, or start of construction.		
HAZ-17	Demolition or renovation of any structure requires notification and submittal of fees to the South Coast Air Quality Management District.	SBCTA	Prior to demolition or grading activities, or start of construction.		
<b>AIR QUALITY (Section 2.2.5 in Environmental Document)</b>					
AQ-1	The identified ACMs will not be disturbed. Prior to renovation or demolition work that will disturb identified ACMs, a licensed Cal/OSHA-Certified Asbestos Consultant and abatement removal contractor should remove the ACMs. A Notification will be sent to South Coast Air Quality Management District (SCAQMD) 10 working days prior to any ACM removal or demolition activities as per Rule 1403. In addition the Notification will include applicable fees as per Rule 301.	Resident Engineer and Contractor	Prior to renovation or demolition activities		
AQ-2	Implementation of Construction Minimization Measures to Reduce Fugitive Dust Emissions. Even though the project's emissions will not exceed the SCAQMD's significance thresholds for construction, as required by the SCAQMD's Fugitive Dust Rule 403, the project proponent must implement the applicable PM10-reducing construction practices shown in Table 2-15 during construction of the proposed project. Table 2-15. List of Best Available Control Measures from SCAQMD Fugitive Dust Rule 403 <b>Backfilling</b> <i>Control Measure</i> <ul style="list-style-type: none"> <li>• Stabilize backfill material when not actively handling; and</li> <li>• Stabilize backfill material during handling; and</li> <li>• Stabilize soil at completion of activity.</li> </ul> <i>Guidance</i> <ul style="list-style-type: none"> <li>• Mix backfill soil with water prior to moving.</li> <li>• Dedicate water truck or high capacity hose to backfilling equipment.</li> </ul>	Resident Engineer and Contractor	Prior to ground disturbance, renovation or demolition activities		

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	<ul style="list-style-type: none"> <li>• Empty loader bucked slowly so that no dust plumes are generated.</li> <li>• Minimize drop height from loader bucket.</li> </ul> <p><b>Clearing and Grading</b>  <i>Control Measure</i></p> <ul style="list-style-type: none"> <li>• Maintain stability of soil through prewatering of site prior to clearing/grubbing; and</li> <li>• Stabilize soil during clearing and grubbing activities; and</li> <li>• Stabilize soil immediately after clearing and grubbing activities.</li> </ul> <p><i>Guidance</i></p> <ul style="list-style-type: none"> <li>• Maintain live perennial vegetation where possible.</li> <li>• Apply water in sufficient quantity to prevent generation of dust plumes.</li> </ul> <p><b>Clearing forms</b>  <i>Control Measure</i></p> <ul style="list-style-type: none"> <li>• Use water spray to clear forms; or</li> <li>• Use sweeping and water spray to clear forms; and</li> <li>• Use vacuum system to clear forms.</li> </ul> <p><i>Guidance</i></p> <ul style="list-style-type: none"> <li>• Use of high-pressure air to clear forms may cause exceedance of Rule requirements.</li> </ul> <p><b>Crushing</b>  <i>Control Measure</i></p> <ul style="list-style-type: none"> <li>• Stabilize surface soils prior to operation of support equipment; and</li> <li>• Stabilize material after crushing.</li> </ul> <p><i>Guidance</i></p> <ul style="list-style-type: none"> <li>• Follow permit conditions for crushing equipment.</li> <li>• Prewater material prior to loading into crusher.</li> <li>• Monitor crusher emissions opacity.</li> <li>• Apply water to crushed material to prevent dust plumes.</li> </ul> <p><b>Cut and fill</b>  <i>Control Measure</i></p> <ul style="list-style-type: none"> <li>• Prewater soils prior to cut and fill activities; and</li> <li>• Stabilize soils during and after cut and fill activities.</li> </ul> <p><i>Guidance</i></p> <ul style="list-style-type: none"> <li>• For large sites, prewater with sprinklers or water trucks and allow time for penetration.</li> <li>• Use water trucks/pulls to water solids to depth of cut prior to subsequent cuts.</li> </ul> <p><b>Demolition-mechanical/manual</b>  <i>Control Measure</i></p> <ul style="list-style-type: none"> <li>• Stabilize wind erodible surfaces to reduce dust; and</li> <li>• Stabilize surface soils where support equipment and vehicles will operate; and</li> </ul>				

