State Route 210 Mixed Flow Lane Addition from Highland Avenue to San Bernardino Avenue Project

CITIES OF HIGHLAND, SAN BERNARDINO, AND REDLANDS
SAN BERNARDINO COUNTY, CALIFORNIA
DISTRICT 8– SBD – 210 (PM R25.0/R33.2)
EA 0C700/PN 08-12000164

Initial Study [with Proposed Mitigated Negative Declaration]

Prepared by the
State of California Department of Transportation and in cooperation with the San Bernardino Associated Governments and City of Highland

May 2016

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General Information about This Document

What's in this document:

The San Bernardino Associated Governments (SANBAG), in cooperation with the California Department of Transportation (Caltrans) and the City of Highland, has prepared this Initial Study (IS), which examines the potential environmental impacts of the alternatives being considered for the proposed project located along State Route 210 (SR-210) in the cities of Highland, San Bernardino, and Redlands, San Bernardino County, California. Caltrans is the lead agency under the California Environmental Quality Act (CEQA). The document tells you why the project is being proposed, what alternatives have been considered for the project, how the existing environment could be affected by the project, the potential impacts of each of the alternatives, and the proposed avoidance, minimization, and/or mitigation measures.

What you should do:

- Please read the document.
- Additional copies of this document and related technical studies are available for review at:

SANBAG 1170 W. 3rd Street, 2nd Floor San Bernardino, CA 92410-1715	Highland Sam J. Racadio Library & Environmental Learning Center 7863 Central Ave, Highland, CA 92346	Howard M. Rowe Branch Library 108 E. Marshall Blvd. San Bernardino, CA 92404	AK Smiley Public Library 125 W Vine St, Redlands, CA 92373

- Attend the public hearing on June 2, 2016.
- We'd like to hear what you think. If you have any comments regarding the proposed project, please send your written comments to Caltrans by the deadline.
- Send comments via postal mail to:
  Mr. Kurt Heidelberg, Senior Environmental Planner
  Environmental Studies "D" Branch Chief
  California Department of Transportation, District 8
  464 West 4th Street, 6th Floor, MS 820
  San Bernardino, CA 92401-2841
- Send comments via email to: SR-210-MixedFlowLanes@dot.ca.gov

Please use "SR-210 Mixed Flow Lane Addition from Highland Avenue to San Bernardino Avenue Project" in the subject line of the email.

- Be sure to send comments by the deadline: June 16, 2016

What happens next:

After comments are received from the public and reviewing agencies, Caltrans, may: (1) give environmental approval to the proposed project, (2) do additional environmental studies, or (3) abandon the project. If the project is given environmental approval and funding is appropriated, Caltrans could design and construct all or part of the project.

For individuals with sensory disabilities, this document can be made available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please call or write to SANBAG, Attn: Tim Watkins, Chief of Legislative and Public Affairs, 1170 W. 3rd Street, 2nd Floor San Bernardino, CA 92410-1715, or use the California Relay Service 1 (800) 735-2929 (TTY), 1 (800) 735-2929 (Voice) or 711.

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SCH # _____
08-SBd-210-PM R25.0/R33.2
PN 08-12000164/EA 0C700

Add one mixed flow lane eastbound and one mixed flow land westbound along SR-210 from Sterling Avenue to San Bernardino Avenue (post mile R25.0 to post mile R33.2) in the cities of Highland, San Bernardino, and Redlands, and portion of unincorporated San Bernardino County, California.

INITIAL STUDY with (Proposed) Mitigated Negative Declaration

Submitted Pursuant to: (State) Division 13, California Public Resources Code

THE STATE OF CALIFORNIA
Department of Transportation
and the San Bernardino Associated Governments

5/11/16
Date of Approval

DAVID BRICKER
Deputy District Director
District 8 Division of Environmental Planning
California Department of Transportation

The following persons may be contacted for more information about this document:

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PROPOSED MITIGATED NEGATIVE DECLARATION

Pursuant to: Division 13, Public Resources Code

Project Description

The San Bernardino Associated Governments (SANBAG), in cooperation with the California Department of Transportation (Caltrans) District 8 and the City of Highland, proposes to widen State Route 210 (SR-210) from Sterling Avenue to San Bernardino Avenue in the cities of Highland, San Bernardino, and Redlands, as well as a portion of unincorporated San Bernardino County, California to add a third mixed flow lane in each direction. The land uses surrounding the proposed project corridor are urban and moderately densely developed primarily with residential, public facilities, open space, and general commercial uses.

The widening would occur between post miles (PM) Revised (R) 26.3 and R32.4, for a distance of 6.1 miles. The total length of the proposed project limits is approximately 8.2 miles (PM R25.0 to R33.2), which includes transition striping and signage. Within the limits of the proposed project, SR-210 is a four-lane divided freeway with two 12-foot-wide lanes in each direction, which are flanked by five foot-wide left and right shoulders. The purpose of the proposed project is to reduce congestion by eliminating an existing bottleneck caused by the reduction in the number of mixed flow lanes and improve operational efficiency by providing lane continuity with existing segments of freeway west and east of the proposed project limits. The proposed project would not require the acquisition of new permanent right of way. In general, the majority of the proposed improvements would occur within the existing Caltrans right of way; however, temporary construction easements would likely be needed during the construction period for construction of noise barriers and construction access.

Determination

This proposed Mitigated Negative Declaration (MND) is included to give notice to interested agencies and the public that it is Caltrans' intent to adopt an MND for this project. This does not mean that Caltrans' decision regarding the project is final. This MND is subject to modification based on comments received by interested agencies and the public.

An Initial Study has been prepared for this project; pending public review, Caltrans expects to determine from this study that the proposed project would not have a significant effect on the environment for the following reasons:

The proposed project would have no effect on:

Agricultural Resources/Farmlands, Land Use and Planning, Mineral Resources, Population and Housing, and Recreation.

In addition, the proposed project would have no significant effect on:

Aesthetics, Air Quality, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Public Services, Transportation and Traffic, Utilities and Service Systems, Mandatory Findings of Significance, and Cumulative Impacts.

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The proposed project would have less-than-significant effects with mitigation on Biological Resources and Paleontological Resources because the following mitigation measures would reduce potential impacts to a less-than-significant level:

BIO-2: Compensatory mitigation for Santa Ana River woollystar.

a) Mitigation for impacts will include seed collection after the plants have flowered (up to one year in advance of construction, provided temporary construction easements have been granted to construction areas), redistribution of seeds, stockpiling and spreading of duff, and on-site restoration of impacted areas as described in a Habitat Mitigation and Monitoring Plan (HMMP) to be submitted and approved by PSFWO prior to impacts within occupied or suitable habitat.

b) Compensation for permanent impacts on Santa Ana River woollystar may be provided by purchasing Santa Ana River woollystar occupied lands within the Santa Ana Watershed for preservation through Wildlands, Inc. and/or through an accredited mitigation bank. Permanent impacts will be mitigated at a minimum 3:1 ratio. Temporary impacts will be mitigated at a 1:1 ratio at the site of temporary impact as described in the approved HMMP, which will address both spatial and temporal impacts.

BIO-4: Compensatory mitigation for slender-horned spineflower.

a) Mitigation for impacts will include seed collection after the plants have flowered (up to one year in advance of construction, provided temporary construction easements have been granted to construction areas), redistribution of seeds, stockpiling and spreading of duff, and on-site restoration of impacted areas as described in the HMMP to be submitted and approved by PSFWO prior to impacts within occupied or suitable habitat.

b) Compensation for permanent impacts on slender-horned spineflower may be provided by purchasing slender-horned spineflower occupied lands within the Santa Ana Watershed for preservation through Wildlands, Inc. and/or through an accredited mitigation bank. Permanent impacts will be mitigated at a minimum 3:1 ratio. Temporary impacts will be mitigated at a 1:1 ratio at the site of temporary impact as described in the approved HMMP, which will address both spatial and temporal impacts.

BIO-7: Compensatory mitigation for San Bernardino kangaroo rat.

Compensation for permanent impacts on critical habitat containing the Primary Constituent Elements (PCEs) for San Bernardino kangaroo rat and suitable habitat outside of designated critical habitat may be provided by purchasing San Bernardino kangaroo rat occupied lands within the Santa Ana Watershed for preservation through Wildlands, Inc. and/or through an accredited mitigation bank. Temporary impacts will be mitigated at a minimum 1:1 ratio, and permanent impacts will be mitigated at a minimum 3:1 ratio. On site restoration of temporarily impacted scalebroom scrub will occur upon completion of construction and will consist of returning impacted areas to original grade and preconstruction conditions. An HMMP will be developed and will include a monitoring period with specific success criteria to be developed through agency consultation.

a) Temporary and permanent impacts on San Bernardino kangaroo rat suitable habitat and critical habitat containing PCEs and total mitigation credits to be purchased are provided

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in the table below. Impacts occur to suitable habitat both within and outside of critical habitat.

b) The protocol-level trapping surveys for San Bernardino kangaroo rat included a habitat quality analysis, which ranked suitable habitat on its expected relative abundances of San Bernardino kangaroo rat; this Habitat Suitability Classification system did not include whether the area was designated as critical habitat. As such, the temporary and permanent impacts to be mitigated for in the table below are additive and separated into two sections to avoid double-counting impacted areas; that is, if an area is included in the Habitat Suitability Classification section then it is not included in the critical habitat section, even if designated as critical habitat. The first section of the table includes all Habitat Suitability Classification areas that will be impacted, whether they occur within critical habitat or not. The second section of the table includes critical habitat containing PCEs and does not occur within the Habitat Suitability Classification areas but will require mitigation compensation (i.e., unvegetated wash and open water areas). Critical habitat that does not contain PCEs (i.e., developed areas, ornamental landscapes, and paved roads) is not included in the table because it does not require mitigation compensation.

Total Mitigation Credits for Impacts on San Bernardino Kangaroo Rat

Habitat Type	Permanent Impact (acre)	Temporary Impact (acre)	Total Mitigation Credits to be Purchased*
Habitat Sustainability Classification from Trapping Surveys			
High	0.000	0.004	0.004
Medium/high	0.000	0.000	0.000
Medium	0.253	0.069	0.828
Low/medium	0.000	1.175	1.175
Low	0.333	1.293	2.292
Low/Trace	0.000	0.155	0.155
Subtotal	0.586	2.696	4.454
Critical Habitat with PCEs			
Critical habitat with PCEs**	1.497[+]	8.776[+]	13.267
Subtotal	1.497	8.776	13.267
Total	2.083	11.472	17.721

Source: Caltrans 2015b.
*Permanent and temporary effects will be mitigated at a 3:1 and 1:1 ratio, respectively.
** Mitigation does not include areas without PCEs for San Bernardino kangaroo rat; as such, only acreage for critical habitat containing the PCEs is included. Areas not considered PCEs include developed areas, ornamental landscapes, and paved roads.
[+]Excludes impacts within occupied habitat suitability classification types from trapping studies that overlap with critical habitat with PCEs to avoid double counting.

BIO-11: Compensatory mitigation for scalebroom scrub. A compensatory mitigation plan for impacts on scalebroom scrub located within jurisdictional aquatic resources will be developed during the permitting phase in coordination with the USACE, CDFW, and RWQCB. Mitigation will consist of payment into the Santa Ana Watershed Association in-lieu fee program or other approved in-lieu fee or mitigation bank program. Temporary and permanent impacts will be mitigated at a minimum 1:1 ratio. On-site restoration of temporarily impacted scalebroom scrub will occur upon completion of construction and will consist of returning impacted areas to original grade and preconstruction conditions. An HMMP will be developed and will include a monitoring period with specific success criteria to be developed through agency consultation. In addition, impacts on scalebroom scrub occupied with Santa Ana River woollystar and San Bernardino kangaroo rat will be mitigated during Section 7 consultation with USFWS and will consist of on-site restoration of temporarily impacted areas and off-site mitigation of permanently impacted areas (see measures **BIO-2** and **BIO-7** above).

BIO-14: Compensatory mitigation for riparian habitat. A compensatory mitigation plan for impacts on riparian habitats located within jurisdictional aquatic resources will be developed during the permitting phase in coordination with the USACE, CDFW, and RWQCB. Permanent impacts will be mitigated at a minimum 2:1 ratio through payment into the Santa Ana Watershed Association in-lieu fee program, or other approved in-lieu fee or mitigation program. Temporary impacts will be mitigated in-kind via on-site restoration within the project area. On-site restoration, if applicable, will occur upon completion of construction and will consist of returning impacted areas to original grade and preconstruction conditions. An HMMP will be developed and will include a monitoring period with specific success criteria to be developed through agency consultation.

BIO-15: Compensatory mitigation for CDFW wetlands and non-wetlands. To mitigate impacts on these jurisdictional areas, a compensatory mitigation plan will be developed during the permitting phase (measure **BIO-15**). Compensatory mitigation for temporary impacts will include on-site habitat restoration within Caltrans right of way. Permanent impacts on non-wetland and wetland waters will be mitigated off site at a minimum 2:1 ratio through an approved in-lieu fee program or other agency-approved mitigation bank/in-lieu fee program.

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CR-3: A Paleontological Mitigation Plan (PMP) will be developed and implemented prior to commencement of project construction. The PMP will follow the guidelines of Caltrans and the recommendations of the Society of Vertebrate Paleontology, and they will be prepared and submitted to Caltrans for review during the Plans, Specifications, and Estimates phase of the project. These recommendations include:

a) Having the qualified paleontologist attend the preconstruction meeting to consult with the grading and excavation contractors.

b) Providing a paleontological monitor on site to inspect paleontological resources on a full-time basis during the original cutting of previously undisturbed deposits of high or moderate paleontological resource potential and on a part-time basis during the original cutting of previously undisturbed deposits of low paleontological resource potential.

c) Having the qualified paleontologist or paleontological monitor salvage and recover paleontological resources.

d) Collecting stratigraphic data (by the qualified paleontologist and/or paleontological monitor) to provide a stratigraphic context for recovered paleontological resources.

e) Preparing (i.e., repairing and cleaning), sorting, and cataloging recovered paleontological resources.

f) Donating prepared fossils, field notes, photographs, and maps to a scientific institution with permanent paleontological collections, such as the San Bernardino County Museum.

g) Completing a final summary report that outlines the results of the mitigation program.

NOI-2: Abatement in the form of sound barriers WB-1,WB-2, WB-3A, WB-4, WB-5, WB-6, WB-7, EB-1, EB-2, and EB-3 have been included to reduce traffic noise impacts at impacted receptors along the project alignment.

_____ _____

DAVID BRICKER Date
Deputy District Director
District 8 Division of Environmental Planning
California Department of Transportation

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Introduction

1. ***Project Title***

   State Route 210 Mixed Flow Lane Addition from Sterling Avenue to San Bernardino Avenue Project

2. ***Lead Agency***

   California Department of Transportation (Caltrans/Department)

3. ***Caltrans Contact Person and Email Address***

   Kurt Heidelberg
   Kurt.Heidelberg@dot.ca.gov

4. ***Project Location***

   The proposed project is located within the cities of San Bernardino, Highland, and Redlands, as well as a portion of unincorporated San Bernardino County, California. The widening would occur between post mile (PM) R26.3 and R32.4, for a distance of 6.1 miles. The total length of the proposed project limits is approximately 8.2 miles (PM R25.0 to R33.2), which includes transition striping and signage. In general, all work is anticipated to occur within the existing California Department of Transportation (Caltrans) right of way with temporary construction easements needed for construction of noise barriers and construction access.

   Project Sponsor's Name and Address

   San Bernardino Associated Governments
   1170 West 3rd Street
   San Bernardino, CA 92401
   (909) 884-8276
   Contact Person: Tim Watkins

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Chapter 1 Proposed Project

1.1 Project Location

The San Bernardino Associated Governments (SANBAG), in cooperation with the California Department of Transportation (Caltrans) and the City of Highland, proposes to widen State Route (SR) 210 from Sterling Avenue to San Bernardino Avenue in the cities of Highland, San Bernardino, and Redlands, as well as a portion of unincorporated San Bernardino County, California. The widening would occur between post miles (PM) Revised (R) 26.3 and R32.4, for a distance of 6.1 miles. The total length of the proposed project limits is approximately 8.2 miles, from PM R25.0 to R33.2, which includes transition striping and signage. Figures 1-1 and 1-2 (on pages 1-9 and 1-11) show the regional vicinity map and the project location map, respectively. The project is on the *Redlands* and *Harrison Mountain* U.S. Geological Survey 7.5-minute topographic maps, in Township 1 North, Range 3 West, in Sections 30, 31, 32, 33 and 34, and in Township 1 South, Range 3 West, in Sections 4, 9, and 16. The land uses surrounding the proposed project corridor are urban and moderately to densely developed primarily with residential, public facilities, open space, and general commercial uses. There are four service interchanges within the proposed project limits—Highland Avenue, Base Line, 5th Street/Greenspot Road, and San Bernardino Avenue—and one freeway-to-freeway interchange at SR-330. Undercrossings occur at Victoria Avenue, Access Road, and Pioneer Avenue. There are existing water-crossing bridges at Sand Creek, City Creek, Plunge Creek, and the Santa Ana River.

1.2 Project Description

This section describes the proposed action and the design alternatives that were developed to meet the identified need through accomplishing the defined purpose(s), while avoiding or minimizing environmental impacts. The alternatives are "Build Alternative" and "No Build Alternative."

The proposed project would widen SR-210 from Sterling Avenue to San Bernardino Avenue in the cities of Highland, San Bernardino, and Redlands, as well as a portion of unincorporated San Bernardino County, California, to add a mixed flow lane in each direction. The widening would occur between PM R26.3 and R32.4, for a distance of 6.1 miles. The total length of the proposed project limits is approximately 8.2 miles, from PM R25.0 to R33.2, which includes transition striping and signage. Within the limits of the proposed project, SR-210 is a four-lane divided freeway with two 12-foot lanes, flanked by 10-foot left shoulders and 10-foot right shoulders. The purpose of the proposed project is to reduce congestion and improve operational efficiency by providing lane continuity with the existing segments of freeway to the west and east of the project limits.

1.2.1 Purpose and Need

The purpose of the proposed project is to eliminate an existing bottleneck caused by the reduction in the number of mixed flow lanes within the project limits to:

- Provide continuity with the number of mixed flow lanes west and east of this freeway segment along SR-210 between Highland Avenue and San Bernardino Avenue.
- Increase the efficiency of this segment of SR-210 by minimizing weaving conflicts at the termini of the third mixed flow lane east and west of this freeway segment.
- Reduce congestion and improve operational efficiency along SR-210 within the project limits.

The proposed project is needed to eliminate an existing bottleneck, which would reduce congestion and improve operational efficiency by providing lane continuity with the existing segments of SR-210 to the west and east of the project limits. Currently, SR-210 consists of a six-lane facility (three lanes in each direction) to the west of Highland Avenue. To the east of Highland Avenue, the facility is four lanes (two in each direction) to approximately San Bernardino Avenue, where the existing freeway widens to four lanes in each direction at the terminus of SR-210 at Interstate 10 (I-10). This results in a lane imbalance condition and bottleneck within the corridor. In addition, capacity and operating conditions on SR-210 between Highland Avenue and San Bernardino Avenue are projected to operate at Level of Service (LOS)[1] F during the AM and PM peak hours by the year 2040 (see Tables 1-1 and 1-2), which is considered unacceptable to Caltrans. Freeway congestion has potential negative impacts such as increased air pollution, longer commuter and emergency vehicle delays, increased energy consumption, extended commute periods, increased driver frustration, and reduced safety, as well as adverse impacts on the regional and local economy.

[1] The ability of a highway to accommodate traffic is typically measured in terms of Level of Service (LOS). Traffic flow is classified by LOS, ranging from LOS A (free-flow traffic with low volumes and high speeds) to LOS F (traffic volume exceeds design capacity, with forced-flow and substantial delays).

Table 1-1. Existing (2012) and Horizon Year (2040)
SR-210 Eastbound Mainline and Ramp Operation Level of Service

Freeway Mainline Segment/ Ramp Connection	AM Peak Hour LOS		PM Peak Hour LOS	
	Existing 2012	Future Year 2040 No Build	Existing 2012	Future Year 2040 No Build
SR-210 between Sterling Avenue and Highland Avenue-Arden Avenue	B	D	C	D
SR-210 Highland Avenue off-ramp	N/A*	N/A*	N/A*	N/A*
SR-210 Arden Avenue on-ramp	C	**F**	C	**F**
SR-210 between Highland Avenue-Arden Avenue and SR-330	C	**F**	C	**F**
SR-210/SR-330 connector	B	D	C	D
SR-210 between SR-330 and Base Line	B	D	B	C
SR-210 Base Line on-ramp	D	**F**	D	**E**
SR-210 between Base Line and 5th Street-Greenspot Road	D	**F**	D	**E**
SR-210 5th Street off-ramp	D	**F**	C	**E**
SR-210 5th Street on-ramp	**E**	**F**	D	**F**
SR-210 between 5th Street-Greenspot Road and San Bernardino Avenue	**E**	**F**	D	**F**
SR-210 San Bernardino Avenue off-ramp	D	D	C	D
SR-210 San Bernardino Avenue on-ramp	B	C	B	C
SR-210 between San Bernardino Avenue and I-10	B	C	B	C

Shaded cells indicate (LOS E or F).
"Highland Avenue-Arden Avenue" refers to SR-210 off-ramps to Highland Avenue and SR-210 on-ramps from Arden Avenue (eastbound) and both Arden Avenue and Highland Avenue (westbound).
"5th Street-Greenspot Road" refers to SR-210 off-/on-ramps to 5th Street (eastbound) and SR-210 off-/on-ramps to Greenspot Road (westbound).
*Ramp junction analysis is not applicable for lane drop (trap) lane or lane addition connection to freeway.
Ramp junction analysis is not applicable for ramp connections in weave segments.
Source: Caltrans 2014h.

Table 1-2. Existing (2012) and Horizon Year (2040)
SR-210 Westbound Mainline and Ramp Operation Level of Service

Freeway Mainline Segment/ Ramp Connection	AM Peak Hour LOS		PM Peak Hour LOS	
	Existing 2012	Future Year 2040 No Build	Existing 2012	Future Year 2040 No Build
SR-210 between I-10 and San Bernardino Avenue off-ramp	B	C	C	D
SR-210 San Bernardino off-ramp	C	C	C	D
SR-210 San Bernardino Avenue on-ramp	C	**F**	D	**F**
SR-210 between San Bernardino Avenue and 5th Street-Greenspot Road	D	**F**	D	**F**
SR-210 Greenspot Road off-ramp	D	**F**	E	**F**
SR-210 Greenspot Road on-ramp	C	D	C	D
SR-210 between Greenspot Road and Base Line	C	**E**	C	**E**
SR-210 Base Line off-ramp	C	D	C	D
SR-210 between Base Line and SR-330	B	D	B	D
SR-210/SR-330 connector	D	**F**	C	**E**
SR-210 between SR-330 and Highland Avenue	D	**F**	C	**E**
SR-210 Highland Avenue off-ramp	D	**F**	D	**F**

Shaded cells indicate (LOS E or F).
"Highland Avenue-Arden Avenue" refers to SR-210 off-ramps to Highland Avenue and SR-210 on-ramps from Arden Avenue (eastbound) and both Arden Avenue and Highland Avenue (westbound).
"5th Street-Greenspot Road" refers to SR-210 off-/on-ramps to 5th Street (eastbound) and SR-210 off-/on-ramps to Greenspot Road (westbound).
*Ramp junction analysis is not applicable for lane drop (trap) lane or lane addition connection to freeway.
Ramp junction analysis is not applicable for ramp connections in weave segments.
Source: Caltrans 2014h

1.2.2 Alternatives

Build Alternative

The proposed Build Alternative would widen SR-210 from four mixed flow lanes (two lanes in each direction) to six mixed flow lanes (three lanes in each direction) from Sterling Avenue to San Bernardino Avenue by adding a mixed flow lane in each direction within the existing median (see Figures 1-3 and 1-4 on pages 1-13 and 1-51).

The proposed Build Alternative includes the following design features and elements.

- The existing segment of SR-210 from Sterling Avenue to San Bernardino Avenue would be widened from four mixed flow lanes (two lanes in each direction) to six mixed flow lanes (three lanes in each direction) with the addition of one mixed flow lane in each direction. The third lane would be added within the existing SR-210 median. Each of the six resulting mainline lanes would be 12 feet wide. Both directions (eastbound and westbound) would have 10-foot-wide left and right shoulders.
- An auxiliary lane would be created in each direction between the Base Line and 5th Street interchanges.

- A deceleration lane would be constructed on eastbound SR-210 from Sterling Avenue undercrossing to the proposed two-lane exit at Highland Avenue. Proposed permanent striping would start from Del Rosa Avenue in the eastbound direction.
- A new acceleration lane would be added at the 5th Street eastbound on-ramp.
- The existing SR-210 median would be re-graded and generally remain unpaved.
- The following existing bridges would be widened to accommodate the new mixed flow lanes: Highland Avenue/Arden Avenue, Sand Creek, Victoria Avenue, 5th Street/Greenspot Road, City Creek, Plunge Creek, Access Road, Santa Ana River, and Pioneer Avenue.
- The proposed project would not require the acquisition of new permanent right of way. Temporary Construction Easements (TCE) would likely be needed during the construction period for construction of noise barriers and construction access.
- Scour and pier protection would be installed at the drainages as needed to protect bridge foundations.
- Drainage system improvements would be constructed to carry runoff away from the traveled lanes and into traditional drainage courses.
- Stormwater treatment best management practice (BMP) features would be included at select locations where identified benefits outweigh impacts. To the fullest extent possible, roadside swales and bio-filtration strips would be used to convey both stormwater quantity flows and peak flows.
- A new fiber optic backbone system would be constructed within the existing median with branch connections linking the backbone system to existing traffic management system elements along the corridor, including wireless vehicle detection stations, ramp metering systems, and a Changeable Message Sign.
- Ramp metering systems would be installed on the existing on-ramps at the 5th Street/ Greenspot Road interchange.
- An existing weigh-in-motion system approximately 0.5 mile north of San Bernardino Avenue would be reconstructed to accommodate the additional lanes on the freeway.
- Utilities would be relocated, as needed, to accommodate the widened facility.
- Retaining walls would be constructed as needed by changes in elevation that cannot be accommodated by regrading.
- An existing sound wall between Base Line and 5th Street in the eastbound direction would be reconstructed to accommodate the proposed auxiliary lane. Additional noise barriers would be constructed where noise abatement is required and where they are determined to be feasible and reasonable (see Figure 1-3).

The ultimate corridor for SR-210 within the project limits would be an eight-lane freeway facility (six mixed flow lanes and two high occupancy vehicle lanes). Improving the facility to six mixed flow lanes would be compatible with the Route Concept Fact Sheet planning and

would not preclude future improvements or make these future improvements more costly to implement.

The proposed project is included in Southern California Association of Governments (SCAG) 2012 Regional Transportation Plan (RTP) Amendment 1, which was adopted by SCAG on June 12, 2013 and approved by the Federal Highway Administration (FHWA) on July 15, 2013. The proposed project is also included in the 2015 Federal Transportation Improvement Program (FTIP) adopted by SCAG on September 11, 2014 and approved by FHWA on December 15, 2014. Both the SCAG 2012 RTP Amendment 1 and SCAG 2015 FTIP include the proposed project as project numbers 4M01005 and 20111625, respectively. The proposed project is being funded with San Bernardino Sales Tax Measure I funds.

The total estimated cost for the project is $102.3 million, which includes right of way and construction costs.

Alternative 2 (No Build Alternative)

Under the No Build Alternative, no additional lanes would be constructed along SR-210 between Sterling Avenue and San Bernardino Avenue. This alternative, however, does not preclude the construction of future improvements.

The No Build Alternative provides a baseline for comparing impacts with the Build Alternative. It is used to compare the relative impacts and benefits of the proposed project improvements, but would not meet the identified purpose and need.

1.3 Project Maps

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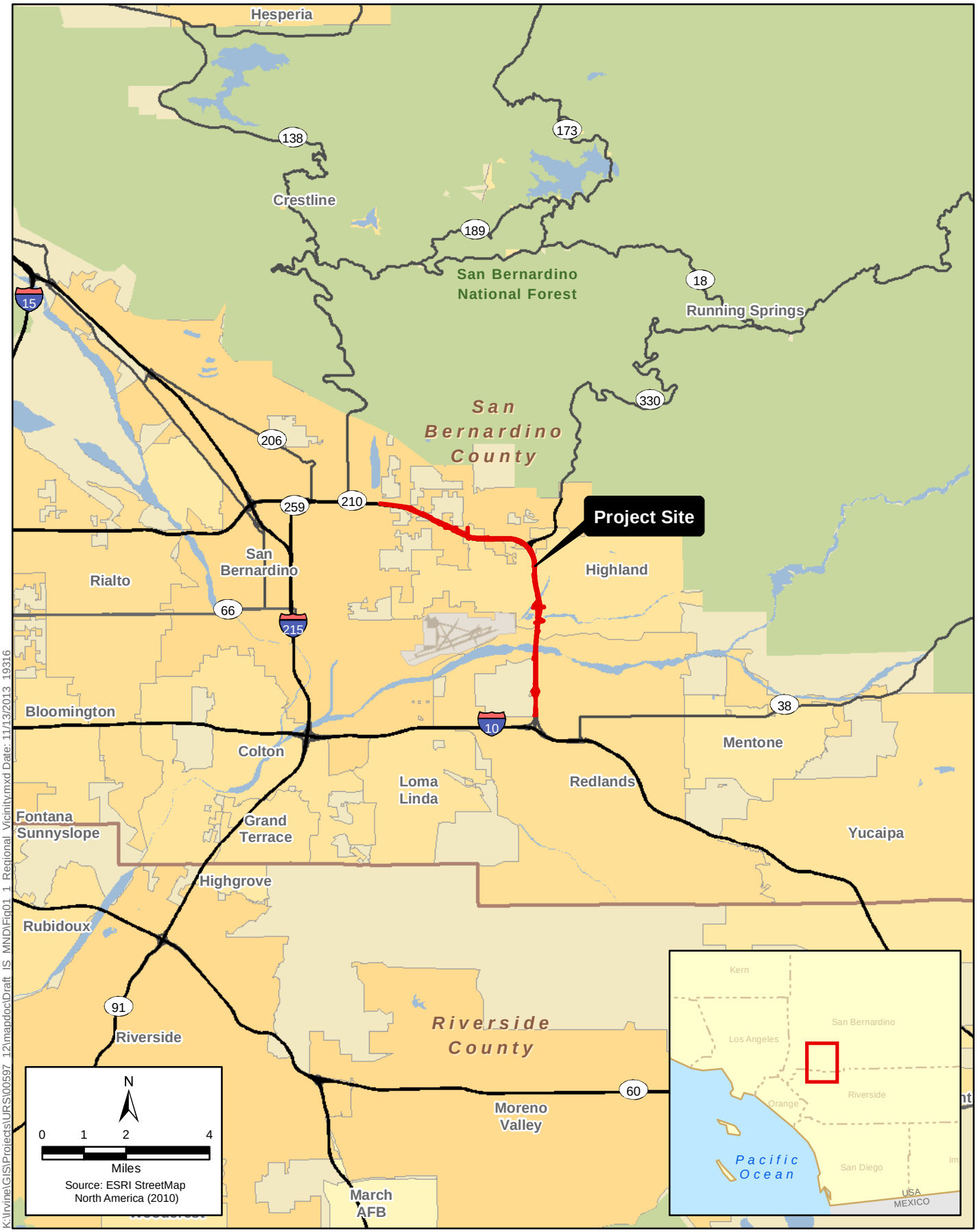

Figure 1-1
Regional Vicinity Map
State Route 210 Mixed Flow Lane Addition from Highland Avenue to San Bernardino Avenue

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Figure 1-2
Project Location Map
State Route 210 Mixed Flow Lane Addition from Highland Avenue to San Bernardino Avenue

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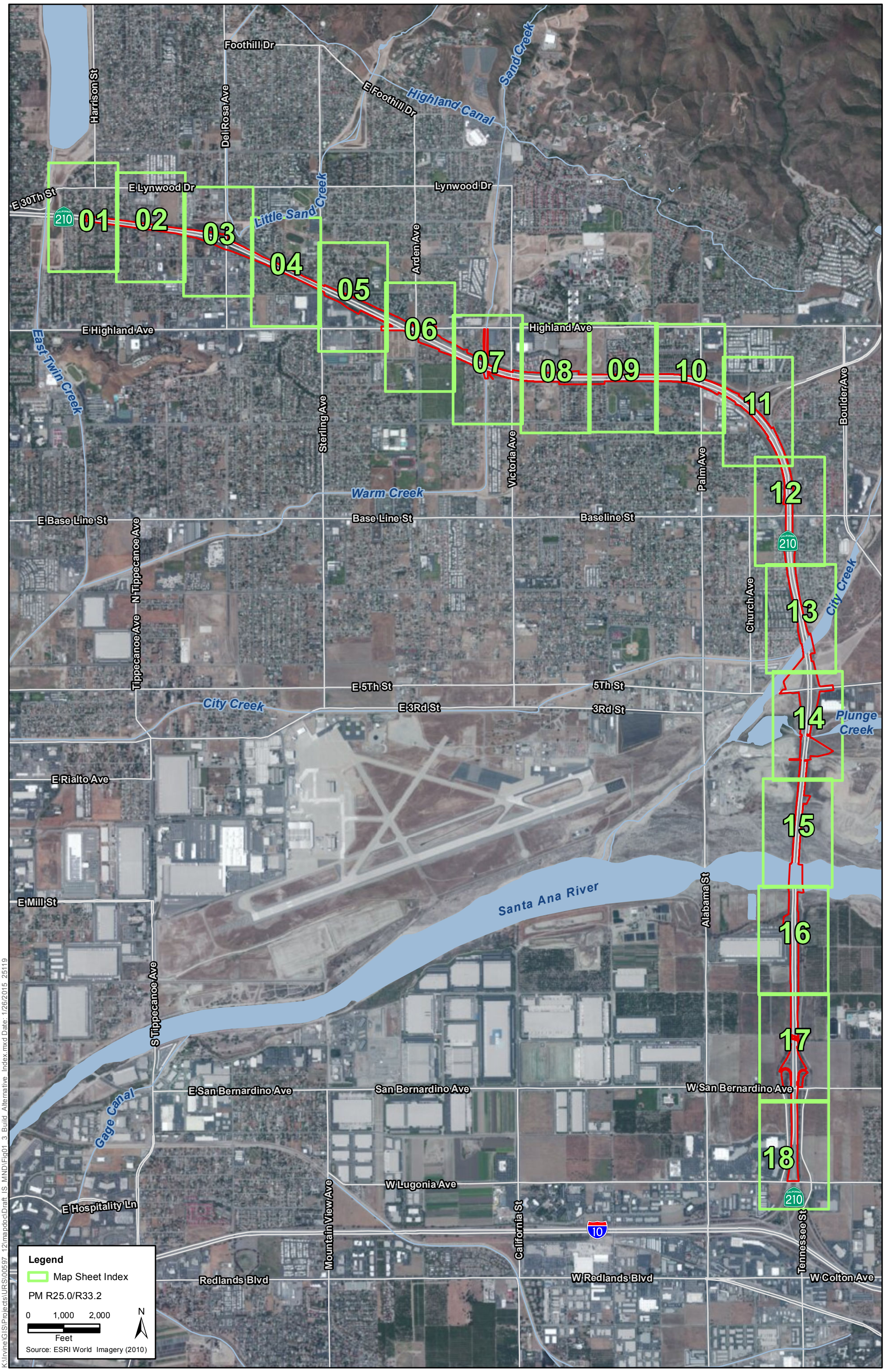

Figure 1-3
Build Alternative - Index Map
State Route 210 Mixed Flow Lane Addition from Highland Avenue to San Bernardino Avenue

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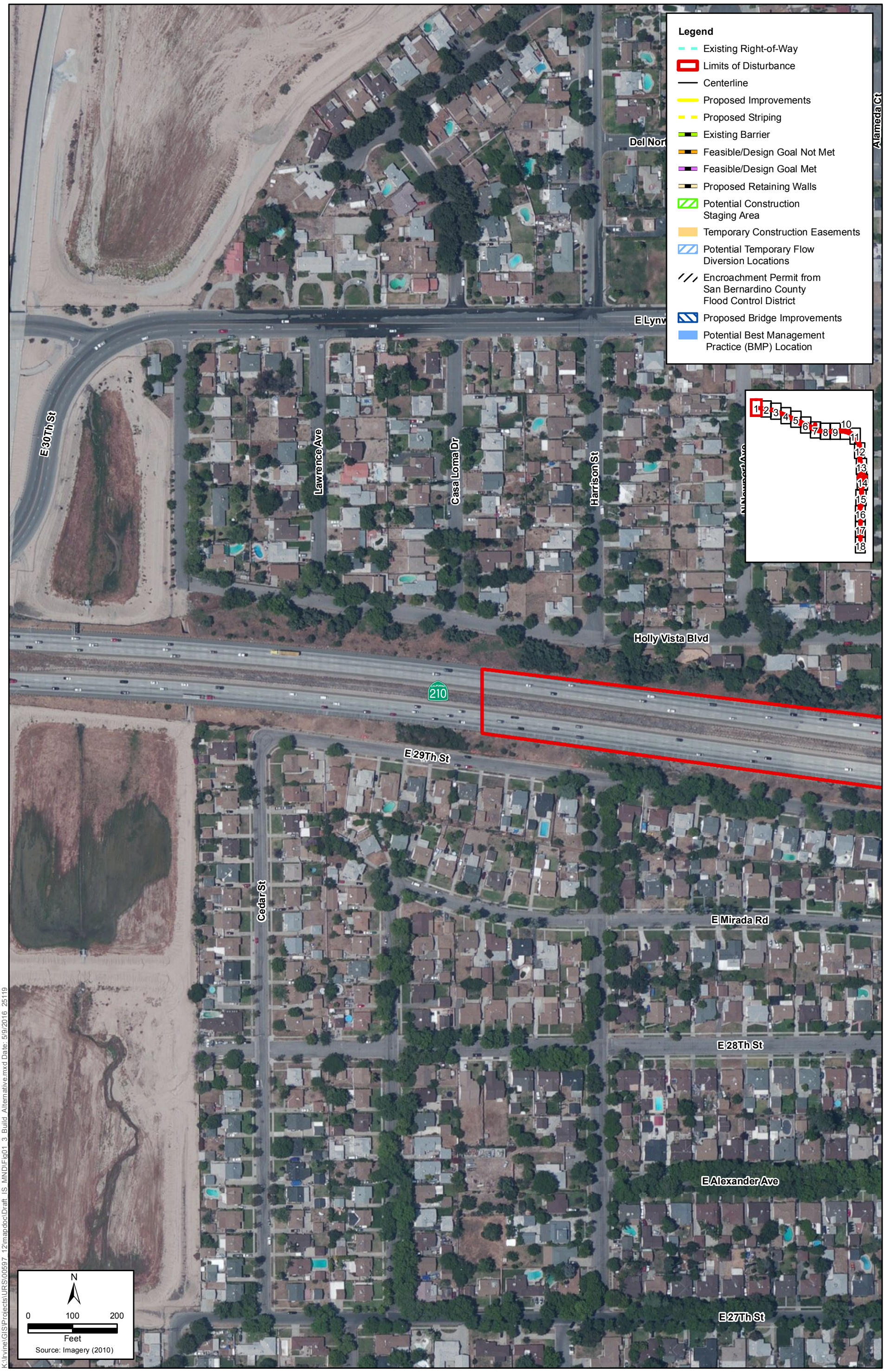

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Figure 1-3
Build Alternative - Sheet 1
State Route 210 Mixed Flow Lane Addition from Highland Avenue to San Bernardino Avenue

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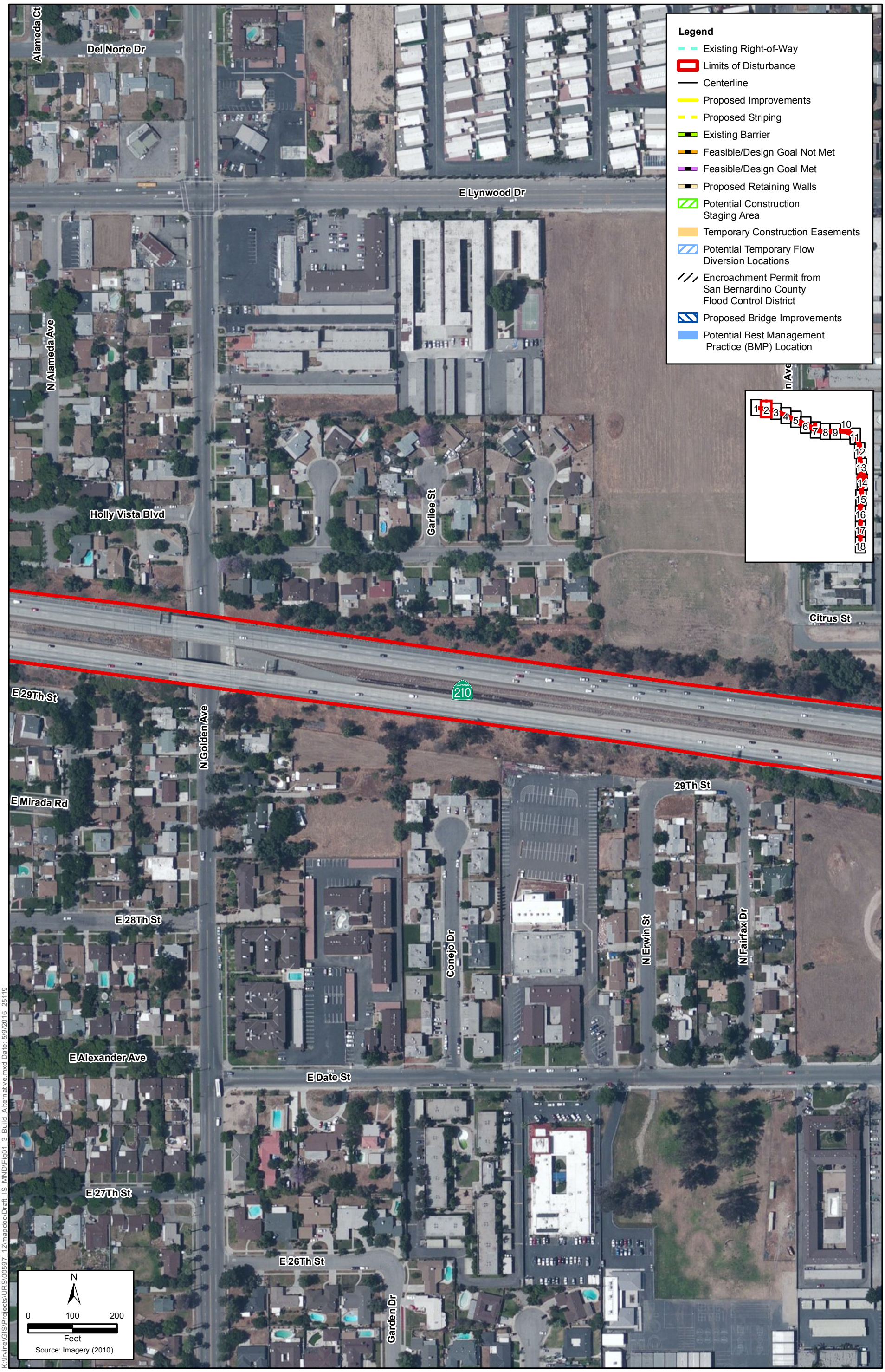

Figure 1-3
Build Alternative - Sheet 2
State Route 210 Mixed Flow Lane Addition from Highland Avenue to San Bernardino Avenue

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Figure 1-3
Build Alternative - Sheet 3
State Route 210 Mixed Flow Lane Addition from Highland Avenue to San Bernardino Avenue

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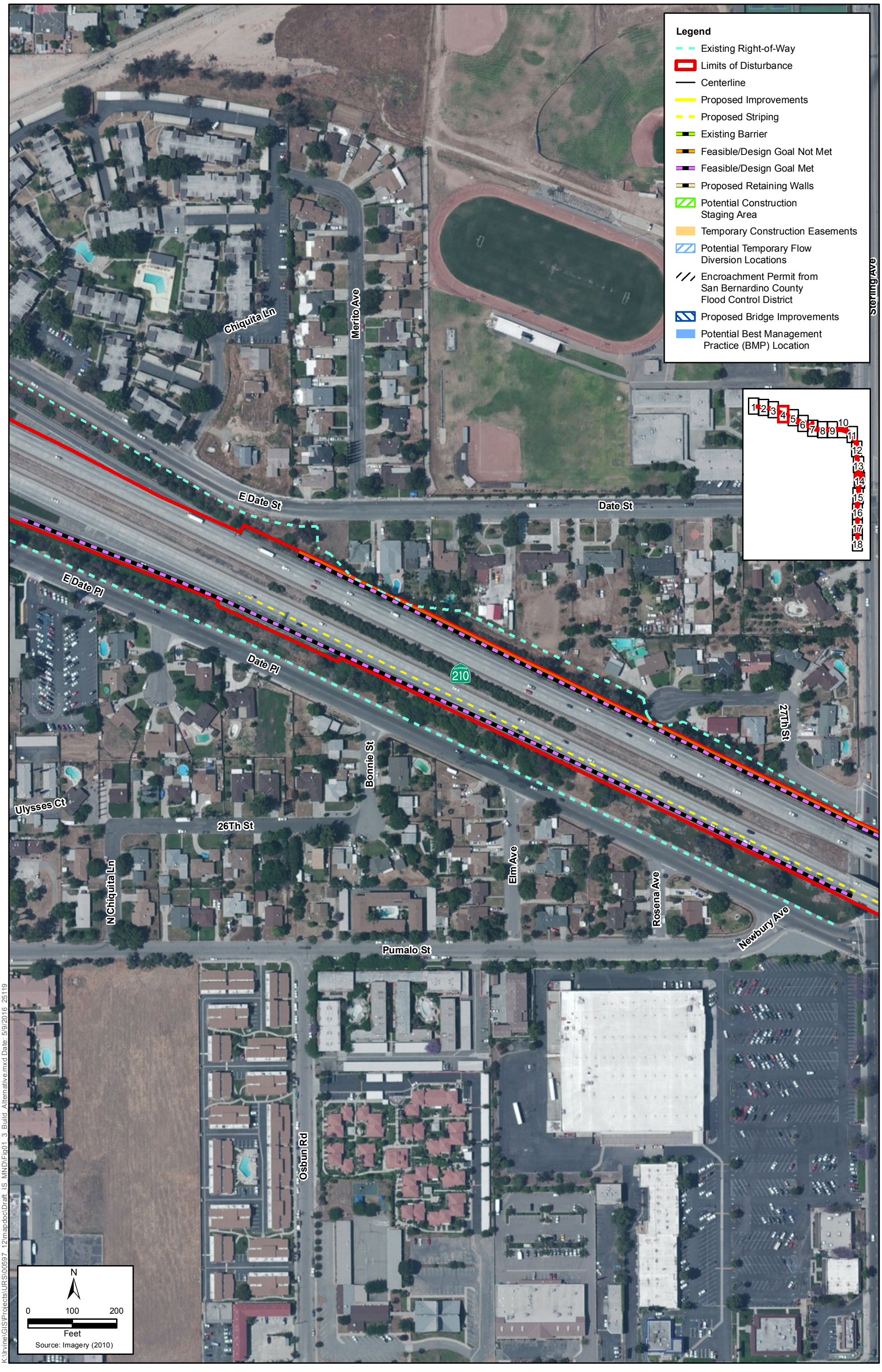

Figure 1-3
Build Alternative - Sheet 4
State Route 210 Mixed Flow Lane Addition from Highland Avenue to San Bernardino Avenue

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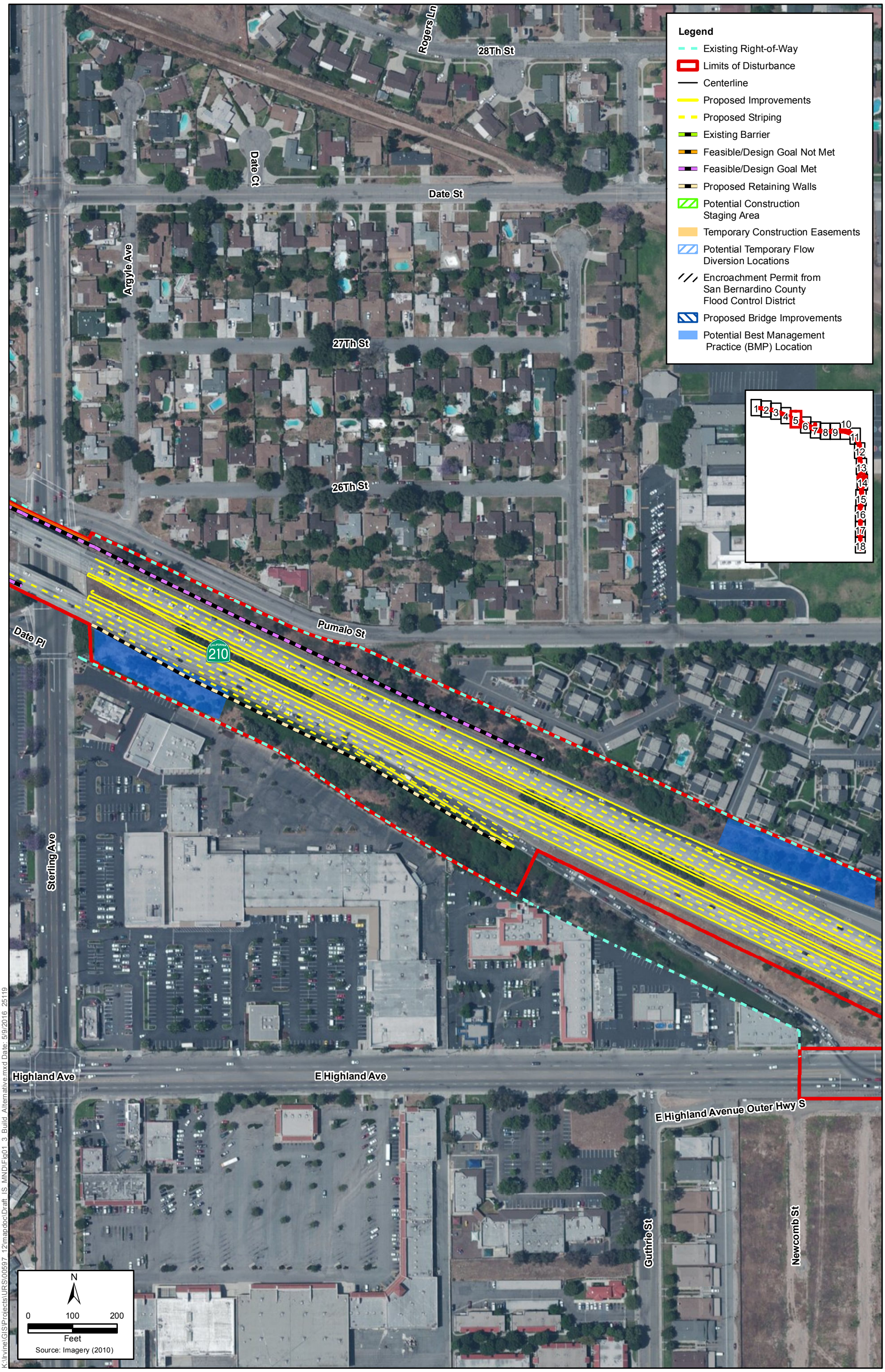

Figure 1-3
Build Alternative - Sheet 5
State Route 210 Mixed Flow Lane Addition from Highland Avenue to San Bernardino Avenue