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	<ul style="list-style-type: none"> <li>Stabilize loose soil and demolition debris; and</li> <li>Comply with SCAQMD Rule 1403.</li> </ul> <p><i>Guidance</i></p> <ul style="list-style-type: none"> <li>Apply water in sufficient quantities to prevent the generation of visible dust plumes.</li> </ul> <p><b>Disturbed soils</b></p> <p><i>Control Measure</i></p> <ul style="list-style-type: none"> <li>Stabilize disturbed soil throughout the construction site; and</li> <li>Stabilize disturbed soil between structures.</li> </ul> <p><i>Guidance</i></p> <ul style="list-style-type: none"> <li>Limit vehicular traffic and disturbances on soils where possible.</li> <li>If interior block walls are planned, install as early as possible.</li> <li>Apply water or a stabilizing agent in sufficient quantities to prevent the generation of visible dust plumes.</li> </ul> <p><b>Earth-moving activities</b></p> <p><i>Control Measure</i></p> <ul style="list-style-type: none"> <li>Preapply water to depth of proposed cuts; and</li> <li>Reapply water as necessary to maintain soils in a damp condition and to ensure that visible emissions do not exceed 100 feet in any direction; and</li> <li>Stabilize solids once earth-moving activities are complete.</li> </ul> <p><i>Guidance</i></p> <ul style="list-style-type: none"> <li>Grade each project phase separately, timed to coincide with construction phase.</li> <li>Upwind fencing can prevent material movement on site.</li> <li>Apply water or a stabilizing agent in sufficient quantities to prevent the generation of visible dust plumes.</li> </ul> <p><b>Importing/exporting of bulk materials</b></p> <p><i>Control Measure</i></p> <ul style="list-style-type: none"> <li>Stabilize material while loading to reduce fugitive dust emissions; and</li> <li>Maintain at least 6 inches of freeboard on haul vehicles; and</li> <li>Stabilize material while transporting to reduce fugitive dust emissions; and</li> <li>Stabilize material while unloading to reduce fugitive dust emissions; and</li> <li>Comply with Vehicle Code Section 23114.</li> </ul> <p><i>Guidance</i></p> <ul style="list-style-type: none"> <li>Use tarps or suitable enclosures on haul trucks.</li> <li>Check belly-dump truck seals regularly and remove any trapped rocks to prevent spillage.</li> <li>Comply with track out prevention/mitigation requirements.</li> <li>Provide water while loading and unloading to reduce visible dust plumes.</li> </ul> <p><b>Landscaping</b></p>				

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	<p><i>Control Measure</i></p> <ul style="list-style-type: none"> <li>Stabilize soils, materials, slopes.</li> </ul> <p><i>Guidance</i></p> <ul style="list-style-type: none"> <li>Apply water to materials to stabilize.</li> <li>Maintain materials in a crusted condition.</li> <li>Maintain effective cover over materials.</li> <li>Stabilize sloping surfaces using soil binders until vegetation or ground cover can effectively stabilize the slopes.</li> <li>Hydroseed prior to rainy season.</li> </ul> <p><b>Road Shoulder Maintenance</b></p> <p><i>Control Measure</i></p> <ul style="list-style-type: none"> <li>Apply water to unpaved shoulders prior to clearing; and</li> <li>Apply chemical dust suppressants and/or washed gravel to maintain a stabilized surface after completing road shoulder maintenance.</li> </ul> <p><i>Guidance</i></p> <ul style="list-style-type: none"> <li>Installation of curbing and/or paving of road shoulders can reduce recurring maintenance costs.</li> <li>Use of chemical dust suppressants can inhibit vegetation growth and reduce future road shoulder maintenance costs.</li> </ul> <p><b>Screening</b></p> <p><i>Control Measure</i></p> <ul style="list-style-type: none"> <li>Prewater material prior to screening; and</li> <li>Limit fugitive dust emissions to opacity and plume length standards; and</li> <li>Stabilize material immediately after screening.</li> </ul> <p><i>Guidance</i></p> <ul style="list-style-type: none"> <li>Dedicate water truck or high capacity hose to screening operation.</li> <li>Drop material through the screen slowly and minimize drop height.</li> <li>Install wind barrier with a porosity of no more than 50% upwind of screen to the height of the drop point.</li> </ul> <p><b>Staging areas</b></p> <p><i>Control Measure</i></p> <ul style="list-style-type: none"> <li>Stabilize staging areas during use; and</li> <li>Stabilize staging area soils at project completion.</li> </ul> <p><i>Guidance</i></p> <ul style="list-style-type: none"> <li>Limit size of staging area.</li> <li>Limit vehicle speeds to 15 miles per hour.</li> <li>Limit number and size of staging area entrances/exits.</li> </ul> <p><b>Stockpiles/Bulk Material/Handling</b></p> <p><i>Control Measure</i></p> <ul style="list-style-type: none"> <li>Stabilize stockpiled materials.</li> <li>Stockpiles within 100 yards of offsite occupied buildings must not be greater than 8 feet in height, or must have a road bladed to the top to allow water truck access, or must have an operational water irrigation</li> </ul>				