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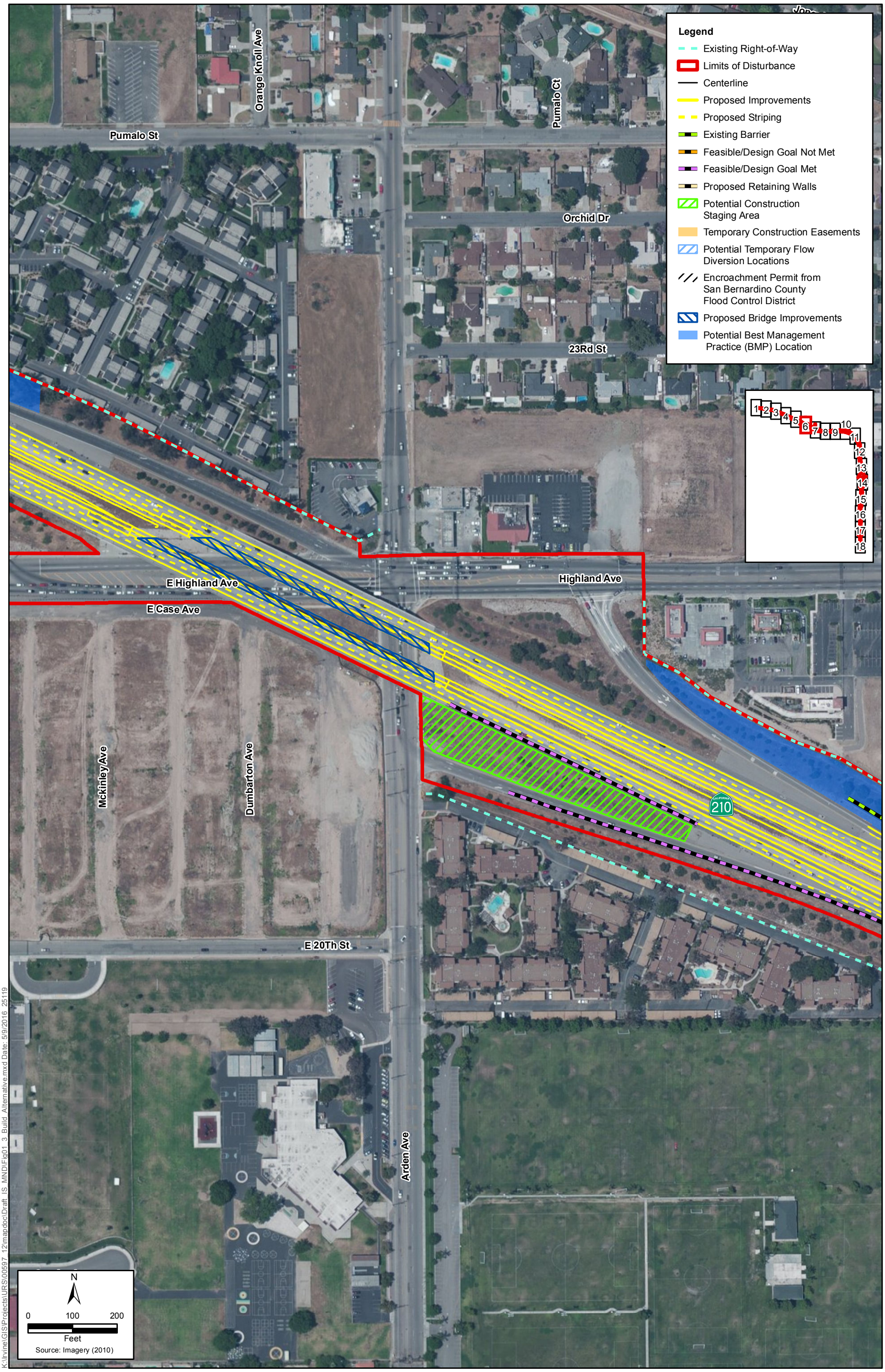

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Figure 1-3
Build Alternative - Sheet 6
State Route 210 Mixed Flow Lane Addition from Highland Avenue to San Bernardino Avenue

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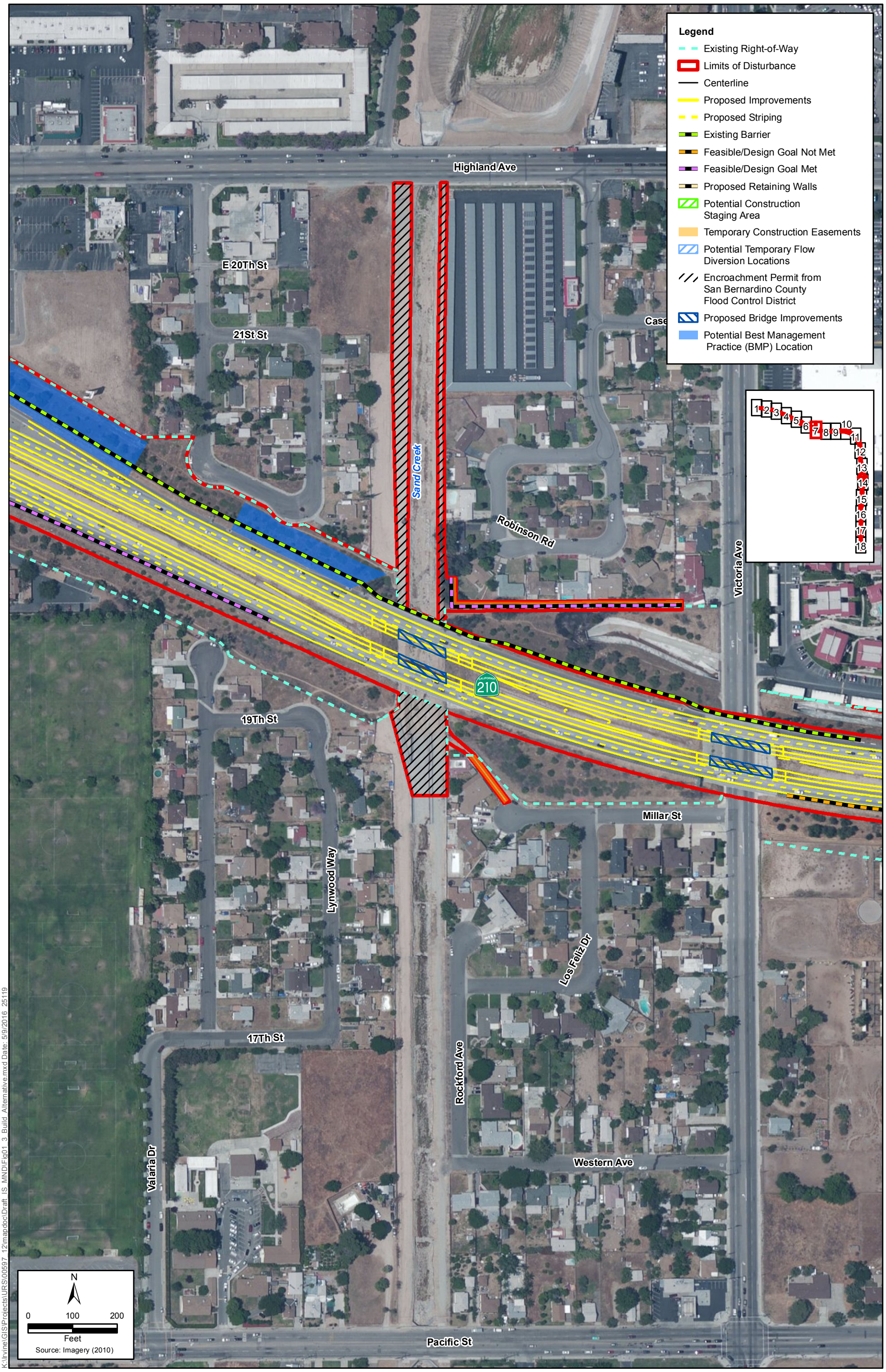

Figure 1-3
Build Alternative - Sheet 7
State Route 210 Mixed Flow Lane Addition from Highland Avenue to San Bernardino Avenue

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Figure 1-3
Build Alternative - Sheet 8
State Route 210 Mixed Flow Lane Addition from Highland Avenue to San Bernardino Avenue

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Figure 1-3
Build Alternative - Sheet 9
State Route 210 Mixed Flow Lane Addition from Highland Avenue to San Bernardino Avenue

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Figure 1-3
Build Alternative - Sheet 10
State Route 210 Mixed Flow Lane Addition from Highland Avenue to San Bernardino Avenue

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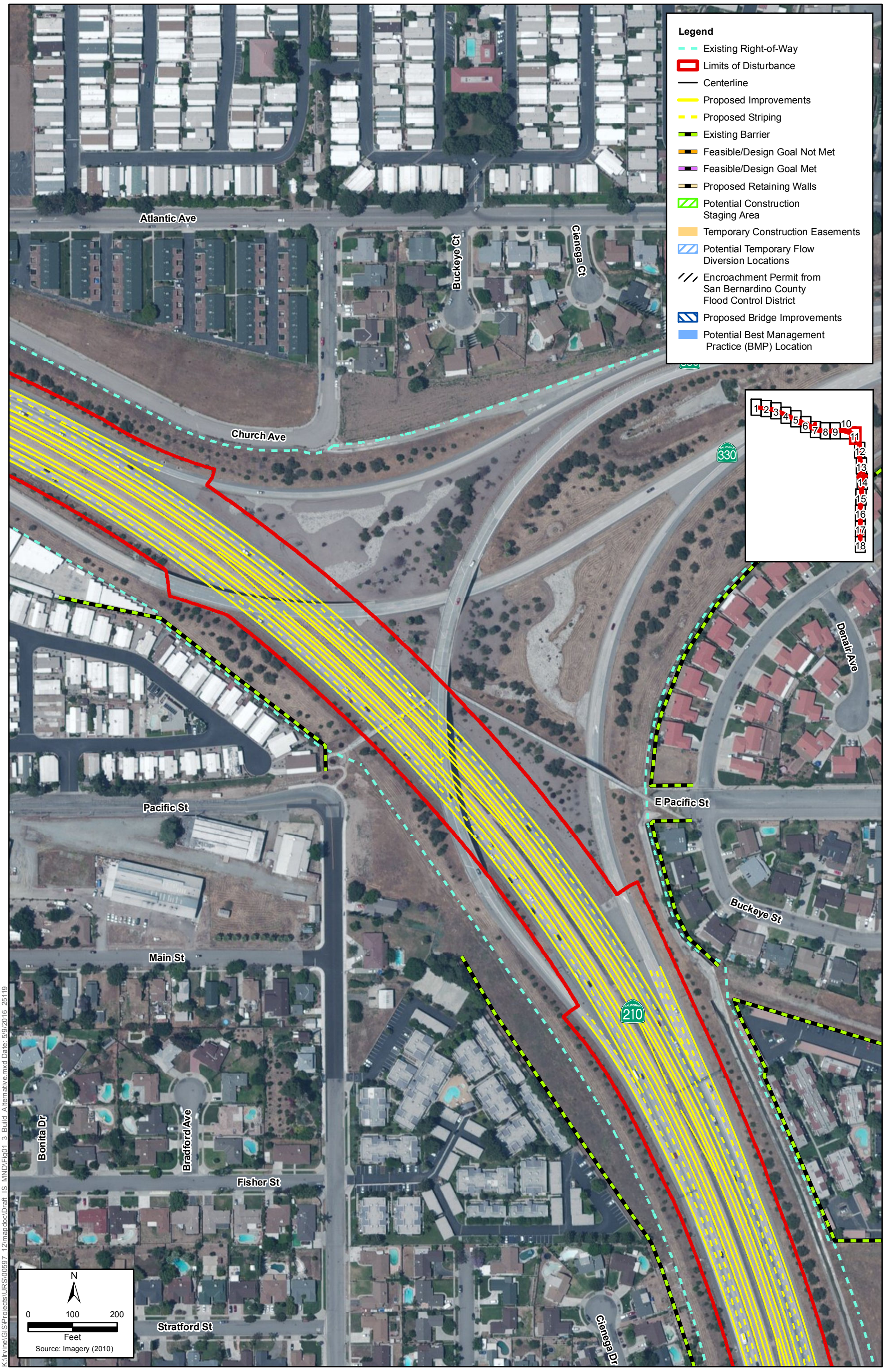

Figure 1-3
Build Alternative - Sheet 11
State Route 210 Mixed Flow Lane Addition from Highland Avenue to San Bernardino Avenue

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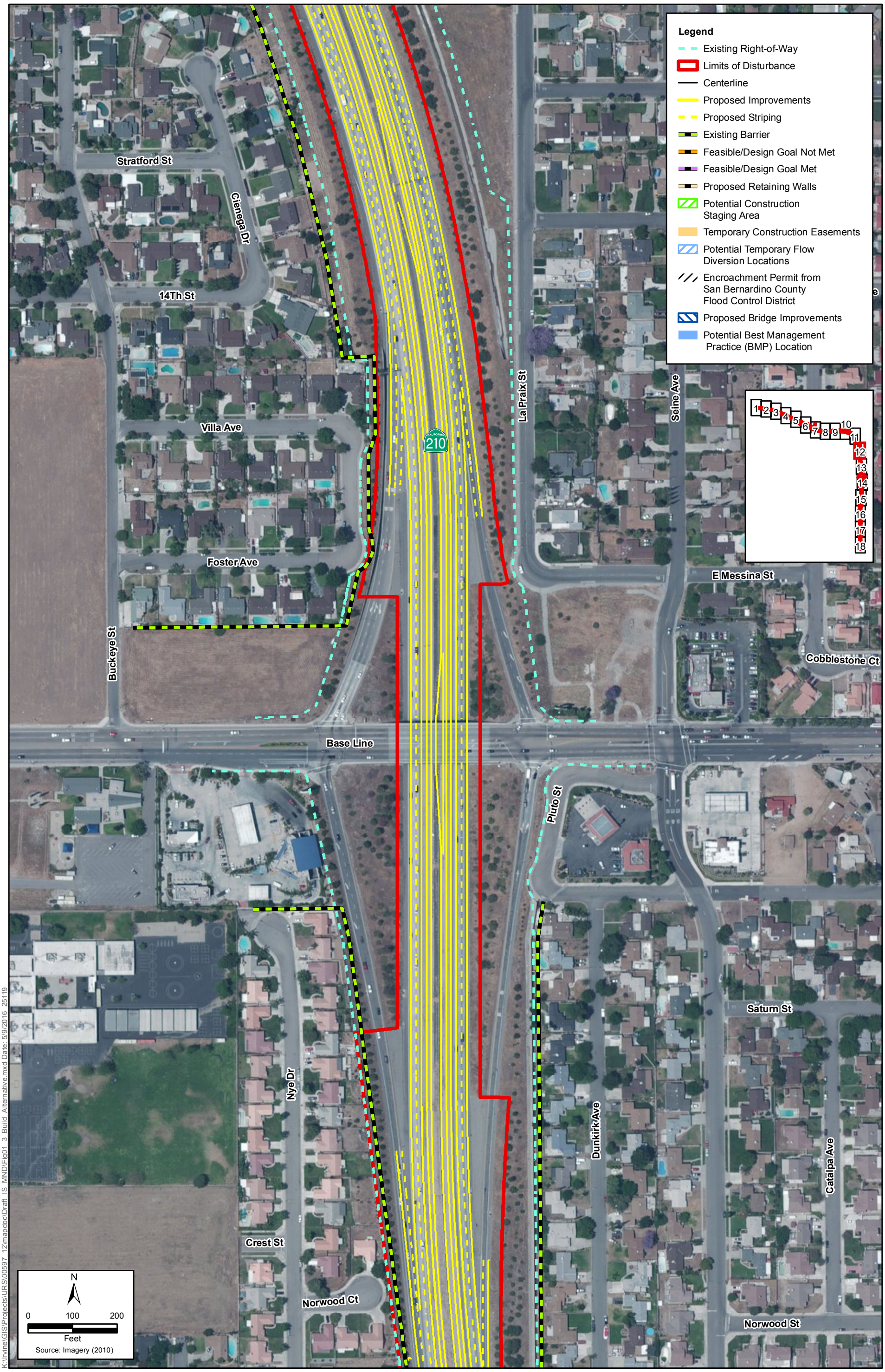

Figure 1-3
Build Alternative - Sheet 12
State Route 210 Mixed Flow Lane Addition from Highland Avenue to San Bernardino Avenue

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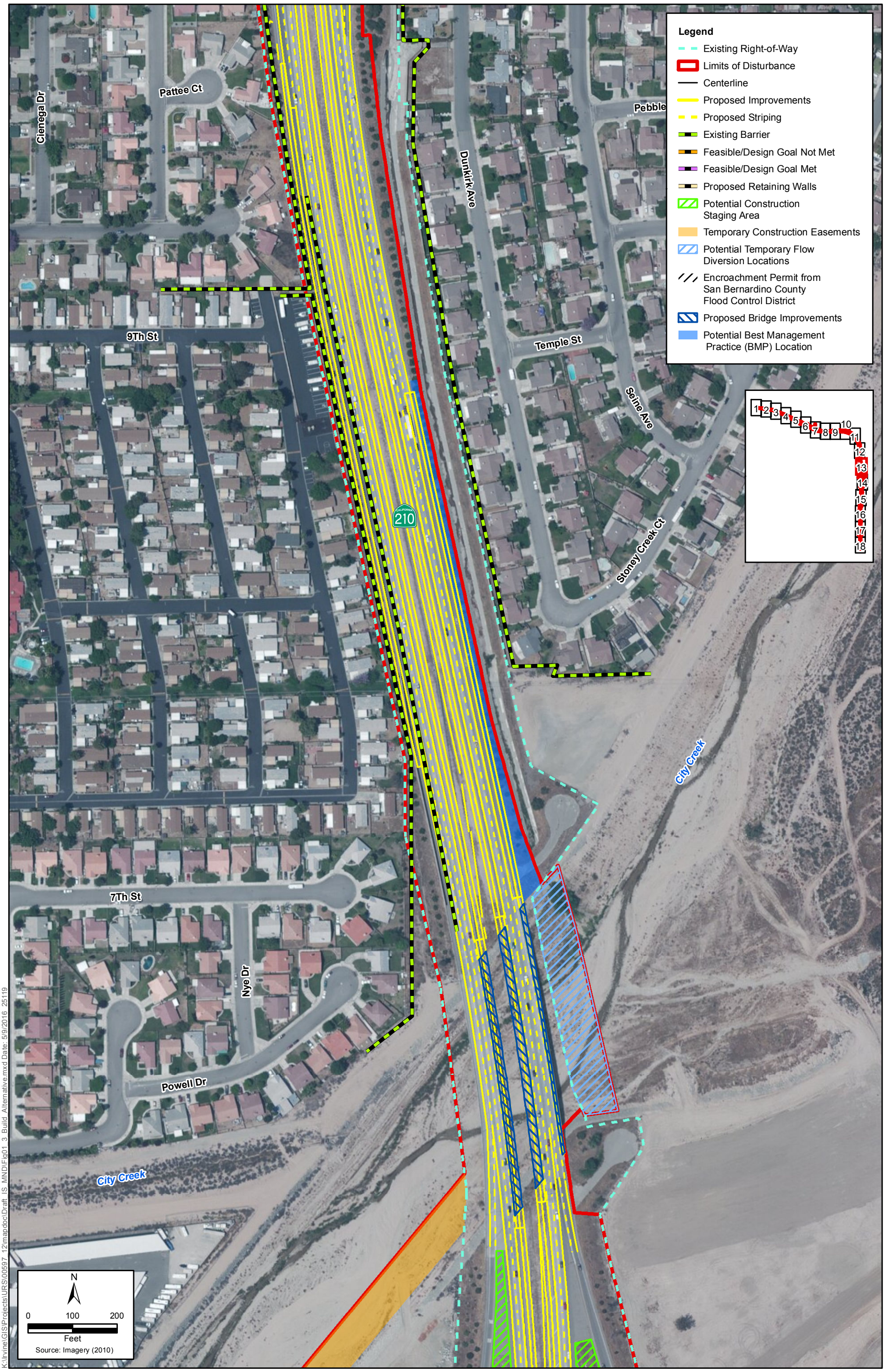

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Figure 1-3
Build Alternative - Sheet 13
State Route 210 Mixed Flow Lane Addition from Highland Avenue to San Bernardino Avenue

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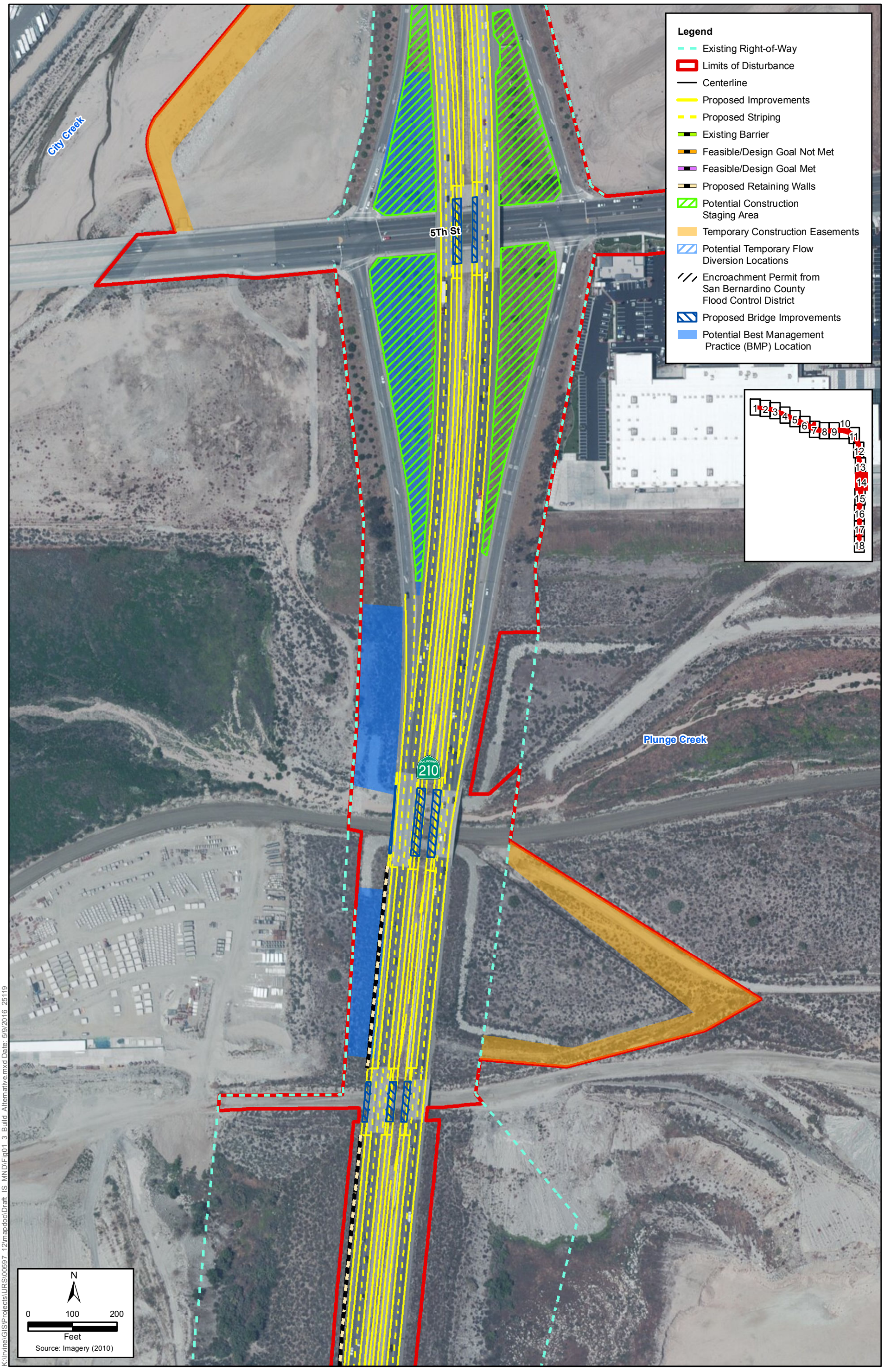

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Figure 1-3
Build Alternative - Sheet 14
State Route 210 Mixed Flow Lane Addition from Highland Avenue to San Bernardino Avenue

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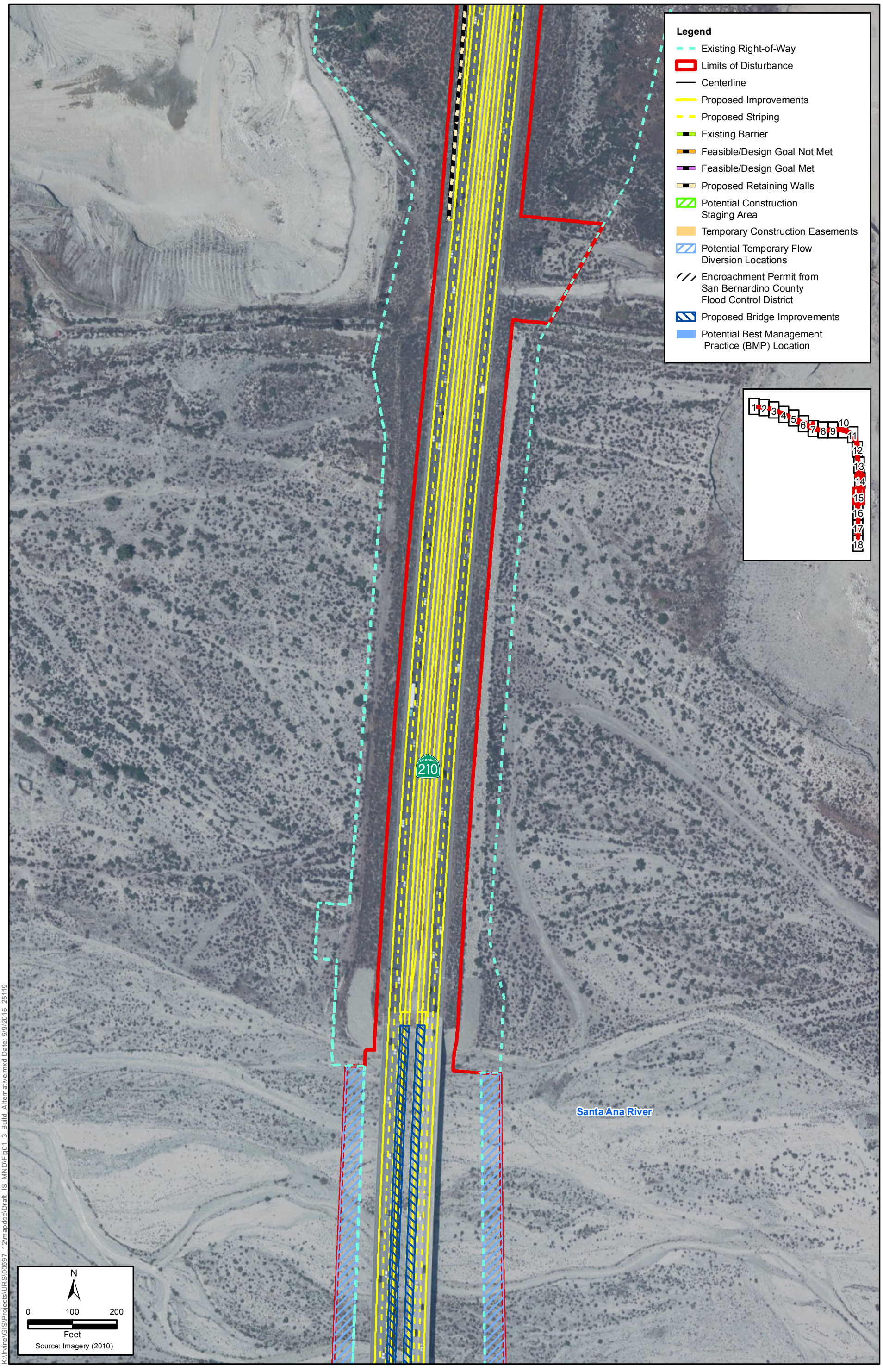

Figure 1-3
Build Alternative - Sheet 15
State Route 210 Mixed Flow Lane Addition from Highland Avenue to San Bernardino Avenue

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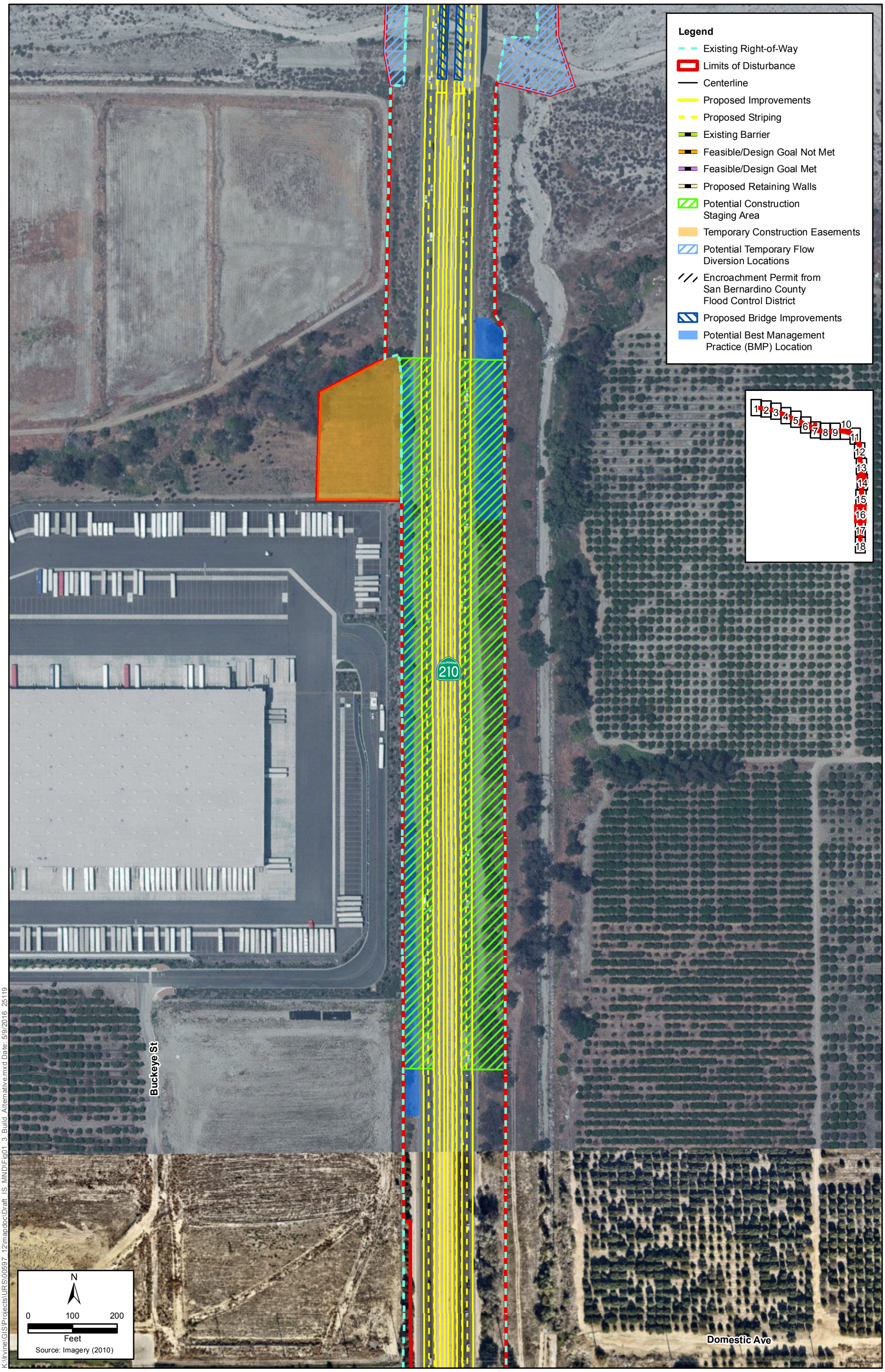

Figure 1-3
Build Alternative - Sheet 16
State Route 210 Mixed Flow Lane Addition from Highland Avenue to San Bernardino Avenue

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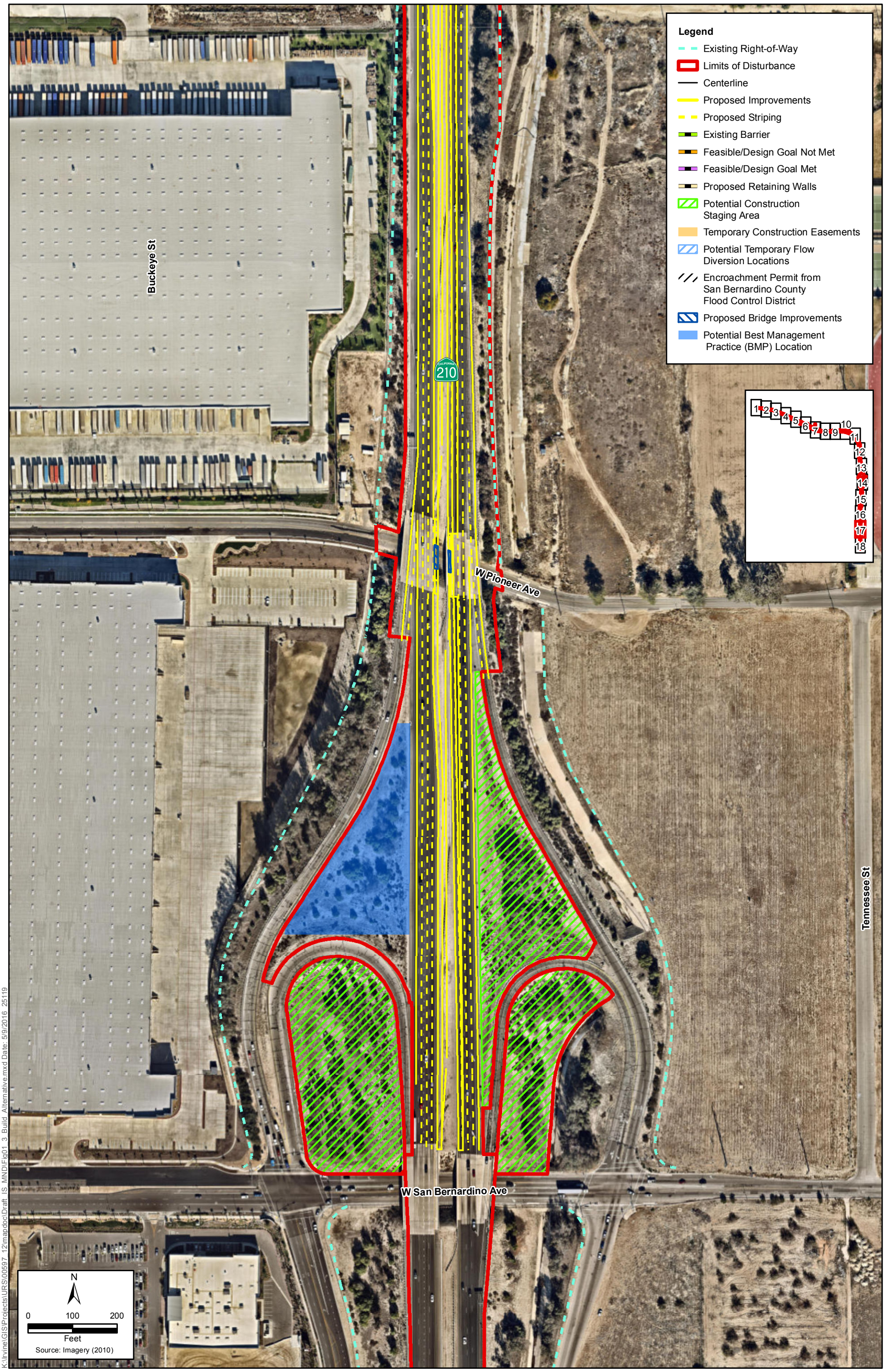

Figure 1-3
Build Alternative - Sheet 17
State Route 210 Mixed Flow Lane Addition from Highland Avenue to San Bernardino Avenue

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Figure 1-3
Build Alternative - Sheet 18
State Route 210 Mixed Flow Lane Addition from Highland Avenue to San Bernardino Avenue

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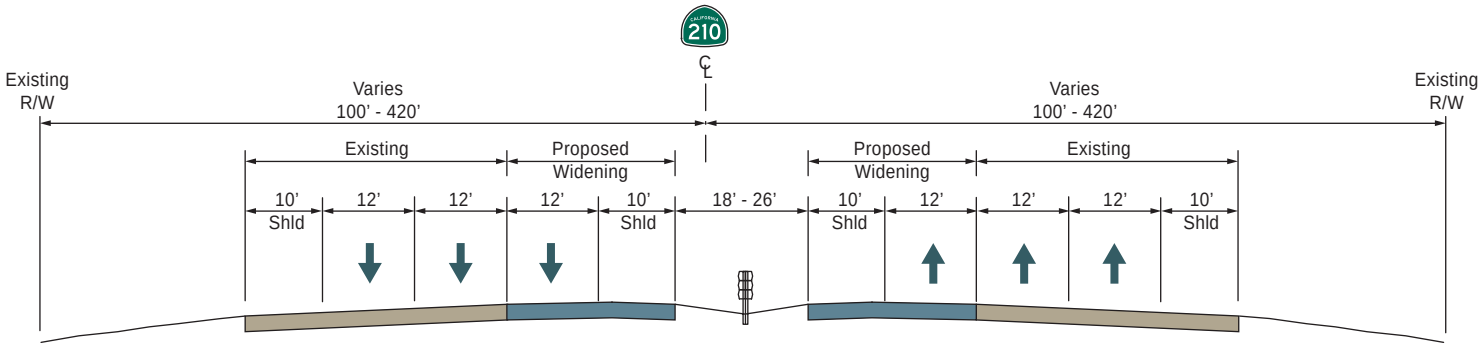
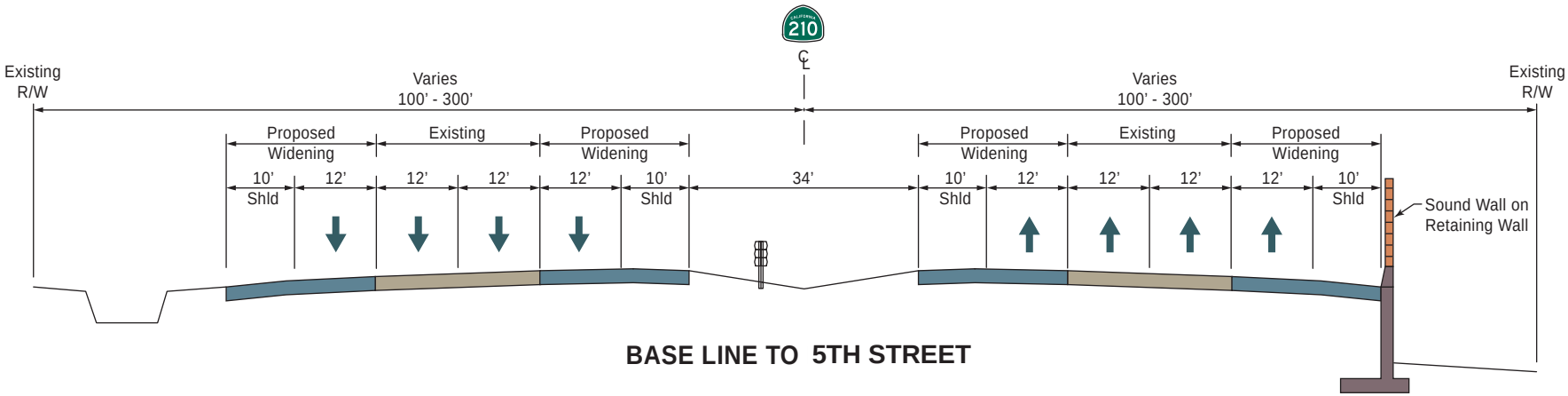
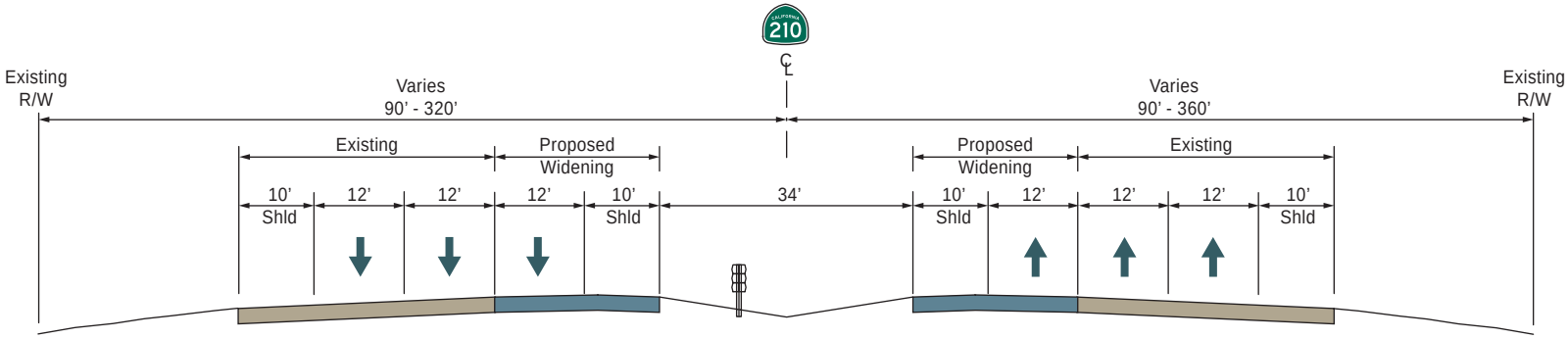


5TH STREET TO SAN BERNARDINO AVENUE



BASE LINE TO 5TH STREET



HIGHLAND AVENUE TO BASE LINE

Figure 1-4, Typical Cross Sections State Route 210 Mixed Flow Lane Addition from Highland Avenue to San Bernardino Avenue

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1.4 Permits and Approvals Needed

The following permits, reviews, and approvals would be required for project construction:

Table 1-3. Permits, Reviews, and Approvals

Agency	Permit/Approval	Status
Cities of Highland, San Bernardino, and Redlands and County of San Bernardino	Permits for Temporary Construction Easements	Application to be submitted after approval of Environmental Document.
California Department of Fish and Wildlife	Section 1602 Streambed Alteration Agreement	Application to be submitted after approval of Environmental Document.
U.S. Fish and Wildlife Service (USFWS)	Federal Endangered Species Act Section 7 Incidental Take Authorization.	Anticipated submittal after approval of Environmental Document.
State Water Resources Control Board	Clean Water Act Section 402—National Pollutant Discharge Elimination System Permit	Stormwater Pollution Prevention Plan (SWPPP) to be submitted after approval of Environmental Document.
Regional Water Quality Control Board	Clean Water Act Section 401 Water Quality Certification	Application to be submitted after approval of Environmental Document.
U.S. Army Corps of Engineers	Clean Water Act Section 404 Nationwide Permit	Permit application to be submitted after approval of Environmental Document.
San Bernardino County Flood Control District	Encroachment Permit	Permit application to be submitted after approval of Environmental Document.

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Chapter 2 CEQA Checklist

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" or "Less Than Significant with Mitigation" as indicated by the checklist on the following pages.

	Aesthetics		Agriculture Resources		Air Quality
X	Biological Resources	X	Cultural Resources		Geology/Soils
	Greenhouse Gas Emissions		Hazards & Hazardous Materials		Hydrology/Water Quality
	Land Use/Planning		Mineral Resources	X	Noise
	Population/Housing		Public Services		Recreation
	Transportation/Traffic		Utilities/Service Systems		Mandatory Findings of Significance

This CEQA checklist identifies physical, biological, social, and economic factors of the human environment that might be affected by the proposed project. The checklist achieves the important statutory goal of integrating the requirements of CEQA with the environmental requirements of other laws.

In many cases, background studies performed in connection with proposed projects indicate no environmental impacts. A "NO IMPACT" answer in the last column reflects this determination. Where there is a need for clarifying discussion, the discussion is included directly after the cited environmental resource. The words "significant" and "significance" used throughout the following checklist are related to CEQA, not National Environmental Policy Act (NEPA), impacts.

On the basis of this initial evaluation:

☐	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
☒	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
☐	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
☐	I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
☐	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to the earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature Kurt Heidelberg, Senior Environmental Planner District 8 Division of Environmental Planning California Department of Transportation	Date 5/11/2016

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2.1 Aesthetics

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

2.1.1 Regulatory Setting

The California Environmental Quality Act (CEQA) establishes that it is the policy of the state to take all action necessary to provide the people of the state "with…enjoyment of *aesthetic*, natural, scenic and historic environmental qualities" (CA Public Resources Code [PRC] Section 21001[b]).

2.1.2 Discussion of Environmental Evaluation Question 2.1 – Aesthetics

The information used in this section is from the April 2014 *Final Visual Impact Assessment* (VIA) (Caltrans 2014a).

a) **Less than Significant Impact.** The SR-210 project corridor is within the eastern portion of the Santa Ana River Basin on a broad, south-sloped alluvial fan distributed from the San Bernardino Mountains on the north. Several local creeks that drain north to south/north to southwest from the San Bernardino Mountains are part of the Santa Ana River Basin. These include Warm, Plunge, and Dry Creeks. On the southerly border of the City of Highland, the Santa Ana River and City Creek together form a wide wash that is dry for much of the year. The mountains of the Peninsular Range frame the Basin on the south.

The proposed project improvements would occur within an established highway corridor. The land uses surrounding the proposed project corridor are urban and moderately densely developed, primarily with residential, public facilities, open space, and general commercial uses. The urban development adjacent to the proposed project corridor features ordinary ornamental landscape elements that characterize mid- and late-twentieth-century suburban communities in the region.

Primary scenic resources along the project corridor are limited to north-facing and northeast-facing views of the ridgelines of the San Bernardino Mountains, south-facing views of the

ridgelines of the Peninsular Range, and views into and across Santa Ana River Wash, Plunge Creek, and City Creek.

As many as 10 noise barriers may be constructed as part of the project. Ten of the noise barriers that were considered (i.e., WB-1, WB-2, WB-3A, WB-4, WB-5, WB-6, WB-7, EB 1, EB-2, and EB-3) were found to be feasible to construct and met the design goal and will be considered in the Noise Abatement Decision Report (NADR). The location of these noise barriers are shown in Figure 2-8 and Figure 2-8A. The noise barriers are all proposed to range in height from 8 to 16 feet tall depending on the location. The noise barriers would increase the built character of the area. In order to minimize potential impacts, these sound barriers will employ design enhancements elements (e.g., texturing, coloration, potential landscape screening where appropriate) and, for corridor consistency, will be designed to be compatible with the design of the sound barriers on SR-210 west of I-215 (measure **AES-3**). The proposed project would not have a significant impact on a scenic vista or obscure significant views. Such views would continue to be available because proposed project features would essentially read as continuations of existing highway features. Because the majority of the walls are proposed in areas with existing development and landscaping, the walls' effect on views of the San Bernardino Mountains would be minimal. Therefore, the proposed project would not have a significant impact on a scenic vista.

b) **Less than Significant Impact.** The proposed project is not within an officially designated National Scenic Byway or state or County Scenic Highway; however, a 4.8-mile portion of SR-210 between SR-330 in the City of Highland and I-10 in the City of Redlands has been classified as an "Eligible State Scenic Highway" by Caltrans because of north-facing and northeast-facing views of the ridgelines of the San Bernardino Mountains, south-facing views of the ridgelines of the Peninsular Range, and views into and across Santa Ana River Wash, Plunge Creek, and City Creek. These views are considered visual resources of primary importance. In some areas along this route, large clusters of mature trees and shrubbery are present and are considered visual resources of secondary importance. Also, portions of adjacent local streets have been proposed for designation as local scenic routes. Local scenic highways include Base Line (east of City Creek), Highland Avenue (east of City Creek), and Greenspot Road (east of SR-210).

   The proposed project would not damage scenic resources along the state highway. The key visual resources in the setting are views of the mountain ridgelines. Such views would not be affected by the proposed project. Viewshed trees, an important but secondary visual resource, would not be removed to any substantial degree as part of the proposed project and, if removed, would be replaced with commensurate landscaping. As detailed in the VIA, barely discernable, minor changes would occur to the vividness, intactness, and unity of the views of these resources. Therefore, the proposed project would result in less than significant impacts on scenic resources.

c) **Less than Significant Impact.** The impacts of the proposed project on the existing setting and viewshed are analyzed in the VIA (April 2014). The visual quality of four Key Observation Points (KOP) (1, 2, 3, and 4) (see Appendix A, Key Observation Points, and Existing and Proposed Conditions) was rated based on viewer response. Any changes as a result of the proposed project to visual resources within these KOPs were evaluated. It was

concluded that the visual quality of KOP 1, KOP 2, and KOP 4 would not change as a result of the proposed project, and the visual quality of KOP 3 would be slightly reduced because of the extension of a sound wall. However, while the visual quality rating would be slightly reduced, the general visual quality would remain moderate. The proposed project would not result in a significant impact on views or substantially degrade the existing visual character of the site and the surrounding area. The setting is designated in local plans for residential, general commercial, industrial, and public/quasi-public uses, and currently possesses low to moderately low visual quality. The design elements proposed as part of the proposed project would not materially alter existing visual character and quality.

During construction of the proposed project, temporary activities such as limited excavation, re-grading within the existing highway right of way, erecting falsework/concrete forms needed to widen eight bridges, the dismantling and relocation of an existing sound barrier and related limited falsework removal, installation of roadside swales and bio-filtration strips to manage increased stormwater flows, and ramp metering and signage installation. Typical construction staging activities, including the stockpiling of building materials and the heightened presence of construction equipment, would take place on vacant land within the state right of way and on highway-adjacent vacant land. During construction, traffic detour routes would be established, and related road re-striping, barricade, and detour signage would be installed. Temporary construction-related visual impacts would not be considered adverse because of the temporary nature of such construction activities, the moderately low to moderate visual quality that characterizes most views within the proposed project viewshed, and the fact that construction activities would generally have no impact—or, in very limited circumstances, a negligible and temporary impact—on views of primary visual resources (e.g., the effect of bridge-widening construction on significant ridgeline views). Therefore, the proposed project would result in a less than significant impact on the visual character and quality of the project site and surrounding area.

d) **Less than Significant Impact.** As detailed in the VIA, the proposed project would not result in significant impacts from lighting or glare. No new lighting is proposed as part of the proposed project; while additional paved surfaces may cause additional reflective heat, light, and glare, this is not anticipated to be substantially different from the existing condition.

Areas may need to be lighted during construction. This additional lighting would be temporary and would be subject to local ordinances regarding construction time periods of lighting and would be implemented in a way so as to minimize impacts on adjacent sensitive biological resources (Refer to measures **BIO-6** and **BIO-16** in Section 2.4.3).

2.1.3 Avoidance, Minimization, and/or Mitigation Measures

No mitigation is required; however, the following minimization measures will be incorporated into the proposed project. These will be designed and implemented with concurrence of the District Landscape Architect.

AES-1: During the proposed project construction phase, in instances where existing ground cover or other vegetation is removed as a result of proposed project actions, standard soil erosion prevention measures and standard highway planting measures will be implemented. Vegetation will be replaced at a rate and size determined by the District Landscape Architect.

AES-2: During the proposed project's design phase, a landscape and aesthetic plan will be developed by the proposed project landscape architect and subject to input from and approval by the Caltrans District Landscape Architect and the City of Highland Planning Division, with the purpose of enhancing the proposed project limits. Such landscape and aesthetic treatments will be designed to be consistent with the recently completed portions of the SR-210 corridor in San Bernardino County.

AES-3: Abatement in the form of sound barriers WB-1 and WB-2 (combined), WB-3A, WB-4, WB-5, WB-6, WB-7, EB 1, EB-2, and EB-3 have been included into the project (see Measure **NOI-2**). If and when proposed, these sound barriers will employ design enhancements elements (e.g., texturing, coloration, potential landscape screening where appropriate) and, for corridor consistency, will be designed to be compatible with the design of the sound barriers on SR-210 west of I-215.

AES-4: Construction staging areas, roads, trails, and other soil disturbed and/or compacted by equipment will be cultivated to a depth of six inches prior to re-vegetation.

AES-5: Water quality basins, if utilized, will be designed as an integral part of the landscape and aesthetic plan. The form of the basins will take cues from natural water courses found in the surrounding landscape, incorporating planting and inert materials, a freeform perimeter, and shallow side slopes.

AES-6: Widened or otherwise modified structures will have aesthetic treatments to bridge abutments, wing walls, and slope paving and may also include enhancements to bridge barriers. Such aesthetic treatments will be designed to be consistent with the recently completed portions of the SR-210 corridor in San Bernardino County.

AES-7: A rock blanket will be installed at areas beyond modified ramp gore areas and otherwise unpaved locations too narrow for planting beyond the outside shoulders.