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	<p>system that is capable of complete stockpile coverage</p> <p><i>Guidance</i></p> <ul style="list-style-type: none"> <li>• Add or remove material from the downwind portion of the storage pile.</li> <li>• Maintain storage piles to avoid steep sides or faces.</li> </ul> <p><b>Traffic areas for construction activities</b></p> <p><i>Control Measure</i></p> <ul style="list-style-type: none"> <li>• Stabilize all off-road traffic and parking areas; and</li> <li>• Stabilize all haul routes; and</li> <li>• Direct construction traffic over established haul routes.</li> </ul> <p><i>Guidance</i></p> <ul style="list-style-type: none"> <li>• Apply gravel/paving to all haul routes as soon as possible to all future roadway areas.</li> <li>• Barriers can be used to ensure vehicles are only used on established parking areas/haul routes.</li> </ul> <p><b>Trenching</b></p> <p><i>Control Measure</i></p> <ul style="list-style-type: none"> <li>• Stabilize surface soils where trencher or excavator and support equipment will operate; and</li> <li>• Stabilize solids at the completion of trenching activities.</li> </ul> <p><i>Guidance</i></p> <ul style="list-style-type: none"> <li>• Prewatering of soils prior to trenching is an effective preventive measure. For deep trenching activities, pretrench to 18 inches, then soak soils via the pretrench and resume trenching.</li> <li>• Washing mud and soils from equipment at the conclusion of trenching activities can prevent crushing and drying of soil on equipment.</li> </ul> <p><b>Truck loading</b></p> <p><i>Control Measure</i></p> <ul style="list-style-type: none"> <li>• Prewater material prior to loading; and</li> <li>• Ensure that freeboard exceeds 6 inches (CVC 23114).</li> </ul> <p><i>Guidance</i></p> <ul style="list-style-type: none"> <li>• Empty loader bucket such that no visible dust plumes are created.</li> <li>• Ensure that the loader bucket is close to the truck to minimize drop height when loading.</li> </ul> <p><b>Turf Overseeding</b></p> <p><i>Control Measure</i></p> <ul style="list-style-type: none"> <li>• Apply sufficient water immediately prior to conducting turf vacuuming activities to meet opacity and plume length standards; and</li> <li>• Cover haul vehicles prior to exiting the site.</li> </ul> <p><i>Guidance</i></p> <ul style="list-style-type: none"> <li>• Haul waste material immediately off site.</li> </ul> <p><b>Unpaved roads/parking lots</b></p> <p><i>Control Measure</i></p> <ul style="list-style-type: none"> <li>• Stabilize soils to meet the applicable performance standards; and</li> </ul>				

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	<ul style="list-style-type: none"> <li>• Limit vehicular travel to established unpaved roads (haul routes) and unpaved parking lots.</li> </ul> <p><i>Guidance</i></p> <ul style="list-style-type: none"> <li>• Restricting vehicular access to established unpaved travel paths and parking lots can reduce stabilization requirements</li> </ul> <p><b>Vacant Land</b></p> <p><i>Control Measure</i></p> <ul style="list-style-type: none"> <li>• In instances where vacant lots are 0.10 acre or larger and have a cumulative area of 500 square feet or more that are driven over and/or used by motor vehicles and/or off-road vehicles, prevent motor vehicle and/or off-road vehicle trespassing, parking, and/or access by installing barriers, curbs, fences, gates, posts, signs, shrubs, trees or other effective control measures</li> </ul> <p><i>Guidance</i></p> <ul style="list-style-type: none"> <li>• N/A</li> </ul>				
<b>NOISE (Section 2.2.6 in Environmental Document)</b>					
N-1	Retaining walls will be landscaped, potentially with creeping fig, to attenuate any secondary noise reflection along both sides of the north bridge approach between Kingman Avenue and West 4th Street which accommodate an approximate 9.87 and 1.43 foot change in roadway elevation.	SBCTA		Incorporate recommendations during PS&E final design and implement during construction	