2.2 Agricultural Resources

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
II. AGRICULTURE RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

2.2.1 Regulatory Setting

The California Environmental Quality Act (CEQA) requires the review of projects that would convert Williamson Act contract land to non-agricultural uses. The main purposes of the Williamson Act are to preserve agricultural land and to encourage open space preservation and efficient urban growth. The Williamson Act provides incentives to landowners through reduced property taxes to discourage the early conversion of agricultural and open space lands to other uses.

2.2.2 Discussion of Environmental Evaluation Question 2.2 – Agricultural Resources

The information used in this section is from the City of Highland General Plan (City of Highland 2006), City of Redlands General Plan (City of Redlands 1998), and the City of San Bernardino General Plan (City of San Bernardino 2005).

a) **No Impact.** The proposed project would widen SR-210 from four mixed flow lanes (two lanes in each direction) to six mixed flow lanes (three lanes in each direction) from Sterling Avenue to San Bernardino Avenue by adding a mixed flow lane in each direction within the existing median of SR-210. No new permanent right of way would be required; however, TCEs would likely be needed during the construction period for construction of noise barriers and construction access. According to the General Plan Land Use and Zoning Maps for the cities of Highland, San Bernardino, and Redlands, land uses immediately adjacent to the project corridor are generally urban uses classified as commercial, industrial, residential, and open space. No agricultural uses including Prime, Unique, or Farmland of Statewide Importance exist within or immediately adjacent to the proposed project; therefore, no impacts on designated farmlands would occur.

b) **No Impact.** The proposed project area is zoned for non-agricultural uses and is not subject to the provisions of the Farmland Protection Policy Act. In addition, there are no agricultural preserves or parcels under Williamson Act contracts within the project area. Therefore, the proposed project would not conflict with existing zoning for agricultural use or Williamson Act contracts.

c) **No Impact.** As detailed in response (a), the proposed project would occur primarily within the existing SR-210 corridor. Land uses immediately adjacent to the project area are zoned for urban uses; therefore, no impacts would occur on forest land, timberland, or timberland production.

d) **No Impact.** The proposed project would not result in the loss or conversion of forest land.

e) **No Impact.** The proposed project would widen SR-210 from four mixed flow lanes (two lanes in each direction) to six mixed flow lanes (three lanes in each direction) from approximately Sterling Avenue to San Bernardino Avenue by adding a mixed flow lane in each direction within the existing median of SR-210 and would not involve changes that would result in the conversion of farmland to non-agricultural use or forest land to non-forest use.

2.2.3 Avoidance, Minimization, and/or Mitigation Measures

No impacts have been identified; therefore, no avoidance, minimization, and/or mitigation measures are required.

2.3 Air Quality

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

2.3.1 Regulatory Setting

The Federal Clean Air Act (FCAA), as amended, is the primary federal law that governs air quality while the California Clean Air Act is its companion state law. These laws, and related regulations by the United States Environmental Protection Agency (U.S. EPA) and California Air Resources Board (CARB), set standards for the concentration of pollutants in the air. At the federal level, these standards are called National Ambient Air Quality Standards (NAAQS). NAAQS and state ambient air quality standards have been established for six transportation-related criteria pollutants that have been linked to potential health concerns: carbon monoxide (CO), nitrogen dioxide (NO_2), ozone (O_3), particulate matter (PM), which is broken down for regulatory purposes into particles of 10 micrometers or smaller (PM_{10}) and particles of 2.5 micrometers and smaller ($PM_{2.5}$), and sulfur dioxide (SO_2). In addition, national and state standards exist for lead (Pb) and state standards exist for visibility reducing particles, sulfates, hydrogen sulfide (H_2S), and vinyl chloride. The NAAQS and state standards are set at levels that protect public health with a margin of safety, and are subject to periodic review and revision. Both state and federal regulatory schemes also cover toxic air contaminants (air toxics); some criteria pollutants are also air toxics or may include certain air toxics in their general definition.

Conformity requirements apply only in nonattainment and "maintenance" (former nonattainment) areas for the NAAQS, and only for the specific NAAQS that are or were violated. U.S. EPA regulations at 40 Code of Federal Regulations (CFR) 93 govern the conformity process. Conformity requirements do not apply in unclassifiable/attainment areas for NAAQS and do not apply at all for state standards regardless of the status of the area.

Regional conformity is concerned with how well the regional transportation system supports plans for attaining the NAAQS for CO, NO_2, O_3, PM_{10} and $PM_{2.5}$, and in some areas (although not in California) SO_2. California has attainment or maintenance areas for all of these transportation-related "criteria pollutants" except SO_2, and also has a nonattainment area for lead (Pb); however, lead is not currently required by the FCAA to be covered in transportation conformity analysis. Regional conformity is based on emission analysis of Regional Transportation Plans (RTPs) and Federal Transportation Improvement Programs (FTIPs) that include all transportation projects planned for a region over a period of at least 20 years (for the RTP) and 4 years (for the TIP). RTP and FTIP conformity uses travel demand and emission models to determine whether or not the implementation of those projects would conform to emission budgets or other tests at various analysis years showing that requirements of the Clean Air Act and the SIP are met. If the conformity analysis is successful, the Metropolitan Planning Organization (MPO), Federal Highway Administration (FHWA), and Federal Transit Administration (FTA), make determinations that the RTP and FTIP are in conformity with the SIP for achieving the goals of the FCAA. Otherwise, the projects in the RTP and/or FTIP must be modified until conformity is attained. If the design concept, scope, and "open-to-traffic" schedule of a proposed transportation project are the same as described in the RTP and FTIP, then the proposed project meets regional conformity requirements for purposes of project-level analysis.

Conformity analysis at the project-level includes verification that the project is included in the regional conformity analysis and a "hot-spot" analysis if an area is "nonattainment" or "maintenance" for CO and/or PM_{10} or $PM_{2.5}$. A region is "nonattainment" if one or more of the monitoring stations in the region measures a violation of the relevant standard and the U.S. EPA officially designates the area nonattainment. Areas that were previously designated as nonattainment areas but subsequently meet the standard may be officially redesignated to attainment by U.S. EPA and are then called "maintenance" areas. "Hot-spot" analysis is essentially the same, for technical purposes, as CO or particulate matter analysis performed for NEPA purposes. Conformity does include some specific procedural and documentation standards for projects that require a hot-spot analysis. In general, projects must not cause the "hot-spot" related standard to be violated, and must not cause any increase in the number and severity of violations in nonattainment areas. If a known CO or particulate matter violation is located in the project vicinity, the project must include measures to reduce or eliminate the existing violation(s) as well.

2.3.2 Discussion of Environmental Evaluation Question 2.3 – Air Quality

The information used in this section is from the January 2015 *Air Quality Report* (Caltrans 2015a).

a) **No Impact:** A project would conflict with or obstruct implementation of a regional air quality plan if it would be inconsistent with the growth assumptions of the plan, in terms of population, employment, or regional growth in vehicle miles traveled (VMT). The proposed project is included in SCAG's 2012 RTP Amendment 1, which was adopted by SCAG on June 12, 2013 and approved by the FHWA on July 15, 2013. The proposed project is also included in the 2015 FTIP adopted by SCAG on September 11, 2014 and approved by FHWA on December 15, 2014. Both the SCAG 2012 RTP Amendment 1 and SCAG 2015

FTIP include the proposed project as project numbers 4M01005 and 20111625, respectively. Therefore, the proposed project would not conflict with or obstruct implementation of an air quality plan. No impacts are anticipated.

b) **Less than Significant Impact:** As detailed in the *Draft Air Quality Report*, when compared with Baseline/Existing 2012 conditions, the proposed project would result in decreases of reactive organic gas (ROG), CO, nitrogen oxide (NO_X), PM_{10}, and $PM_{2.5}$ emissions at the project's opening year in 2020. Because VMT increases when compared with existing conditions (due to ambient traffic growth), these emissions reductions are attributable to the retirement of older, higher emitting vehicles.

The proposed project would result in a decrease in carbon dioxide (CO_2) emissions at the project's opening year 2020 compared with Baseline/Existing 2012 conditions, as further discussed in Section 2.7, Greenhouse Gases.

Temporary construction emissions would occur for approximately 24 months during construction of the proposed project. Pollutant emissions would vary daily based on the level of activity, specific operations, and prevailing weather operations. Short-term air quality degradation may occur from the release of particulate emissions (airborne dust) generated by excavation, grading, hauling, and other activities related to construction. Emissions from construction equipment also are anticipated and would include CO, NO_X, ROG, directly emitted particulate matter (PM_{10} and $PM_{2.5}$), and toxic air contaminants, such as diesel exhaust particulate matter. As detailed in the *Draft Air Quality Report*, construction-period criteria pollutant emissions were estimated using the Sacramento Metropolitan Air Quality Management District's Roadway Construction Emissions Model version 7.1.2. This model is considered adequate by the South Coast Air Quality Management District (SCAQMD) for estimating road construction emissions for the purpose of CEQA analysis. The analysis concluded that potential impacts would be temporary and would be minimized through the implementation of exhaust and fugitive dust emission control measures listed below in Section 2.3.3. Therefore, there would be a less than significant impact on air quality.

c) **Less than Significant Impact:** As detailed in the *Draft Air Quality Report*, the proposed project would result in a decrease in all criteria pollutants at Opening Year 2020 when compared with the Baseline/Existing Year 2012 condition. Short-term construction emissions would be temporary and would be minimized through the implementation of exhaust and fugitive dust emission control measures listed below in Section 2.3.3. Impacts would be considered less than significant.

d) **Less than Significant Impact:** Sensitive receptors adjacent to the project would be exposed to pollutants during construction from grading and construction equipment. These pollutants would dissipate rapidly and would be minimized through the implementation of exhaust and fugitive dust emission control measures listed below in Section 2.3.3. Impacts would be considered less than significant.

e) **Less Than Significant Impact:** Some phases of construction, particularly asphalt paving, would result in short-term odors in the immediate area of each paving site. Such odors would

be quickly dispersed below detectable thresholds as distance from the site increases. Impacts from objectionable odors would be less than significant.

2.3.3 Avoidance, Minimization, and/or Mitigation Measures

No mitigation is required; however, implementation of the following Caltrans Standard Specifications, SCAQMD Rule 403 requirements, and standard Caltrans measures would minimize potential impacts:

AQ-1: The construction contractor will comply with Caltrans Standard Specifications in Section 14 (2010).

a) Section 14-9.02 specifically requires compliance by the contractor with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances.

b) Section 14-9.03 is directed at controlling dust. If dust palliative materials other than water are to be used, material specifications are contained in Section 18.

AQ-2: Apply water or dust palliative to the site and equipment as frequently as necessary to control fugitive dust emissions. Fugitive emissions generally must meet a "no visible dust" criterion either at the point of emission or at the right of way line, depending on local regulations.

AQ-3: Spread soil binder on any unpaved roads used for construction purposes and all project construction parking areas.

AQ-4: Wash off trucks as they leave the right of way as necessary to control fugitive dust emissions.

AQ-5: Properly tune and maintain construction equipment and vehicles. Use low-sulfur fuel in all construction equipment, as provided in California Code of Regulations, Title 17, Section 93114.

AQ-6: Develop a dust control plan documenting sprinkling, temporary paving, speed limits, and expedited revegetation of disturbed slopes as needed to minimize construction impacts on existing communities.

AQ-7: Locate equipment and material storage sites as far away from residential and park uses as practical. Keep construction areas clean and orderly.

AQ-8: Establish Environmentally Sensitive Areas or their equivalent near sensitive air receptors where construction activities involving extended idling of diesel equipment would be prohibited, to the extent feasible.

AQ-9: Use track-out reduction measures such as gravel pads at project access points to minimize dust and mud deposits on roads affected by construction traffic.

AQ-10: Cover all transported loads of soils and wet materials prior to transport or provide adequate freeboard (space from the top of the material to the top of the truck) to minimize emissions of dust (particulate matter) during transportation.

AQ-11: Promptly and regularly remove dust and mud on paved public roads from construction activity and traffic to decrease particulate matter.

AQ-12: Route and schedule construction traffic to avoid peak travel times as much as possible to reduce congestion and related air quality impacts caused by idling vehicles along local roads.

AQ-13: Install mulch or plant vegetation as soon as practical after grading to reduce windblown particulate in the area. Be aware that certain methods of mulch placement, such as straw blowing, may themselves cause dust and visible emission issues; controls, such as dampened straw, may be needed.

AQ-14: To control the generation of construction-related fugitive dust emissions, Caltrans will require contractors to comply with SCAQMD Rule 403 requirements.

2.4 Biological Resources

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES: Would the project:				
a) Have a substantial adverse effect either directly or through habitat modifications, on any species identified as a candidate, sensitive or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☒	☐	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

2.4.1 Regulatory Setting

Wetlands and Other Waters

Wetlands and other waters are protected under a number of laws and regulations. At the federal level, the Federal Water Pollution Control Act, more commonly referred to as the Clean Water Act (CWA) (33 United States Code [USC] 1344), is the primary law regulating wetlands and surface waters. One purpose of the CWA is to regulate the discharge of dredged or fill material into waters of the U.S., including wetlands. Waters of the U.S. include navigable waters, interstate waters, territorial seas and other waters that may be used in interstate or foreign commerce. To classify wetlands for the purposes of the CWA, a three-parameter approach is used that includes the presence of hydrophytic (water-loving) vegetation, wetland hydrology, and hydric soils (soils formed during saturation/inundation). All three parameters must be present, under normal circumstances, for an area to be designated as a jurisdictional wetland under the CWA.

Section 404 of the CWA establishes a regulatory program that provides that discharge of dredged or fill material cannot be permitted if a practicable alternative exists that is less damaging to the aquatic environment or if the nation's waters would be significantly degraded. The Section 404

permit program is run by the U.S. Army Corps of Engineers (USACE) with oversight by the United States Environmental Protection Agency (U.S. EPA).

The USACE issues two types of 404 permits: General and Standard permits. There are two types of General permits: Regional permits and Nationwide permits. Regional permits are issued for a general category of activities when they are similar in nature and cause minimal environmental impacts. Nationwide permits are issued to allow a variety of minor project activities with no more than minimal effects.

Ordinarily, projects that do not meet the criteria for a Nationwide Permit may be permitted under one of USACE's Standard permits. There are two types of Standard permits: Individual permits and Letters of Permission. For Standard permits, the USACE decision to approve is based on compliance with U.S. EPA's Section 404(b)(1) Guidelines (U.S. EPA 40 Code of Federal Regulations [CFR, and whether permit approval is in the public interest. The Section 404 (b)(1) Guidelines (Guidelines) were developed by the U.S. EPA in conjunction with the USACE, and allow the discharge of dredged or fill material into the aquatic system (waters of the U.S.) only if there is no practicable alternative that would have less adverse effects. The Guidelines state that the USACE may not issue a permit if there is a least environmentally damaging practicable alternative (LEDPA) to the proposed discharge that would have lesser effects on waters of the U.S., and not have any other significant adverse environmental consequences.

The Executive Order for the Protection of Wetlands (EO 11990) also regulates the activities of federal agencies with regard to wetlands. Essentially, this EO states that a federal agency, such as the FHWA and/or Caltrans, as assigned, cannot undertake or provide assistance for new construction located in wetlands unless the head of the agency finds: 1) that there is no practicable alternative to the construction and 2) the proposed project includes all practicable measures to minimize harm.

At the state level, wetlands and waters are regulated primarily by the State Water Resources Control Board (SWRCB), the Regional Water Quality Control Boards (RWQCB) and the California Department of Fish and Wildlife (CDFW). In certain circumstances, the Coastal Commission (or Bay Conservation and Development Commission or Tahoe Regional Planning Agency) may also be involved. Sections 1600-1607 of the California Fish and Game Code require any agency that proposes a project that will substantially divert or obstruct the natural flow of or substantially change the bed or bank of a river, stream, or lake to notify CDFW before beginning construction. If CDFW determines that the project may substantially and adversely affect fish or wildlife resources, a Lake or Streambed Alteration Agreement will be required. CDFW jurisdictional limits are usually defined by the tops of the stream or lake banks, or the outer edge of riparian vegetation, whichever is wider. Wetlands under jurisdiction of the USACE may or may not be included in the area covered by a Streambed Alteration Agreement obtained from the CDFW.

The RWQCBs were established under the Porter-Cologne Water Quality Control Act to oversee water quality. Discharges under the Porter-Cologne Act are permitted by Waste Discharge Requirements (WDRs) and may be required even when the discharge is already permitted or exempt under the CWA. In compliance with Section 401 of the CWA, the RWQCBs also issue water quality certifications for activities which may result in a discharge to waters of the U.S.

This is most frequently required in tandem with a Section 404 permit request. Please see the Water Quality section for additional details.

Plant Species

The U.S. Fish and Wildlife Service (USFWS) and California Department of Fish and Wildlife (CDFW) have regulatory responsibility for the protection of special-status plant species. "Special-status" species are selected for protection because they are rare and/or subject to population and habitat declines. Special-status is a general term for species that are provided varying levels of regulatory protection. The highest level of protection is given to threatened and endangered species; these are species that are formally listed or proposed for listing as endangered or threatened under the Federal Endangered Species Act (FESA) and/or the California Endangered Species Act (CESA).

The regulatory requirements for FESA can be found at United States Code 16 (USC), Section 1531, et seq. See also 50 Code of Federal Regulations (CFR) Part 402. The regulatory requirements for CESA can be found at California Fish and Game Code, Section 2050, et seq. Department projects are also subject to the Native Plant Protection Act, found at California Fish and Game Code, Section 1900-1913, and the California Environmental Quality Act (CEQA), CA Public Resources Code, Sections 2100-21177.

Animal Species

Many state and federal laws regulate impacts to wildlife. The USFWS, the National Oceanic and Atmospheric Administration's National Marine Fisheries Service (NOAA Fisheries Service) and the CDFW are responsible for implementing these laws. This section discusses potential impacts and permit requirements associated with animals not listed or proposed for listing under the federal or state Endangered Species Act. Species listed or proposed for listing as threatened or endangered are discussed in the Threatened and Endangered Species section below. All other special-status animal species are discussed here, including CDFW fully protected species and species of special concern, and USFWS or NOAA Fisheries Service candidate species.

Federal laws and regulations relevant to wildlife include the following:

- National Environmental Policy Act
- Migratory Bird Treaty Act
- Fish and Wildlife Coordination Act

State laws and regulations relevant to wildlife include the following:

- California Environmental Quality Act
- Sections 1600 – 1603 of the California Fish and Game Code
- Sections 4150 and 4152 of the California Fish and Game Code

Threatened and Endangered Species

The primary federal law protecting threatened and endangered species is the Federal Endangered Species Act (FESA): 16 United States Code (USC) Section 1531, et seq. See also 50 Code of Federal Regulations (CFR) Part 402. This act and later amendments provide for the conservation of endangered and threatened species and the ecosystems upon which they depend. Under Section 7 of this act, federal agencies, such as the Federal Highway Administration (FHWA), are required to consult with the USFWS and the NOAA Fisheries Service to ensure that they are not undertaking, funding, permitting, or authorizing actions likely to jeopardize the continued existence of listed species or destroy or adversely modify designated critical habitat. Critical habitat is defined as geographic locations critical to the existence of a threatened or endangered species. The outcome of consultation under Section 7 may include a Biological Opinion with an Incidental Take statement, a Letter of Concurrence and/or documentation of a No Effect finding. Section 3 of FESA defines take as "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture or collect or any attempt at such conduct."

California has enacted a similar law at the state level, the California Endangered Species Act (CESA), California Fish and Game Code Section 2050, et seq. CESA emphasizes early consultation to avoid potential impacts to rare, endangered, and threatened species and to develop appropriate planning to offset project-caused losses of listed species populations and their essential habitats. The CDFW is the agency responsible for implementing CESA. Section 2081 of the Fish and Game Code prohibits "take" of any species determined to be an endangered species or a threatened species. Take is defined in Section 86 of the Fish and Game Code as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill." CESA allows for take incidental to otherwise lawful development projects; for these actions an incidental take permit is issued by the CDFW. For species listed under both the FESA and CESA requiring a Biological Opinion under Section 7 of the FESA, the CDFW may also authorize impacts to CESA species by issuing a Consistency Determination under Section 2080.1 of the California Fish and Game Code.

2.4.2 Discussion of Environmental Evaluation Question 2.4 – Biological Resources

Information used in this section is from the *Biological Assessment* (BA) (April 2015) (Caltrans 2015b), *Final Natural Environment Study* (NES) (November 2015) (Caltrans 2015a) and *Jurisdictional Delineation* (November 2013) (Caltrans 2013).

a) **Less than Significant with Mitigation:**

Special-Status Plant Species. Of the eleven federally or state listed plant species initially reviewed for the proposed project, two were determined to occur or potentially occur within the Biological Study Area (BSA): Santa Ana River woollystar and slender-horned spineflower. The BSA includes 100-foot and 500-foot buffers from the edge of proposed permanent disturbance limits determined from the preliminary engineering design (Figures 2-1a through 2-1i).

The **Santa Ana River woollystar** (*Eriastrum densifolium* ssp. *sanctorum*) is listed as an endangered species by CDFW and USFWS. No critical habitat for this species has been

designated by the USFWS. Botanical surveys conducted in May and June 2012 during the blooming period for this species were positive. Over 16,230 individuals were found on terraced floodplains associated with the Santa Ana River, Plunge Creek, and areas adjacent to SR-210 and mining sites. The project would permanently impact 3.517 acres and temporarily impact 10.019 acres of suitable habitat for Santa Ana River woollystar.

Construction activities associated with the project would result in direct and indirect impacts on suitable habitat for Santa Ana River woollystar. Construction would require vegetation clearing and would result in permanent and temporary losses of scalebroom scrub and California buckwheat scrub habitats, which are suitable for Santa Ana River woollystar. Bridge widening, specifically the lengthening and widening of existing bridge piers, would result in the permanent loss of Santa Ana River woollystar suitable habitat. In addition, staging areas for construction activities would result in temporary impacts on suitable habitat. Project construction would take place across two seasons. Temporary impacts, including temporary habitat loss and changes in sediment transport resulting from exposed soils, could occur during this time.

No additional permanent impacts on suitable habitat for Santa Ana River woollystar or short- or long-term increases in scour or sedimentation transport would occur as a result of scour and pier protection features or from lengthened piers.

Exact placement locations for some project design features and elements, including retaining walls, relocated utilities, biofiltration swales, and sound walls, would be determined through development of the project design. However, to avoid impacts on Santa Ana River woollystar, these features would be placed outside of sensitive areas, including suitable habitat for this species (i.e., scalebroom scrub and California buckwheat scrub habitats), to the maximum extent feasible.

Direct impacts on Santa Ana River woollystar from project construction could also include direct mortality of individual plants, plant injury, and alteration of plant community structure. Clearing and grading activities could disturb and compress soils, potentially destroying seed banks and preventing or reducing future use of the area by this species. In addition, construction could increase the potential for fire in the area, which could result in direct and indirect impacts on Santa Ana River woollystar. These impacts could be both short- and long-term in nature.