N-2	<p>To minimize potential construction noise effects, the construction contractor will adhere to BMPs to minimize construction noise levels, including the following BMP:s:</p> <ol style="list-style-type: none"> <li>1. Construction activities adjacent to residential units will be limited as necessary to prevent noise impacts. (14.8.1, City of San Bernardino General Plan).</li> <li>2. Construction activities will employ feasible and practical techniques that minimize the noise impacts on adjacent uses. (14.8.2, City of San Bernardino General Plan).</li> <li>3. No person shall be engaged or employed, or cause any other person to be engaged or employed, in any work of construction, erection, alteration, repair, addition, movement, demolition, or improvement to any building or structure except within the hours of 7:00 a.m. and 8:00 p.m.(San Bernardino Municipal Code Section 8.54.070) (Ord. MC-1246, 5-21-07).</li> <li>4. The operation or use between the hours of 10 p.m. and 7 a.m. of any pile driver, steam shovel, pneumatic hammers, derrick, steam or electric hoist, power driven saw, or any other tool or apparatus, the use of which is attended by loud and excessive noise, is prohibited, except with the approval of the Mayor and Common Council (San Bernardino Municipal</li> </ol>	Resident Engineer and Contractor		During demolition or grading activities, and during all excavation, deconstruction, and construction activities.	

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	<p>Code Section 8.54.020(L)).</p> <p>5. The creation of loud and excessive noise in connection with the loading or unloading of motor trucks and other vehicles is prohibited (San Bernardino Municipal Code Section 8.54.020(I)).</p> <p>6. The unnecessary or excessive blowing of whistles, sounding of horns, ringing of bells or use of signaling devices by operators of railroad locomotives, motor trucks, and other transportation equipment is prohibited (San Bernardino Municipal Code Section 8.54.020(H)).</p> <p>7. The shouting and crying of peddlers, hawkers and vendors which disturbs the peace and quiet of any considerable number of persons or neighborhood is prohibited (San Bernardino Municipal Code Section 8.54.020(J)).</p> <p>8. Sound control shall conform to the provisions in Section 14-8.02, "Noise Control," of Caltrans' 2015 Standard Specifications and Special Provisions. The contractor shall not exceed 86 dBA Lmax at 50 feet from the job site from 9:00 p.m. to 6:00 a.m. Internal combustion engines shall be equipped with the manufacturer-recommended muffler. Internal combustion engines shall not be operated on the job site without the appropriate muffler.</p> <p>9. Adherence to local ordinances and codes relating to construction equipment, sound levels, and hours of operation is required.</p> <p>10. Installation and maintenance of effective mufflers on construction equipment is required.</p> <p>11. Positioning equipment and staging areas as far from residences as possible is required.</p> <p>12. Unnecessary idling of equipment is prohibited.</p> <p>13. These BMP's will be incorporated into either the standard specifications or special provisions which are prepared for the construction contractor during PS&amp;E final design.</p>				
<b>BIOLOGICAL RESOURCES (SECTION 2.3 IN ENVIRONMENTAL DOCUMENT)</b>					
<b>BIO-1</b>	<p>Within 7 days prior to the commencement of construction activities (if between January 15 and September 1), a qualified biologist shall perform a nesting bird survey that will consist of one site visit to determine whether there are active songbird nests within 200 feet of the project footprint and raptor nests within 500 feet of the project footprint. This survey shall also identify the species, and to the degree feasible, nesting stage (e.g., incubation of young, feeding of young, near fledging). Nests shall be mapped (not by using GPS because close encroachment may cause nest abandonment). If active nests are found, construction shall not occur within 200 feet of the songbird's nest or within 500 feet of a raptor's nest, or within</p>	SBCTA	Survey to be completed within 7 days prior to the commencement of construction		

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	an appropriate buffer established by the qualified biologist, until the nesting attempt has been completed and/or abandoned because of non-project-related reasons. The qualified biologist can subsequently reduce this buffer based on professional experience related to observations of behavior and specific construction activities occurring near the nest.				