Jurisdictional Delineation Study Area (100-ft Buffer)*

Biological Study Area (500-ft Buffer)*

**Buffers extended or reduced in some areas depending on resources and/or access/design.*

Figure 2-1a, Biological Study Area State Route 210 Mixed Flow Lane Addition from Highland Avenue to San Bernardino Avenue

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Jurisdictional Delineation Study Area (100-ft Buffer)*

Biological Study Area (500-ft Buffer)*

**Buffers extended or reduced in some areas depending on resources and/or access/design.*

Figure 2-1b, Biological Study Area
State Route 210 Mixed Flow Lane Addition from Highland Avenue to San Bernardino Avenue

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Jurisdictional Delineation Study Area (100-ft Buffer)*

Biological Study Area (500-ft Buffer)*

**Buffers extended or reduced in some areas depending on resources and/or access/design.*

Figure 2-1c, Biological Study Area
State Route 210 Mixed Flow Lane Addition from Highland Avenue to San Bernardino Avenue

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Jurisdictional Delineation Study Area (100-ft Buffer)*

Biological Study Area (500-ft Buffer)*

**Buffers extended or reduced in some areas depending on resources and/or access/design.*

Figure 2-1d, Biological Study Area
State Route 210 Mixed Flow Lane Addition from Highland Avenue to San Bernardino Avenue

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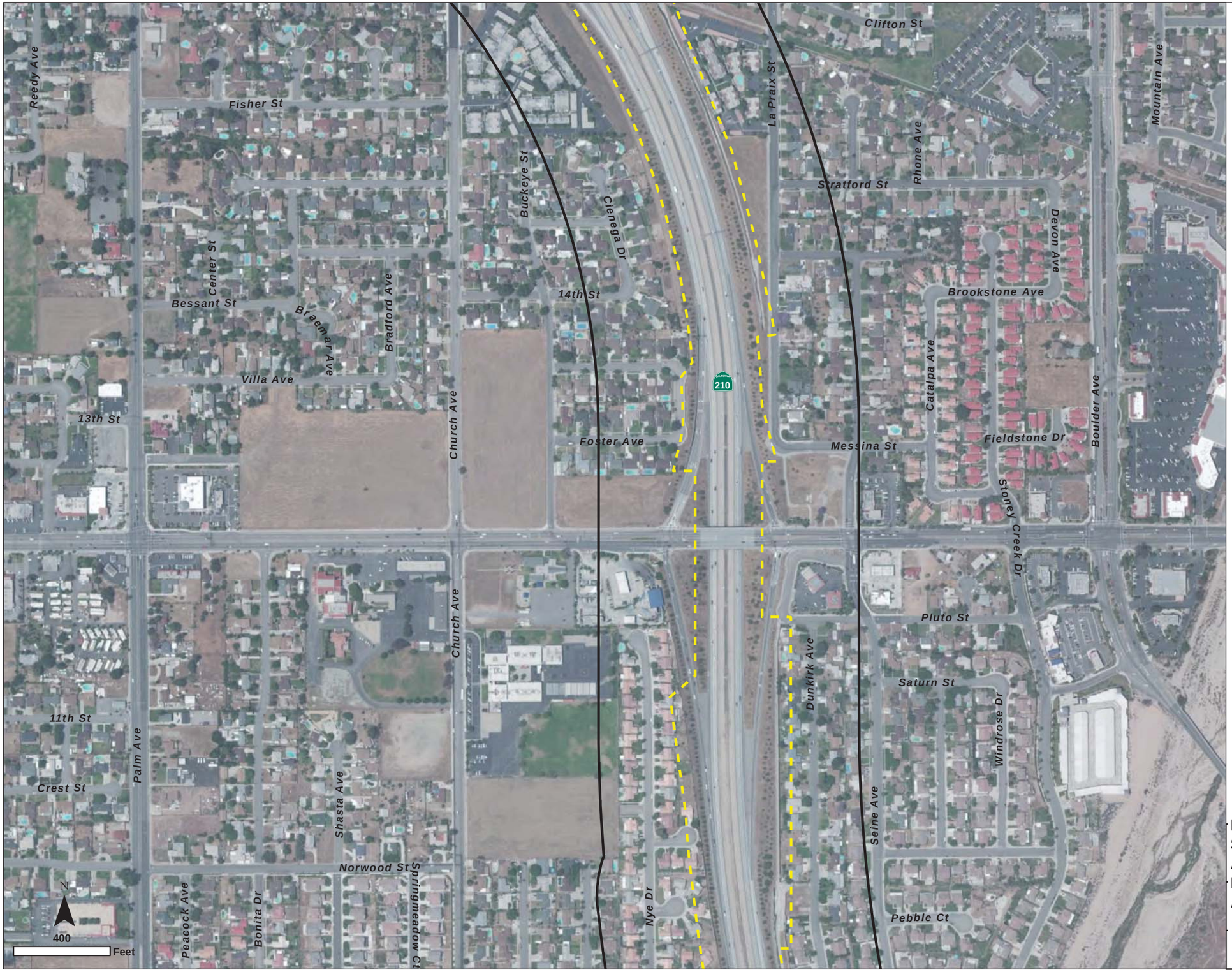

Jurisdictional Delineation Study Area (100-ft Buffer)*

Biological Study Area (500-ft Buffer)*

**Buffers extended or reduced in some areas depending on resources and/or access/design.*

Figure 2-1e, Biological Study Area
State Route 210 Mixed Flow Lane Addition from Highland Avenue to San Bernardino Avenue

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Jurisdictional Delineation Study Area (100-ft Buffer)*

Biological Study Area (500-ft Buffer)*

**Buffers extended or reduced in some areas depending on resources and/or access/design.*

Figure 2-1f, Biological Study Area
State Route 210 Mixed Flow Lane Addition from Highland Avenue to San Bernardino Avenue

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Jurisdictional Delineation Study Area (100-ft Buffer)*

Biological Study Area (500-ft Buffer)*

**Buffers extended or reduced in some areas depending on resources and/or access/design.*

Figure 2-1g, Biological Study Area
State Route 210 Mixed Flow Lane Addition from
Highland Avenue to San Bernardino Avenue

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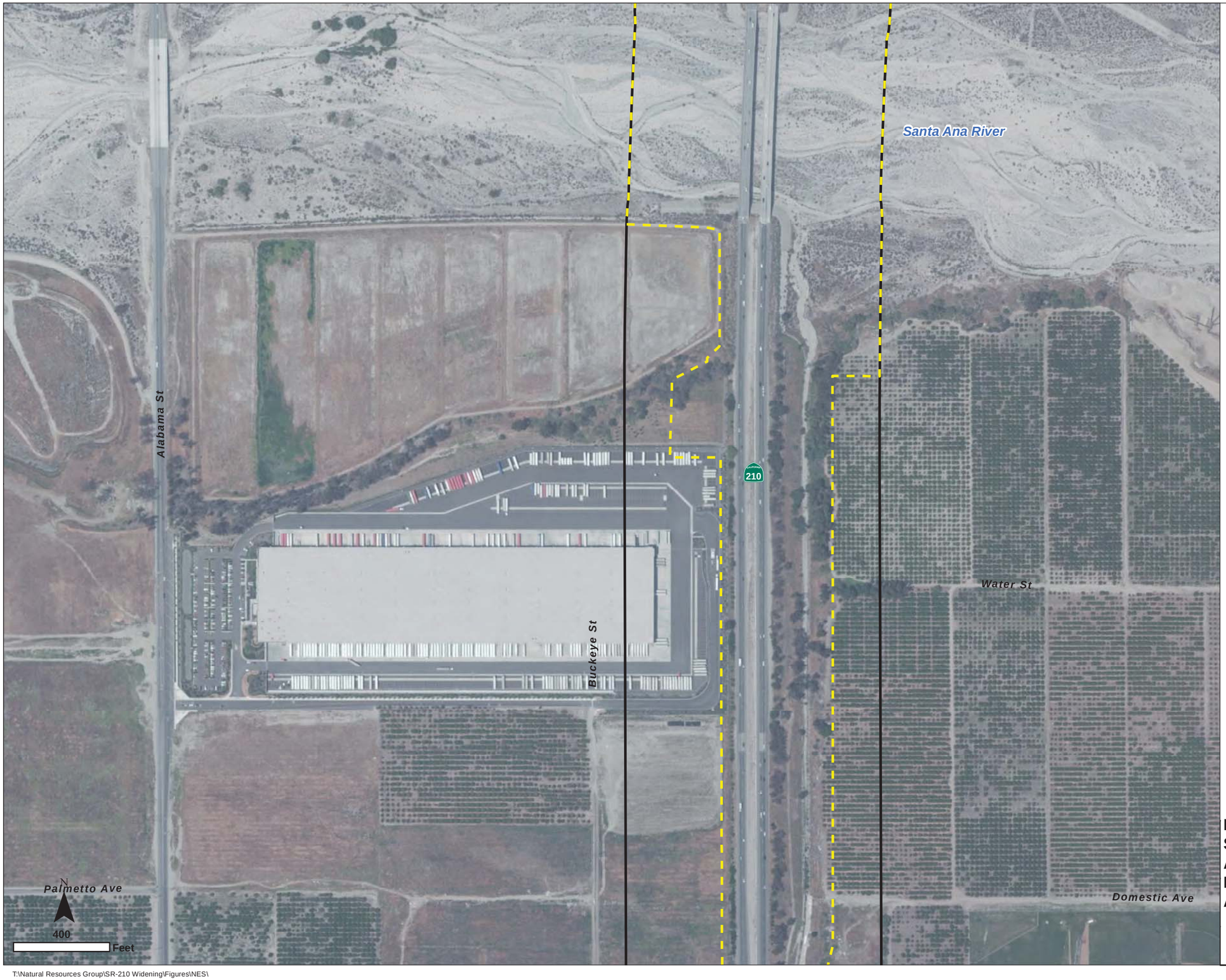

Jurisdictional Delineation Study Area (100-ft Buffer)*

Biological Study Area (500-ft Buffer)*

**Buffers extended or reduced in some areas depending on resources and/or access/design.*

Figure 2-1h, Biological Study Area
State Route 210 Mixed Flow Lane Addition from Highland Avenue to San Bernardino Avenue

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Jurisdictional Delineation Study Area (100-ft Buffer)*

Biological Study Area (500-ft Buffer)*

**Buffers extended or reduced in some areas depending on resources and/or access/design.*

Figure 2-1i, Biological Study Area
State Route 210 Mixed Flow Lane Addition from Highland Avenue to San Bernardino Avenue

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Santa Ana River woollystar that is not directly affected by the project could be indirectly affected by the increase in dust during construction activities, decreasing the plant's ability to photosynthesize. This could result in diminished function or loss of individual plants.

The widening of Plunge Creek, City Creek, and Santa Ana River bridges could result in indirect impacts on Santa Ana River woollystar by increasing shading within suitable habitat. Lack of full sunlight could result in reduced photosynthetic capacity, a reduction in root and shoot biomass, an alteration in the timing of flowering and seed maturation, and stunted growth after defoliation, which can then lead to an overall reduction in the quality of the habitat. However, bridge widening would not close the gap between the westbound and eastbound lanes at any of the bridge crossings. Approximately 14 feet of open space would remain between the two lanes at Plunge Creek and Santa Ana River, and 31 feet of open space would remain at City Creek. As such, direct sunlight would continue to pass through the gap onto the ground below. Although the bridge widening may cause a slight reduction in light during the middle of the day, morning and afternoon light reaching the area under the bridge would remain the same. As such, no measureable change in suitable habitat for Santa Ana River woollystar is anticipated. In addition, this species was not observed under any of the existing bridges.

Construction equipment, vehicles, or imported materials could introduce and spread non-native invasive plant species within the project area, which could out-compete Santa Ana River woollystar for resources such as water and space. In addition, suitable habitat could become monotypic, thereby reducing quality and diversity of scalebroom scrub and California buckwheat scrub vegetation communities on site.

Because the project would result in a permanent loss of suitable Santa Ana River woollystar habitat, it is Caltrans' determination that the project *may affect and is likely to adversely affect* Santa Ana River woollystar.

Avoidance and minimization measure **BIO-1** will minimize some impacts on this species; however, some direct and indirect impacts on Santa Ana River woollystar would be unavoidable. Implementation of mitigation and compensatory measure **BIO-2** would ensure that potentially significant impacts are reduced to a less than significant level.

The **slender-horned spineflower** (*Dodecahema leptoceras*) is also listed as an endangered species by CDFW and USFWS. No critical habitat for this species has been designated by the USFWS. Botanical surveys conducted in May and June 2012 during the blooming period for this species were negative; however, rainfall during the 2011–2012 wet season was below average (5.54 inches, or 41 percent of average). This species has been documented in two separate populations within two miles of the project site, and suitable habitat (i.e., scalebroom scrub and California buckwheat scrub habitats) is present within the BSA. As such, this species is considered to be present within the BSA. The project would permanently impact 3.517 acres and temporarily impact 10.019 acres of suitable habitat for slender-horned spineflower.

Construction activities associated with the project would result in direct and indirect impacts on suitable habitat for slender-horned spineflower. Construction would require vegetation

clearing and would result in permanent and temporary losses of scalebroom scrub and California buckwheat scrub habitats, which are suitable habitat for slender-horned spineflower. Bridge widening, specifically the lengthening and widening of existing bridge piers, would result in the permanent loss of slender-horned spineflower suitable habitat. In addition, staging areas for construction activities would result in temporary impacts on suitable habitat. Project construction would take place across two seasons. Temporary impacts, including temporary habitat loss and changes in sediment transport resulting from exposed soils, could occur during this time.

No additional permanent impacts on suitable habitat for slender-horned spineflower or short- or long-term increases in scour or sedimentation transport would occur as a result of scour and pier protection features or from lengthened piers.

Exact placement locations for some project design features and elements, including retaining walls, relocated utilities, biofiltration swales, and sound walls, would be determined through development of the project design. However, to avoid impacts on slender-horned spineflower these features would be placed outside of sensitive areas, including suitable habitat for this species (i.e., scalebroom scrub and California buckwheat scrub habitats), to the maximum extent feasible.

Direct impacts on slender-horned spineflower from project construction could also include direct mortality of individual plants, plant injury, and alteration of plant community structure. Clearing and grading activities could disturb and compress soils, potentially destroying seed banks and preventing or reducing future use of the area by this species. In addition, construction could increase the potential for fire in the area, which could result in direct and indirect impacts on slender-horned spineflower. These impacts could be both short- and long-term in nature.

Slender-horned spineflower that is not directly affected by the project could be indirectly affected by the increase in dust during construction activities, decreasing the plant's ability to photosynthesize. This could result in diminished function or loss of individual plants.

The widening of Plunge Creek, City Creek, and Santa Ana River bridges could result in indirect impacts on slender-horned spineflower by partially shading suitable habitat. Lack of full sunlight could result in reduced photosynthetic capacity, a reduction in root and shoot biomass, an alteration in the timing of flowering and seed maturation, and stunted growth after defoliation, which can then lead to an overall reduction in the quality of the habitat. However, bridge widening would not close the gap between the westbound and eastbound lanes at any of the bridge crossings. Approximately 14 feet of open space would remain between the two lanes at Plunge Creek and Santa Ana River, and 31 feet of open space would remain at City Creek. As such, direct sunlight would continue to pass through the gap onto the ground below. Although the bridge widening may cause a slight reduction in light during the middle of the day, morning and afternoon light reaching the area under the bridge would remain the same. As such, no measureable change in suitable habitat for slender-horned spineflower is anticipated. In addition, this species was not observed under any of the existing bridges.

Construction equipment, vehicles, or imported materials could introduce and spread non-native invasive plant species within the project area, which could out-compete slender-horned spineflower for resources such as water and space. In addition, suitable habitat could become monotypic, thereby reducing quality and diversity of scalebroom scrub and California buckwheat scrub vegetation communities on site.

Because the project would result in a permanent loss of suitable slender-horned spineflower habitat, it is Caltrans' determination that the project *may affect and is likely to adversely affect* slender-horned spineflower.

Avoidance and minimization measure **BIO-3** would minimize some impacts on this species. However, some direct and indirect impacts on slender-horned spineflower are unavoidable. Impacts on slender-horned spineflower would be mitigated to a less than significant level with incorporation of the mitigation and compensatory measure **BIO-4**.

Special-Status Wildlife Species. A literature review determined that 53 special-status wildlife species may occur within the U.S. Geological Survey quadrangles surrounding the project area. Twelve of these special-status wildlife species are federal and/or state-listed endangered, threatened, or candidate species. Of the 12, the following five were determined to occur or potentially occur within the BSA based on species requirements and BSA conditions: California red-legged frog (*Rana draytonii*), Santa Ana sucker (*Catostomus santaanae*), coastal California gnatcatcher (*Polioptila californica californica*), least Bell's vireo (*Vireo bellii pusillus*), and San Bernardino kangaroo rat (*Dipodomys merriami parvus*). Suitable habitat is not present within the BSA for Delhi Sands flower-loving fly (*Rhaphiomidas terminatus abdominalis*), southern rubber boa (*Charina umbratica*), Sierra Madre yellow-legged frog (*Rana muscosa*), western yellow-billed cuckoo (*Coccyzus americanus occidentalis*), southwestern willow flycatcher (*Empidonax traillii extimus*), or Stephen's kangaroo rat (*Dipodomys stephensi*). These species are not discussed further.

Santa Ana sucker (Federally Threatened and State Species of Special Concern) does not occur in the BSA. The BSA is within the 2010 final critical habitat Subunit 1A, which encompasses approximately 1,559 acres located within the cities of Highland, Mentone, and Redlands in San Bernardino County, California. Subunit 1A is outside of the geographical distribution area of Santa Ana sucker and is not currently occupied by this species. A drop structure located south of La Cadena Drive, approximately 8.5 miles downstream of the BSA, creates an impassible barrier that prohibits Santa Ana sucker from swimming upstream. As a result, it is unlikely that this species would occur within the BSA. However, because this species occurs downstream of the BSA and the BSA contributes to the downstream ecology, avoidance and minimization efforts would be implemented to reduce impacts on water quality that could affect downstream habitat.

The BSA also occurs within designated critical habitat for the Santa Ana sucker. The project would result in permanent impacts (0.023 acre) on unoccupied Santa Ana sucker critical habitat from bridge widening construction. The proposed project would also result in temporary impacts (13.277 acres) on unoccupied Santa Ana sucker critical habitat caused by construction work areas and access. The temporary impacts on Santa Ana sucker unoccupied critical habitat along City Creek and the Santa Ana River are based on conservative

preliminary design estimates to allow for flexibility of temporary construction work areas during the final design phase of the project. The actual temporary impacts on Santa Ana sucker unoccupied critical habitat would likely be refined from those described in this report during the permitting phase of the project. Any change in impact areas will be provided to Palm Springs Fish and Wildlife Office (PSFWO).

Increased bridge piers would result in a loss of unoccupied critical habitat for Santa Ana sucker. Bridge piers within the Santa Ana River would be lengthened between 13.5 and 16.7 feet and widened approximately 1 foot. Bridge piers within City Creek would be lengthened 22.5 to 23.5 feet. Bridge pier footings would be extended at a depth of 10–12 feet below grade, and no additional scour or pier protection features would be built within 3 feet of the surface. Existing rock slope protection along bridge abutments would be replaced in kind within the Santa Ana River, and existing rock slope protection within Plunge Creek would be extended further below grade. Therefore, no increases in scour, sedimentation, or alteration of the hydrologic regime would occur as a result of scour and pier protection features or from expanded pier footings.

Although Santa Ana sucker is not anticipated to occur within the project area, there is a potential for indirect impacts on Santa Ana sucker downstream. The BSA was historically occupied by City Creek, which currently provides suitable habitat conditions for this species. USFWS determined that the portions of the Santa Ana River and City Creek, which includes the BSA, as well as Mill Creek, north of Tippecanoe Avenue, are essential for the conservation of Santa Ana sucker because they provide stream and storm waters that transport coarse sediment materials necessary to maintain substrate conditions in occupied areas for the species. Therefore, project activities in the Santa Ana River and City Creek could affect occupied habitat downstream of the BSA.

Project construction could also result in indirect impacts on Santa Ana sucker downstream habitat from a potential decrease in water quality resulting from erosion and road runoff. However, measures implemented to comply with the project Stormwater Pollution Prevention Plan (SWPPP)—as well as USACE, CDFW, and RWQCB permit conditions for impacts on jurisdictional waters—would ensure avoidance and minimization of impacts on downstream water quality. The increase in runoff as a result of an increase in impervious surfaces would be insignificant relative to current stream volume, and is not expected to result in indirect impacts on Santa Ana sucker.

Construction is expected to occur over two wet seasons within the Santa Ana River and City Creek, and water diversions would likely be required. Diversions would be installed around several, but not all, piers for each bridge at any given time in order to maintain hydrological connectivity within the rivers and creeks. No short- or long-term increases in scour, sedimentation transport, or significant hydraulic changes would occur due to scour, pier protection features, or from lengthened piers. The minor effects to the Primary Constituent Elements (PCEs) for Santa Ana sucker within unoccupied critical habitat and the implementation of avoidance and minimization measures will not appreciably diminish the ecological function or value of the critical habitat.

Standard measures implemented to comply with the project SWPPP, and permit conditions for impacts on jurisdictional waters required by USACE, CDFW, and RWQCB, would ensure avoidance and minimization of impacts on downstream water quality. Based on the lack of direct impacts on Santa Ana sucker and minor direct impacts on unoccupied Santa Ana sucker critical habitat, it is Caltrans' determination that the project *may impact, but is not likely to adversely impact* Santa Ana sucker or its critical habitat. Impacts would be considered less than significant with incorporation of measure **BIO-5**.

California red-legged frog (Federally Threatened and State Species of Special Concern) has limited suitable habitat within the BSA along City Creek in deep pools with slow moving waters. Surveys conducted in May and June 2012 did not detect any California red-legged frog within the BSA. Based on the fact that the last known occurrence of this species in the region was 30 years ago, the lack of high quality suitable habitat present within the BSA, and negative wildlife surveys, the species is considered absent from the BSA. No direct or indirect impacts from the proposed project are anticipated; therefore, it is Caltrans' determination that the project would have *no effect* on California red-legged frog, and avoidance, minimization, and/or mitigation measures are not needed.

Least Bell's vireo (Federally Endangered and State Endangered) is a summer resident of southern California and breeds in willow thickets and other dense, low riparian growths in lowlands and lower portions of canyons. Protocol surveys were conducted in potentially suitable riparian habitats in the BSA between May 10 and July 27, 2012. Survey results indicate that the species does not currently occupy any of the riparian habitats within the BSA. The nearest known occurrence of the species is approximately 2.1 miles west of the BSA within dense riparian vegetation in the Santa Ana River. The species was not observed and is therefore considered absent from the BSA. No direct or indirect impacts from the proposed project are anticipated; therefore, avoidance, minimization, and/or mitigation measures are not needed.

Coastal California gnatcatcher (Federally Threatened and State Species of Special Concern) typically occurs in, or near, sage scrub habitats and is typically found in California sage scrub having a canopy cover greater than 50 percent. Focused surveys during spring 2012 determined the species to be absent from the BSA. No critical habitat for coastal California gnatcatcher occurs within the BSA. The species was not observed and is therefore considered absent from the BSA. No direct or indirect impacts from the proposed project are anticipated; therefore, it is Caltrans' determination that the project would have *no effect* on Coastal California gnatcatcher, and avoidance, minimization, and/or mitigation measures are not needed.

San Bernardino kangaroo rat (Federally Endangered and State Species of Special Concern) has been known to occur primarily in the Santa Ana River and its tributaries north of I-10 within San Bernardino County. The BSA is located within the 2008 final critical habitat Unit 1 for San Bernardino kangaroo rat, which encompasses approximately 3,258 acres within the Santa Ana River Wash along portions of Plunge Creek, Mill Creek, City Creek, and the Santa Ana River. The BSA contains 108.73 acres of federally designated critical habitat for the San Bernardino kangaroo rat within the Santa Ana River, City Creek, and portions of Plunge Creek.

A total of 175 San Bernardino kangaroo rats were captured during small mammal live trapping surveys in October and November 2012. Of the 175 captures, 118 were unique individuals and 57 were recaptures. San Bernardino kangaroo rats were captured at 14 of the 15 survey areas studied, including essentially all habitats where the dominant vegetation cover was scalebroom scrub or California buckwheat scrub. The only survey areas where this species was not captured were areas that traversed the main channel of the Santa Ana River within deep, sandy, low-flow washes, and along City Creek in the associated berms west of SR-210 where the habitat was either open sandy wash or sandy/cobbly bench with mule fat thicket or ruderal vegetation. The survey area for San Bernardino kangaroo rat was based on preliminary design plans. Subsequent modifications to the design plan resulted in additional temporary impacts on potential habitat for San Bernardino kangaroo rat near City Creek. Because this additional suitable habitat was not included in the 2012 live-trapping surveys, it is assumed as occupied habitat.

The proposed project would result in temporary and permanent impacts on San Bernardino kangaroo rat–occupied habitat and critical habitat due to bridge widening construction and grading as well as temporary work areas and access. Temporary and permanent impacts on San Bernardino kangaroo rat–occupied habitat are shown in Table 2-1, and impacts on critical habitat are shown in Table 2-2. The temporary impacts on San Bernardino kangaroo rat–occupied habitat and critical habitat along Plunge Creek, City Creek, and the Santa Ana River are based on conservative preliminary design estimates to allow for flexibility of temporary construction work areas during the final design phase of the project. The actual temporary impacts on San Bernardino kangaroo rat–occupied habitat and critical habitat will likely be refined from those described in this report during the permitting phase of the proposed project. Any change in impact will be provided to PSFWO.

Table 2-1. Impacts on San Bernardino Kangaroo Rat Suitable Habitat

Habitat Suitability Classification	Permanent Impact (acre)	Temporary Impact (acre)
High	0.000	0.004
Medium/high	0.000	0.000
Medium	0.253	0.069
Low/medium	0.000	1.175
Low	0.333	1.293
Low/Trace	0.000	0.155
Total	0.586	2.696

Table 2-2. Impacts on San Bernardino Kangaroo Rat Critical Habitat

	Permanent Impact (acre)	Temporary Impact (acre)
Critical habitat with PCEs	1.747	10.746
Critical habitat without PCEs*	18.668	8.394
Total	20.415	19.140

*Critical habitat not containing the PCEs for San Bernardino kangaroo rat includes developed areas, ornamental landscapes, and paved roads.

Construction activities associated with the project would result in direct and indirect impacts on occupied and critical habitat for San Bernardino kangaroo rat. Construction would require vegetation clearing and would result in temporary impacts and permanent losses of scalebroom scrub and California buckwheat scrub habitats. Bridge widening, specifically the lengthening and widening of existing bridge piers, would result in the permanent loss of San Bernardino kangaroo rat suitable habitat. In addition, access roads and staging areas for construction activities would result in temporary impacts on occupied habitat and critical habitat. Project construction would take place across two seasons. Temporary impacts, including temporary habitat loss and changes in sediment transport resulting from exposed soils, could occur during this time.

Increased bridge piers would result in a minimal loss of occupied and critical habitat for San Bernardino kangaroo rat. No additional permanent impacts would occur as a result of scour and pier protection features.

Exact placement locations for some project design features and elements, including retaining walls, relocated utilities, biofiltration swales, and sound walls, would be determined through development of the project design. However, to avoid impacts on San Bernardino kangaroo rat these features would be placed outside of sensitive areas, including occupied habitat, critical habitat, and suitable habitat for this species, to the maximum extent feasible.

Project construction and vegetation clearing could result in direct mortality, injury, or harassment of individual San Bernardino kangaroo rats by construction vehicles and heavy equipment. Other direct impacts may include individuals being crushed or entombed in their burrows, collection by project personnel, and harassment, injury, or mortality from encounters with pets. Activities associated with construction, including disturbance by noise or vibrations from the heavy equipment, may result in disruption of San Bernardino kangaroo rat behavior. If construction occurs during the breeding season, it could disturb breeding behavior, resulting in negative impacts on reproduction.

Other potential direct impacts include the compaction of soil by construction vehicles, which may decrease the availability of friable soils for burrow creation. Capturing, handling, and relocating San Bernardino kangaroo rats that occur within the construction area could cause injury or death if proper handling and relocation techniques are not used. Artificial lighting could affect nocturnal activities, including foraging. In addition, artificial lighting at night may increase predation risk by allowing predators, such as owls, to hunt more efficiently.

Indirect effects of construction within the project area include an increase in human activity, which could result in an increase in opportunistic predators that are attracted to litter, such as coyotes (*Canis latrans*) and American crows (*Corvus brachyrhynchos*). Construction and mechanical soil disturbance may adversely affect San Bernardino kangaroo rat habitat on site by altering drainage patterns and encouraging the spread of invasive plant species, which could indirectly result in loss of quality habitat and an increase in fire frequency.

Because the project would result in the permanent loss of occupied, suitable, and critical habitat for San Bernardino kangaroo rat, it is Caltrans' determination that the project *may affect and is likely to adversely affect* San Bernardino kangaroo rat.

Avoidance and minimization measure **BIO-6** would be incorporated into the project in order to minimize impacts on San Bernardino kangaroo rat. Implementation of compensatory measure **BIO-7** would fully compensate for any impacts on San Bernardino kangaroo rat. Impacts would be considered less than significant with incorporation of measures **BIO-6** and **BIO-7**.