<b>BIO-2</b>	To avoid impacts on any bats that may be roosting in palm trees within the project area, all direct impacts on palm trees shall be avoided during construction, and highly vibrative and/or noisy work shall be avoided near palm trees. If it is not possible to avoid direct impacts (e.g., tree removal, tree disturbance, tree trimming) or indirect impacts (e.g., noise, vibrations near trees) on palm trees, a qualified bat biologist shall survey the trees (e.g., conduct acoustic nighttime surveys) prior to disturbance to determine whether bats are roosting in the trees. If bats are found to be present, the bat biologist shall monitor construction activities to ensure that no bats are affected during construction. The qualified bat biologist may also provide other avoidance measures to ensure that all impacts on this species are avoided and minimized.	SBCTA and Contractor	During construction activities		
<b>BIO-3</b>	A qualified bat biologist who is familiar with crevice-dwelling bat and bird species shall survey the project disturbance limits and Mount Vernon Avenue Bridge in June, prior to construction, to assess the potential for the bridge's use for bat roosting, bat maternity roosting, and bird roosting/nesting because maternity roosts and nests are generally formed in spring. The qualified bat biologist shall also perform pre-construction surveys within 2 weeks prior to construction because bat and bird roosts can change seasonally. These surveys will include a combination of structure inspections, exit counts, and acoustic surveys.	SBCTA	Prior to construction		
<b>BIO-4</b>	If recommended by the qualified bat biologist, to avoid indirect disturbance of bats and birds while roosting in areas that would be subject to, or adjacent to, impacts from construction activities, any portion of the structure that is deemed by a qualified bat biologist to have the potential bat or bird roosting habitat and may be affected by the proposed project shall have temporary bat and bird eviction and exclusion devices installed under the supervision of a qualified and permitted bat biologist prior to the initiation of construction activities. Eviction and subsequent exclusion will be conducted during the fall (September or October) to avoid trapping flightless young bats inside during the summer months or hibernating/overwintering individuals during the winter. Such exclusion efforts are dependent on weather conditions, take a minimum of 2 weeks to implement, and must be continued to keep the structures free of bats and birds until the completion of construction. All eviction and/or exclusion techniques shall be coordinated between the qualified bat biologist and the appropriate resource agencies (e.g., CDFW).	SBCTA, Resident Engineer and Contractor	Prior to and during construction activities		

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BIO-5	Inspection and cleaning of construction equipment shall be performed to minimize the importation of nonnative plant material. Eradication strategies (i.e., weed control) shall be implemented should an invasion of nonnative plant species occur	Resident Engineer and Contractor	During all ground-disturbing or construction activities		
BIO-6	After construction, species that have been listed as having a high or moderate rating on the California Invasive Plant Council's California Invasive Plant Inventory shall not be planted in any revegetated areas (California Invasive Plant Council 2006).	Resident Engineer and Contractor	Following construction activities		
BIO-7	Trucks with loads carrying vegetation shall be covered and vegetative materials removed from the site shall be disposed of in accordance with all applicable laws and regulations.	Resident Engineer and Contractor	During all ground-disturbing or construction activities, and following construction		