Burrowing owl (*Athene cunicularia*) is a California Species of Special Concern and is not federally or state-listed. It is protected during the nesting season by the Migratory Bird Treaty Act (MBTA) and under Sections 3503 and 3800 of the California Fish and Game Code. Sections 2503, 3503.5, and 2800 of the California Fish and Game Code also prohibit the take, possession, or destruction of birds, their nests, or eggs. All potential suitable habitats within the BSA were assessed during a habitat assessment on May 2 and 3, 2012. Following the habitat assessment, a subsequent focused burrow survey was conducted in one location (i.e., survey area) having suitable burrows and the potential to support burrowing owl; however, no burrowing owls were observed. The closest documented burrowing owls are located 0.7 mile east of the BSA, north of the Santa Ana River and east of the San Bernardino International Airport. As a result, measure **BIO-8**, which includes a pre-construction survey within the BSA will be implemented within 30 days prior to the start of construction activities. No burrowing owls were observed within the BSA; therefore, no compensatory mitigation is required. However, if burrowing owls are detected within the BSA during pre-construction surveys, then mitigation could be required and would be developed in consultation with CDFW during the permitting phase of the project. If temporary impacts are expected, mitigation may include habitat restoration to return the area to preconstruction conditions, including decompacting the soil and revegetation. Mitigation for permanent impacts may include preservation of suitable habitat on site or off site, which would satisfy the best practices outlined in the CDFW 2012 *Staff Report on Burrowing Owl Mitigation*, to the maximum extent feasible, including the size and quality of the land preserved, the existence of comparable habitat attributes of the impacted and conserved lands, and the proximity of the preserved land to the BSA (CDFW 2012). Mitigation would include impacts on nesting, occupied, and satellite burrows as well as suitable burrowing owl habitat. Impacts would be considered less than significant with incorporation of measure **BIO-8**.

Special-Status Bats with the potential to occur in the BSA include western mastiff bat (*Eumops perotis*), western yellow bat (*Lasiurus xanthinus*), and pallid bat (*Antrozous pallidus*). A bat habitat suitability assessment was conducted on September 26 and October 10 and 12, 2012, and it was determined that only one bridge, City Creek, had evidence of bat usage. However, bats can change roost locations seasonally and there is a potential for bat species to use any of the bridges, culverts, and large trees in the project vicinity for day and/or night roosting. Project impacts on bat species may include temporary indirect disturbance such as noise, vibration, dust, night lighting, and human encroachment from construction. In addition, construction could temporarily impede access to roost sites in the holes and crevices of bridges, culverts, and overhead structures. The widening and

modification of bridges will increase future potential roosting habitat by providing more roosting crevices. As a result, the project is not expected to substantially affect bat roosting habitat. Avoidance and minimization measure **BIO-9** will be incorporated to avoid and minimize impacts on special-status bat species. With the implementation of measure **BIO-9**, the proposed project is not expected to affect bat species; therefore, specific compensatory mitigation is not included. In addition, compensatory mitigation may be required during the permitting phase, which will benefit bat species by increasing roosting habitat availability. Impacts would be considered less than significant with incorporation of measure **BIO-9**.

b) **Less than Significant with Mitigation.** Four Natural Communities of Special Concern considered important by CDFW were identified within the BSA: scalebroom scrub (*Lepidospartum squamatum*), California buckwheat scrub (*Eriogonum fasciculatum*), arroyo willow thicket (*Salix lasiolepis*), and mule fat thicket (*Baccharis salicifolia*). The species composition of these vegetation communities matches that of the riversidean alluvial fan sage scrub, coastal sage scrub, southern riparian forest, and southern riparian scrub communities, respectively, as described by Holland (1986). These vegetation communities are considered sensitive by CDFW and provide potential habitat for a number of listed and special-status species. These vegetation communities have been reduced during recent decades primarily due to urbanization. A total of 112.15 acres of these sensitive vegetation communities occur within the BSA.

Scalebroom scrub within the BSA was the dominant vegetation type along the benches of the Santa Ana River, City Creek, and Plunge Creek. An estimated 68.09 acres of scalebroom scrub and 6.86 acres of disturbed scalebroom scrub were identified and mapped during field surveys in 2012 and 2013. The temporary impacts on scalebroom scrub along Plunge Creek, City Creek, and the Santa Ana River are based on conservative preliminary design estimates to allow for flexibility of temporary construction work areas during the final project design phase. The actual temporary impacts on scalebroom scrub will be refined from those described in this report during the permitting phase of the project (Table 2-3). Impacts on scalebroom scrub habitat would be mitigated to a less than significant level with incorporation of avoidance and/or minimization measure **BIO-10**. Implementation of compensatory measure **BIO-11** would fully compensate for any impacts on scalebroom scrub habitat. Impacts would be considered less than significant with incorporation of measures **BIO-10** and **BIO-11**.

Table 2-3. Impacts on Scalebroom Scrub Habitat

	Permanent Impact (acre)	Temporary Impact (acre)
Scalebroom scrub	1.474	6.180
Disturbed scalebroom scrub	0.000	0.359
Total	1.474	6.539

California buckwheat scrub is also associated with City Creek, Plunge Creek, and the Santa Ana River along upper terraces of drainages and on elevated areas along road shoulders and engineered road grades. An estimated 12.06 acres of California buckwheat scrub and 19.68 acres of disturbed California buckwheat scrub were identified and mapped during field surveys in 2012 and 2013. The project would result in the permanent loss of

2.013 acres and temporary loss of 3.480 acres of California buckwheat scrub habitat through disturbance and/or removal of existing vegetation. Impacts on California buckwheat scrub would be minimized with the implementation of avoidance and/or minimization measure **BIO-12.** California buckwheat scrub within the proposed project boundaries is not protected by any federal, state, or local regulations; however, portions of California buckwheat scrub are within critical habitat for San Bernardino kangaroo rat and some portions are also occupied. Impacts on California buckwheat scrub within critical habitat and/or occupied with San Bernardino kangaroo rat will be mitigated during Section 7 consultation with USFWS. Compensatory mitigation for San Bernardino kangaroo rat is identified in **BIO-7** and includes on-site restoration of temporary impacts and off-site mitigation of permanent impacts.

Arroyo willow thicket and mule fat thicket are the two riparian Natural Communities of Special Concern designated by CDFW within the BSA. Riparian habitat occurs in several small patches along City Creek, Plunge Creek, and topographic low points on mining lands within the BSA. A narrow band approximately two to three feet wide of arroyo willow thicket approximately 0.11 acre in size was identified and mapped along the northern portion of City Creek. Three areas of disturbed arroyo willow thicket were identified along Plunge Creek, totaling 1.17 acres. These areas have all been disturbed by mining activities and SR-210. An estimated 1.14 acres of mule fat thicket occurs along City Creek, and 3.04 acres of disturbed mule fat thicket occurs along Plunge Creek. The proposed project would result in permanent and temporary impacts on riparian habitats through disturbance and/or removal of existing vegetation (Table 2-4). Measure **BIO-13** would be incorporated into the project in order to avoid and minimize impacts on riparian habitat. Implementation of compensatory mitigation **BIO-14** would fully compensate for any impacts on riparian habitat. Impacts would be considered less than significant with incorporation of measures **BIO-13** and **BIO-14**.

Table 2-4. Impacts on Riparian Habitats

	Permanent Impact (acre)	Temporary Impact (acre)
Arroyo willow thicket	0.000	0.049
Disturbed arroyo willow thicket	0.000	0.000
Mule fat thicket	0.001	0.523
Disturbed mule fat thicket	0.000	0.270
Total	0.001	0.842

Jurisdictional delineation surveys for aquatic resources were conducted on June 28, August 1 and 22, October 11 and 12, 2012, and on October 3, 2013. Areas of potential jurisdiction were evaluated according to CDFW criteria. The BSA generally consisted of a 100-foot buffer from the outside edge of proposed permanent structures (Figure-2-1). The buffer was extended out to 500 feet within some areas to accommodate potential temporary construction access impacts. These areas included Sand Creek and also City Creek south to the southern bank of the Santa Ana River. Total potential jurisdiction is provided in Table 2-5. Potential CDFW jurisdiction totals 59.35 acres of non-riparian channel bed and bank and 2.29 acres of riparian channel bed and bank.

Table 2-5. Potential CDFW Jurisdiction

Feature ID	Potential CDFW Jurisdiction (acres/linear feet)	
	Riparian	Non-riparian
1	0.011/33	0.122/860
2 (Sand Creek)	0.135/200	1.958/1634
3	0.030/103	3.384/5283
4	0/0	2.262/4763
5 (City Creek)	0.673/2376	24.669/2569
6	--	--
7	--	--
8 (Plunge Creek)	1.391/518	3.155/1531
9 (Santa Ana River)	0/0	19.454/1048
10	0/0	4.261/4828
11	0.047/186	0.081/661
Total	2.287/3416	59.346/23177

Temporary and permanent impacts on potential CDFW jurisdictional aquatic resources are provided in Table 2-6. The locations of these jurisdictional features are shown on Figure 2-2 A-Q and are identified by Feature ID. The temporary impacts on aquatic resources along Plunge Creek, City Creek, and the Santa Ana River are based on conservative preliminary design estimates to allow for flexibility of temporary construction work areas during the final design phase of the project. The actual temporary impacts on aquatic resources will be refined from those described in this report during the project permitting phase.

Table 2-6. Impacts on Potential CDFW Jurisdiction

Feature ID	Temporary Impacts (acres/linear feet)		Permanent Impacts (acres/linear feet)	
	Riparian	Non-riparian	Riparian	Non-riparian
1	0/0	0/0	0/0	0.097/790
2 (Sand Creek)	0/0	0.578/608	0/0	0.003/40
3	0/0	0.101/673	0/0	0/0
4	0/0	0/0	0/0	.0004/28
5 (City Creek)	0.221/501	5.634/1287	0/0	0.014/220
6	--	--	--	--
7	--	--	--	--
8 (Plunge Creek)	0/0	0.510/368	0/0	0/0
9 (Santa Ana River)	0/0	6.415/832	0/0	0.021/575
10	0/0	0.074/37	0/0	0/0
11	0.047/198	0.053/270	0/0	0/0
Total	0.268/699	13.365/4075	0/0	0.135/1653

The proposed project will require authorization from the CDFW (pursuant to Section 1602 of the California Fish and Game Code) as a result of impacts on jurisdictional aquatic resources.

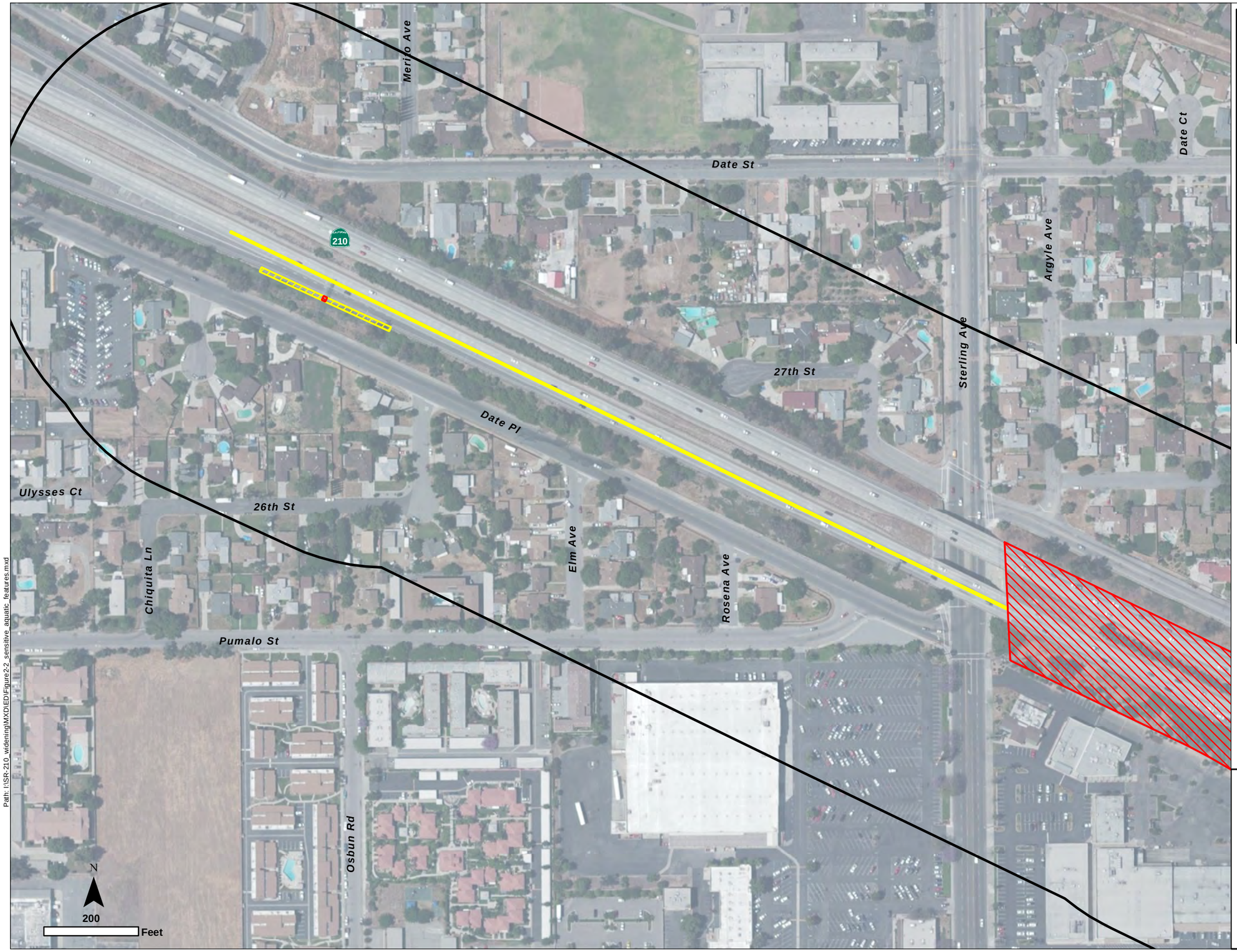
To mitigate impacts on these CDFW jurisdictional areas, a compensatory mitigation plan will be developed during the permitting phase (measure **BIO-15**). Compensatory mitigation for temporary impacts will include on-site habitat restoration within Caltrans right of way. Permanent impacts on non-wetland and wetland waters will be mitigated off site at a minimum 2:1 ratio through an approved in-lieu fee program or other agency-approved mitigation bank/in-lieu fee program.

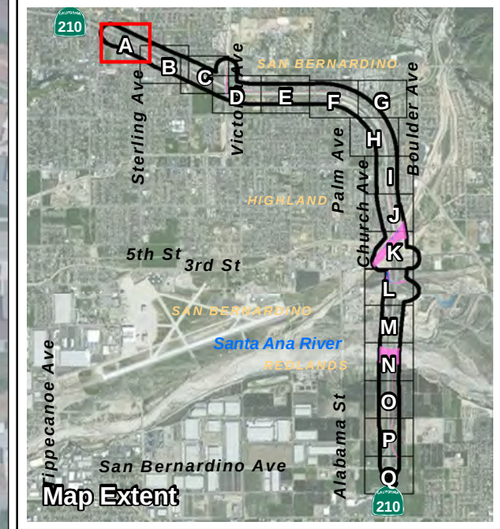
c) **Less than Significant with Mitigation:** A jurisdictional delineation of aquatic resources determined that there are jurisdictional wetland and other water features within the BSA potentially subject to the jurisdiction of the USACE, CDFW, and RWQCB. Figure 2-2 illustrates the aquatic resources present within the BSA. A total of 45.82 acres of potential USACE jurisdictional non-wetland waters and 2.20 acres of wetlands were delineated in the BSA. RWQCB jurisdiction in the BSA includes the same potential USACE jurisdiction (45.82 acres non-wetland and 2.20 acres wetland) as well as 0.25 acres of potential California Water Code Porter-Cologne Water Quality Control Act (Porter-Cologne) jurisdiction. As mentioned previously, potential CDFW jurisdiction totals 59.35 acres of non-riparian channel bed and bank and 2.29 acres of riparian channel bed and bank.

Temporary and permanent impacts on potential CDFW, USACE, RWQCB, and jurisdictional aquatic resources are provided in Tables 2-6, 2-7, and 2-8, respectively. The temporary impacts on aquatic resources along Plunge Creek, City Creek, and the Santa Ana River are based on conservative preliminary design estimates to allow for flexibility of temporary construction work areas during the final planning phase of the proposed project. The actual temporary impacts on aquatic resources will be refined from those described in this report during the permitting phase of the proposed project (Tables 2-6, 2-7, and 2-8).

Table 2-7. Impacts on Potential USACE Jurisdiction

	Temporary Impacts (acres/linear feet)		Permanent Impacts (acres/linear feet)	
Feature ID	**Wetland**	**Non-wetland**	**Wetland**	**Non-wetland**
1	--	--	--	--
2 (Sand Creek)	0/0	0.431/410	0/0	0.0001/4
3	0/0	0.0830/574	0/0	0/0
4	0/0	0/0	0/0	0.0001/5
5 (City Creek)	0.221/501	4.872/1287	0.0004/7	0.014/220
6	--	--	--	--
7	--	--	--	--
8 (Plunge Creek)	0/0	0.224/372	0/0	0/0
9 (Santa Ana River)	0/0	6.415/747	0/0	0.021/575
10	0/0	0.074/37	0/0	0/0
11	--	--	--	--
Total	0.221/501	12.099/3427	0.0004/7	0.0352/804





Biological Study Area (500-ft Buffer)

Impacts

- Permanent
- Temporary

Clean Water Act (Section 404 and 401) Jurisdiction

- Non-wetland WoUS, RWQCB Non-wetland
- Wetland WoUS, RWQCB Wetland

State Jurisdiction

- Riparian CDFW
- Non-riparian CDFW
- Riparian CDFW, RWQCB Porter-Colonge
- Non-riparian CDFW, RWQCB Porter-Cologne
- Non-jurisdictional Feature

Figure 2-2A, Sensitive Biological Resources, Aquatic Features

SR-210 Mixed Flow Lane Addition from Highland to San Bernardino Avenue

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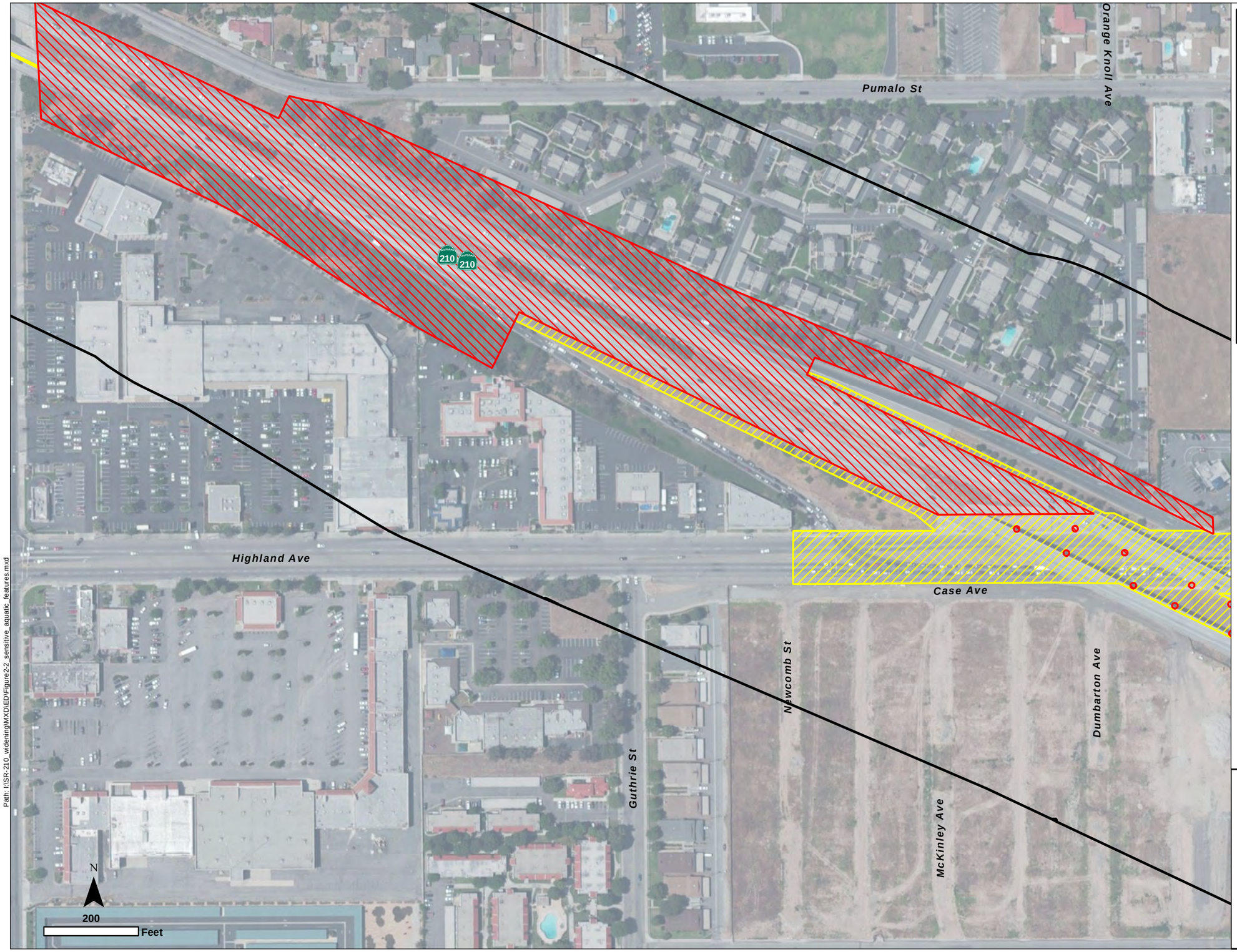

Biological Study Area (500-ft Buffer)

Impacts

- Permanent
- Temporary

Clean Water Act (Section 404 and 401) Jurisdiction

- Non-wetland WoUS, RWQCB Non-wetland
- Wetland WoUS, RWQCB Wetland

State Jurisdiction

- Riparian CDFW
- Non-riparian CDFW
- Riparian CDFW, RWQCB Porter-Colonge
- Non-riparian CDFW, RWQCB Porter-Cologne
- Non-jurisdictional Feature

Figure 2-2B, Sensitive Biological Resources, Aquatic Features

SR-210 Mixed Flow Lane Addition from Highland to San Bernardino Avenue

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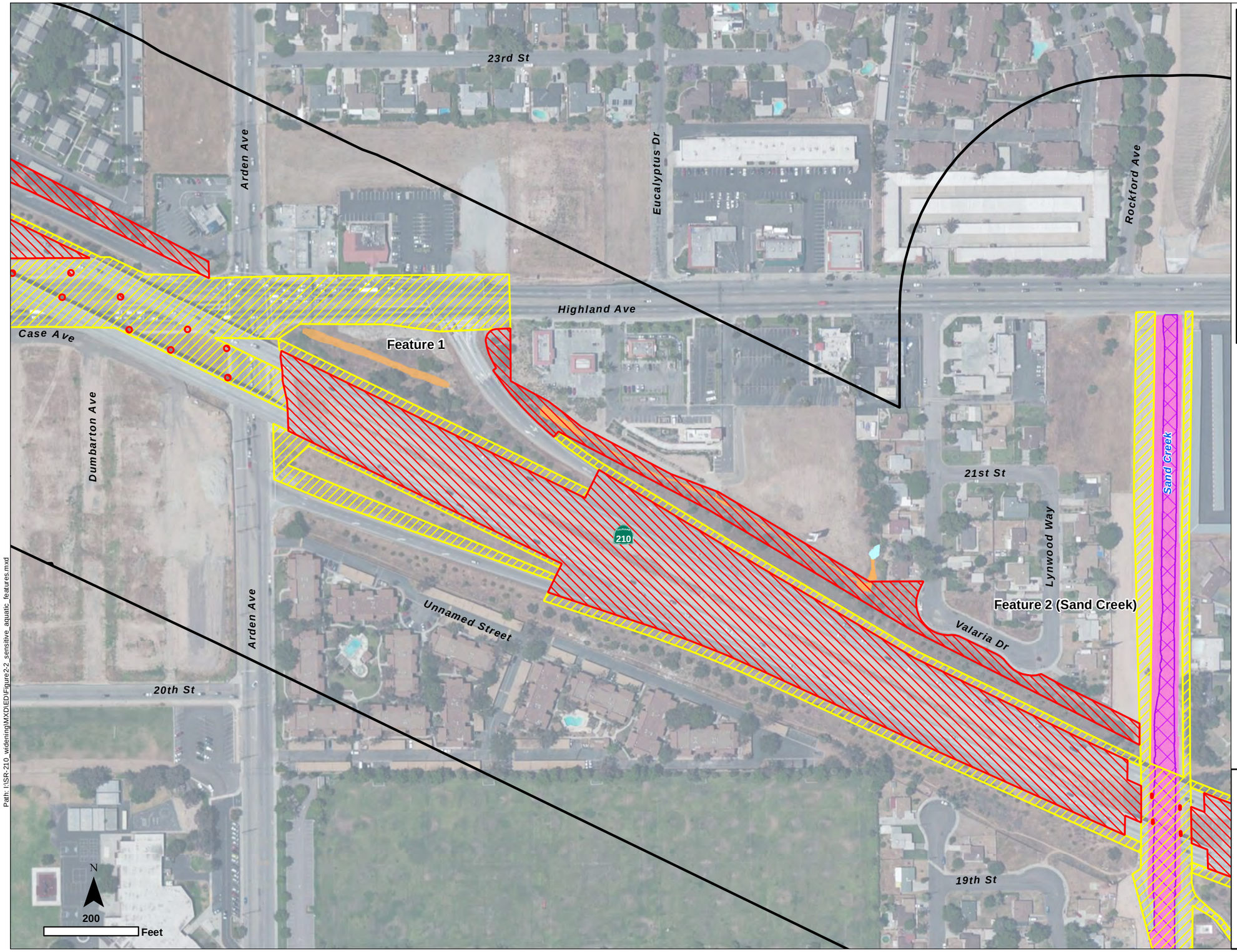

Biological Study Area (500-ft Buffer)

Impacts

- Permanent
- Temporary

Clean Water Act (Section 404 and 401) Jurisdiction

- Non-wetland WoUS, RWQCB Non-wetland
- Wetland WoUS, RWQCB Wetland

State Jurisdiction

- Riparian CDFW
- Non-riparian CDFW
- Riparian CDFW, RWQCB Porter-Colonge
- Non-riparian CDFW, RWQCB Porter-Cologne
- Non-jurisdictional Feature

Figure 2-2C, Sensitive Biological Resources, Aquatic Features

SR-210 Mixed Flow Lane Addition from Highland to San Bernardino Avenue

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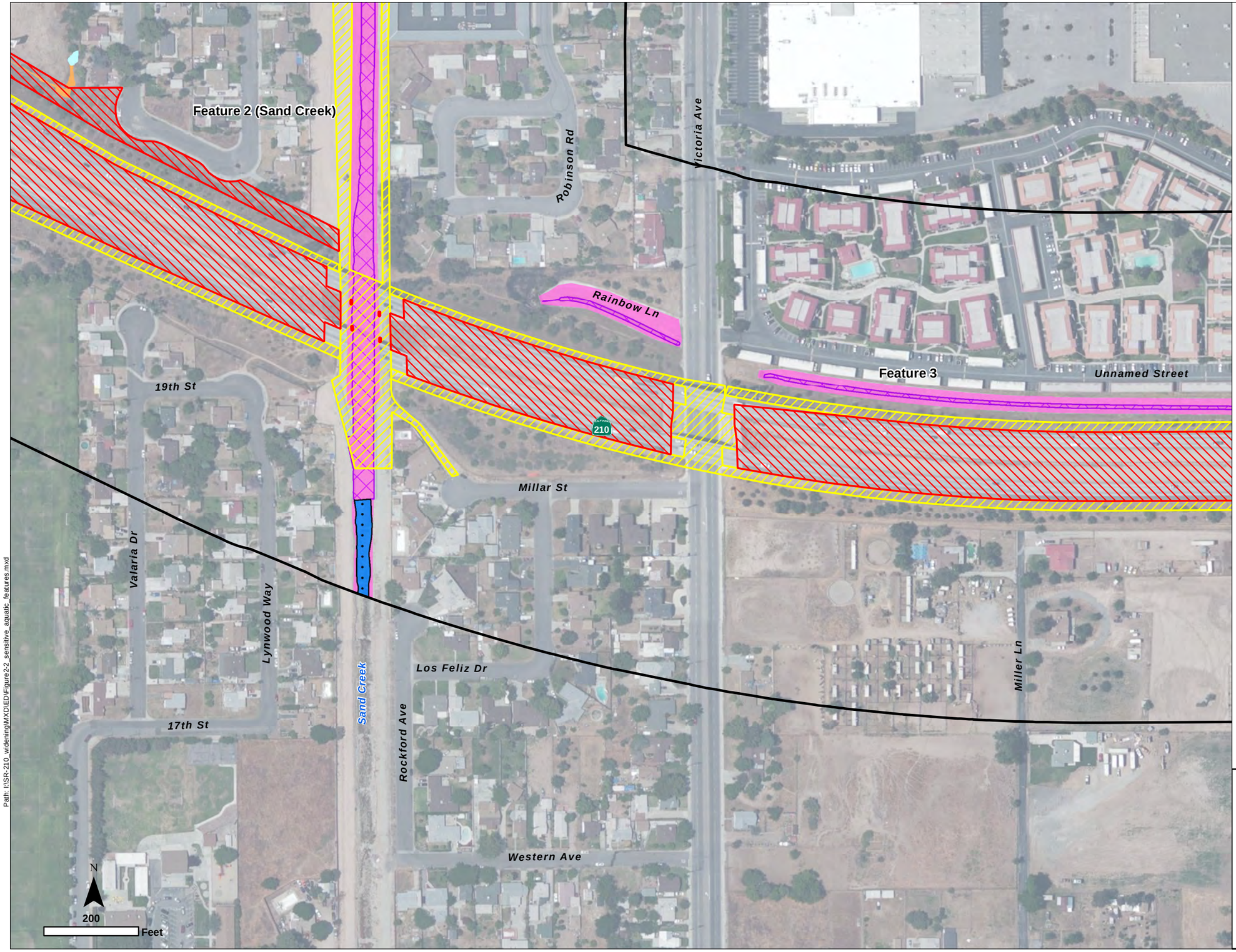

Biological Study Area (500-ft Buffer)

Impacts

- Permanent
- Temporary

Clean Water Act (Section 404 and 401) Jurisdiction

- Non-wetland WoUS, RWQCB Non-wetland
- Wetland WoUS, RWQCB Wetland

State Jurisdiction

- Riparian CDFW
- Non-riparian CDFW
- Riparian CDFW, RWQCB Porter-Colonge
- Non-riparian CDFW, RWQCB Porter-Cologne
- Non-jurisdictional Feature

Figure 2-2D, Sensitive Biological Resources, Aquatic Features

SR-210 Mixed Flow Lane Addition from Highland to San Bernardino Avenue

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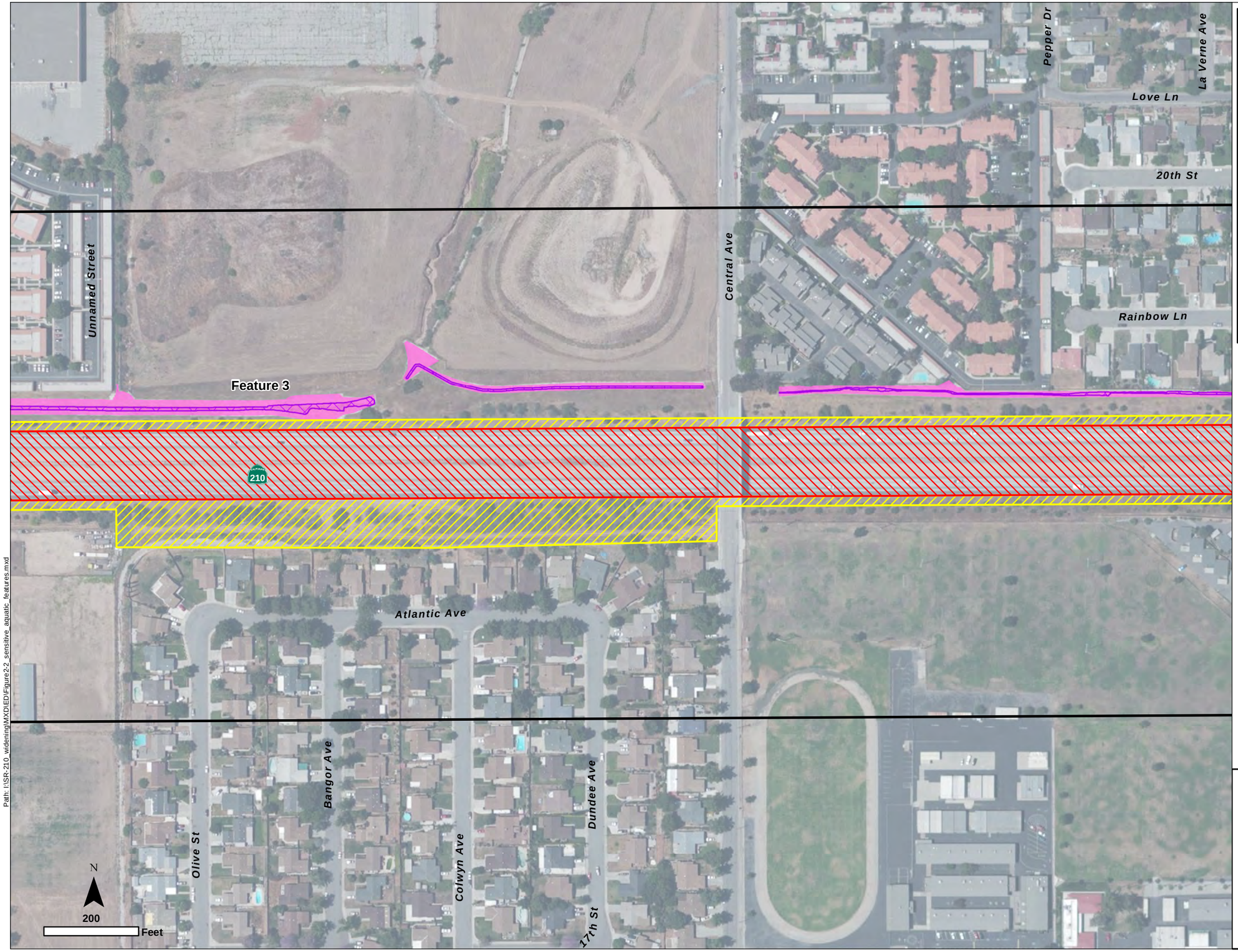

Biological Study Area (500-ft Buffer)

Impacts

Permanent

Temporary

Clean Water Act (Section 404 and 401) Jurisdiction

Non-wetland WoUS, RWQCB Non-wetland

Wetland WoUS, RWQCB Wetland

State Jurisdiction

Riparian CDFW

Non-riparian CDFW

Riparian CDFW, RWQCB Porter-Colonge

Non-riparian CDFW, RWQCB Porter-Cologne

Non-jurisdictional Feature

Figure 2-2E, Sensitive Biological Resources, Aquatic Features

SR-210 Mixed Flow Lane Addition from Highland to San Bernardino Avenue

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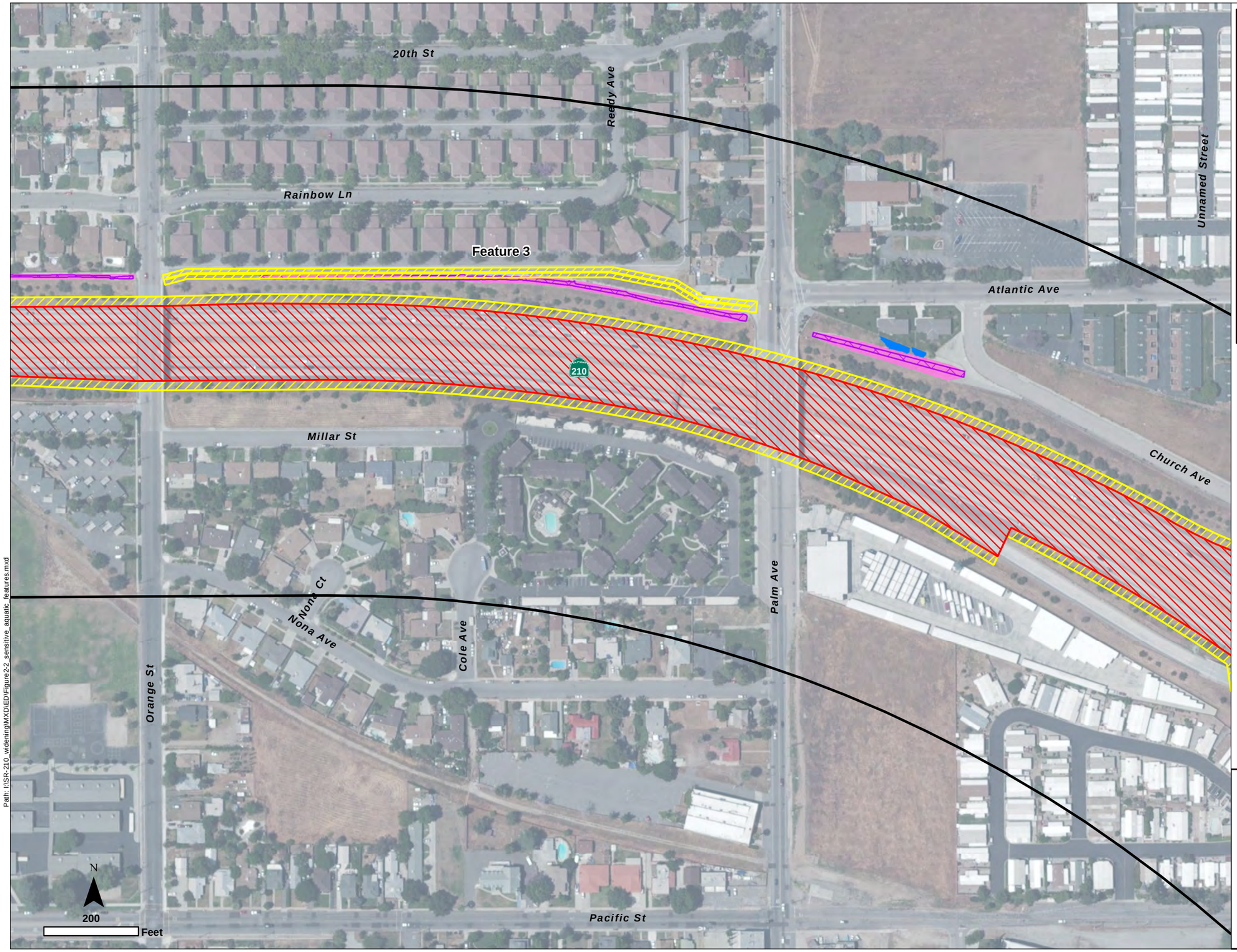

Biological Study Area (500-ft Buffer)

Impacts

- Permanent
- Temporary

Clean Water Act (Section 404 and 401) Jurisdiction

- Non-wetland WoUS, RWQCB Non-wetland
- Wetland WoUS, RWQCB Wetland

State Jurisdiction

- Riparian CDFW
- Non-riparian CDFW
- Riparian CDFW, RWQCB Porter-Colonge
- Non-riparian CDFW, RWQCB Porter-Cologne
- Non-jurisdictional Feature

Figure 2-2F, Sensitive Biological Resources, Aquatic Features

SR-210 Mixed Flow Lane Addition from Highland to San Bernardino Avenue

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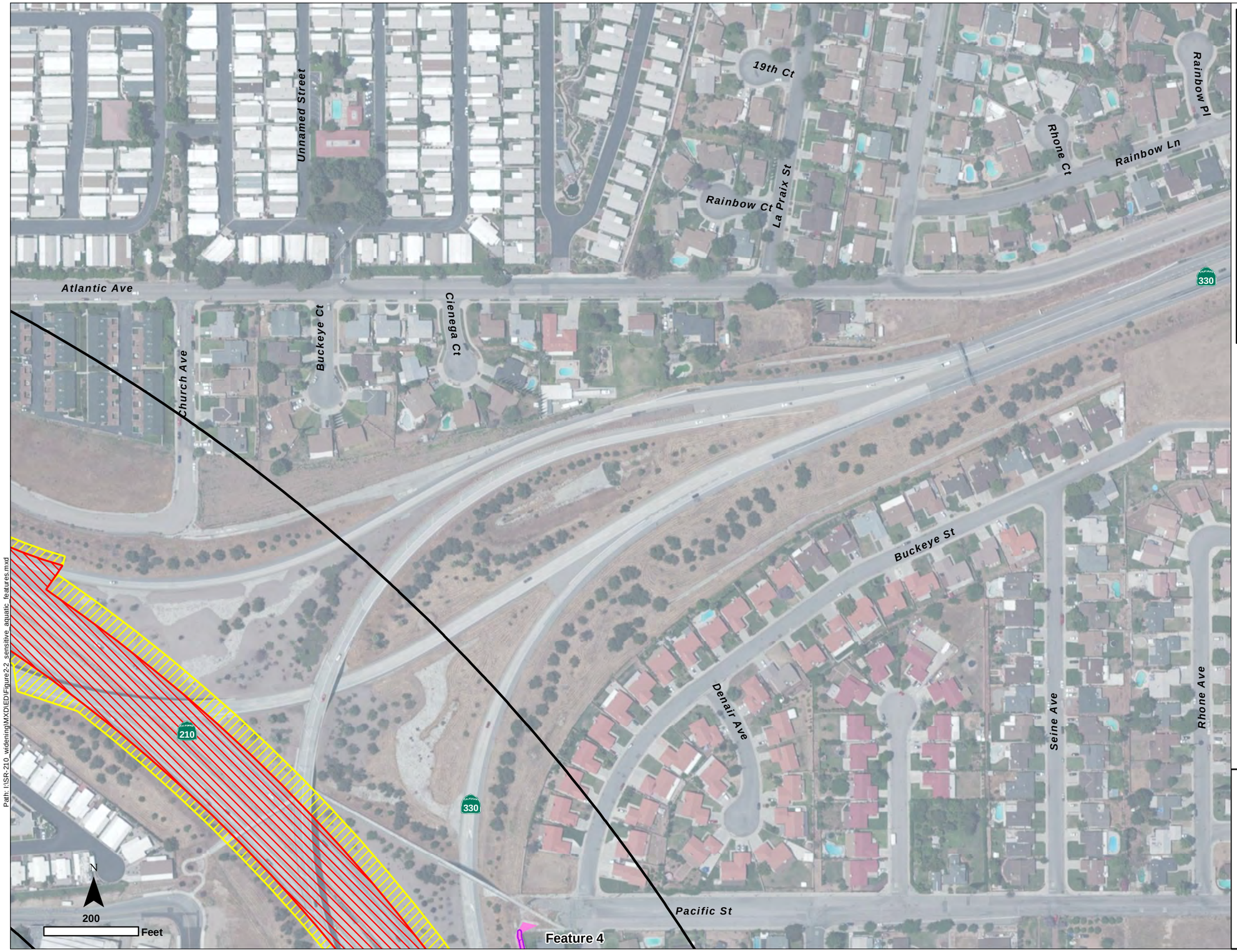

Biological Study Area (500-ft Buffer)

Impacts

Permanent

Temporary

Clean Water Act (Section 404 and 401) Jurisdiction

Non-wetland WoUS, RWQCB Non-wetland

Wetland WoUS, RWQCB Wetland

State Jurisdiction

Riparian CDFW

Non-riparian CDFW

Riparian CDFW, RWQCB Porter-Colonge

Non-riparian CDFW, RWQCB Porter-Cologne

Non-jurisdictional Feature

Figure 2-2G, Sensitive Biological Resources, Aquatic Features

SR-210 Mixed Flow Lane Addition from Highland to San Bernardino Avenue

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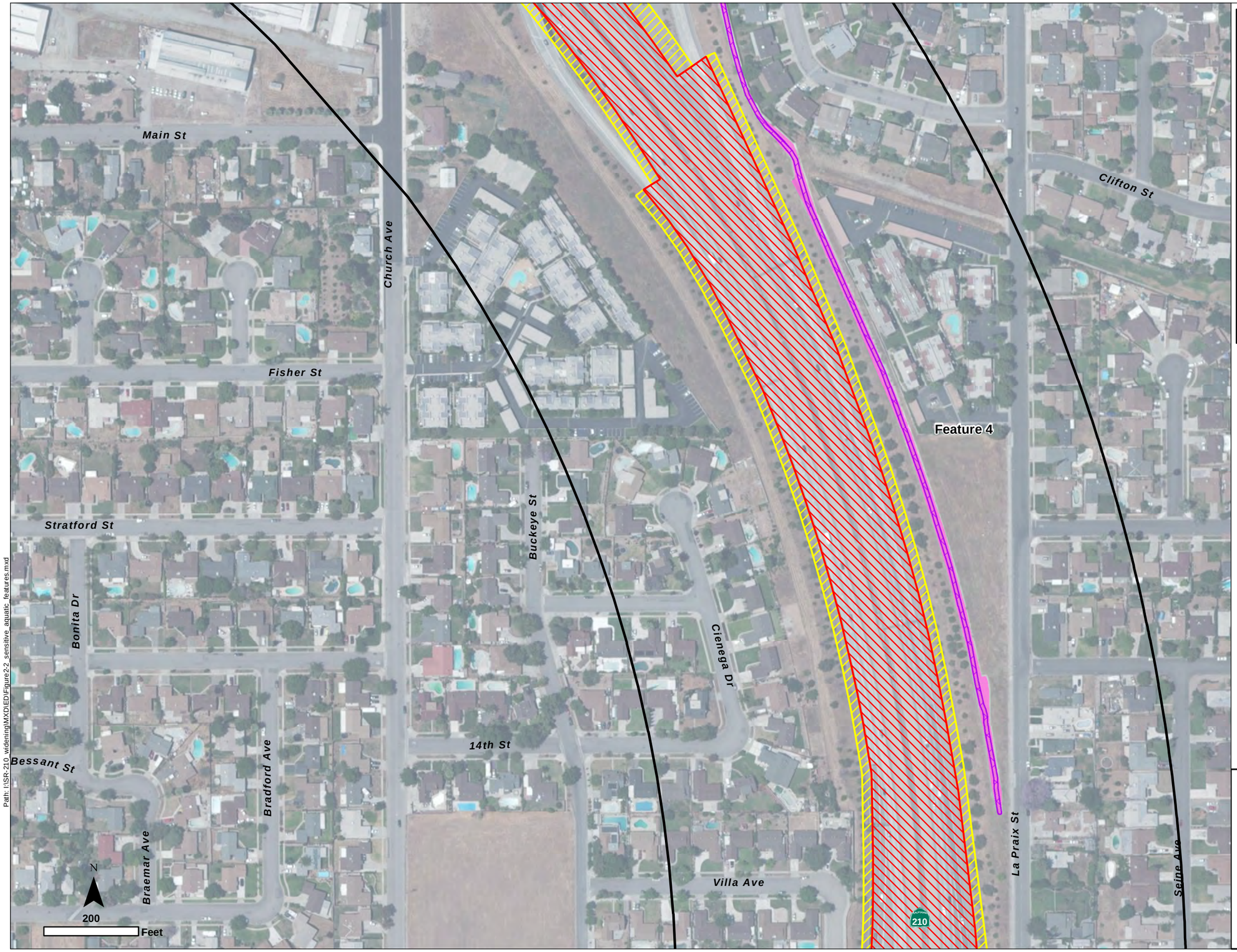

Biological Study Area (500-ft Buffer)

Impacts

Permanent

Temporary

Clean Water Act (Section 404 and 401) Jurisdiction

Non-wetland WoUS, RWQCB Non-wetland

Wetland WoUS, RWQCB Wetland

State Jurisdiction

Riparian CDFW

Non-riparian CDFW

Riparian CDFW, RWQCB Porter-Colonge

Non-riparian CDFW, RWQCB Porter-Cologne

Non-jurisdictional Feature

Figure 2-2H, Sensitive Biological Resources, Aquatic Features

SR-210 Mixed Flow Lane Addition from Highland to San Bernardino Avenue

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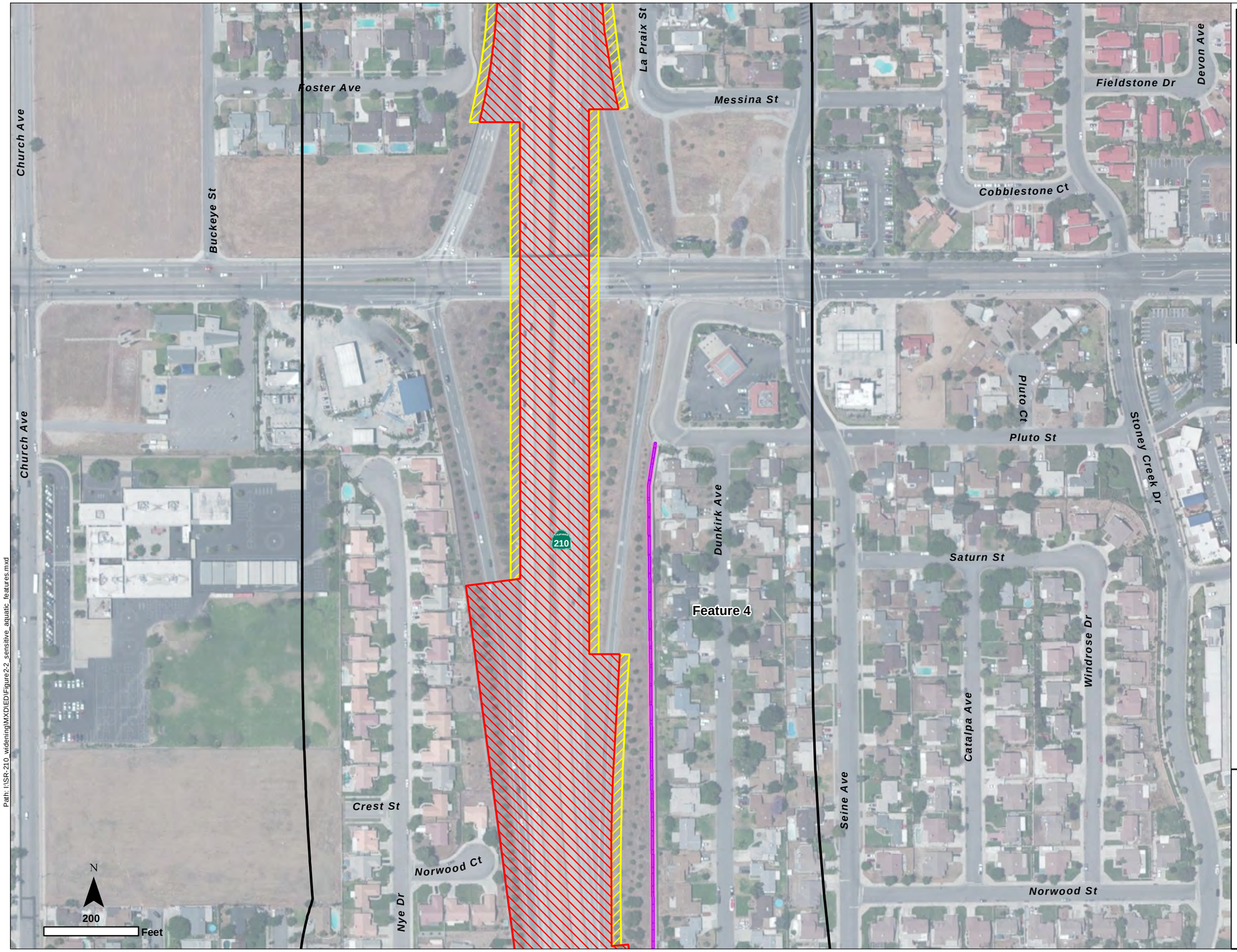

Biological Study Area (500-ft Buffer)

Impacts

- Permanent
- Temporary

Clean Water Act (Section 404 and 401) Jurisdiction

- Non-wetland WoUS, RWQCB Non-wetland
- Wetland WoUS, RWQCB Wetland

State Jurisdiction

- Riparian CDFW
- Non-riparian CDFW
- Riparian CDFW, RWQCB Porter-Colonge
- Non-riparian CDFW, RWQCB Porter-Cologne
- Non-jurisdictional Feature

Figure 2-2I, Sensitive Biological Resources, Aquatic Features

SR-210 Mixed Flow Lane Addition from Highland to San Bernardino Avenue

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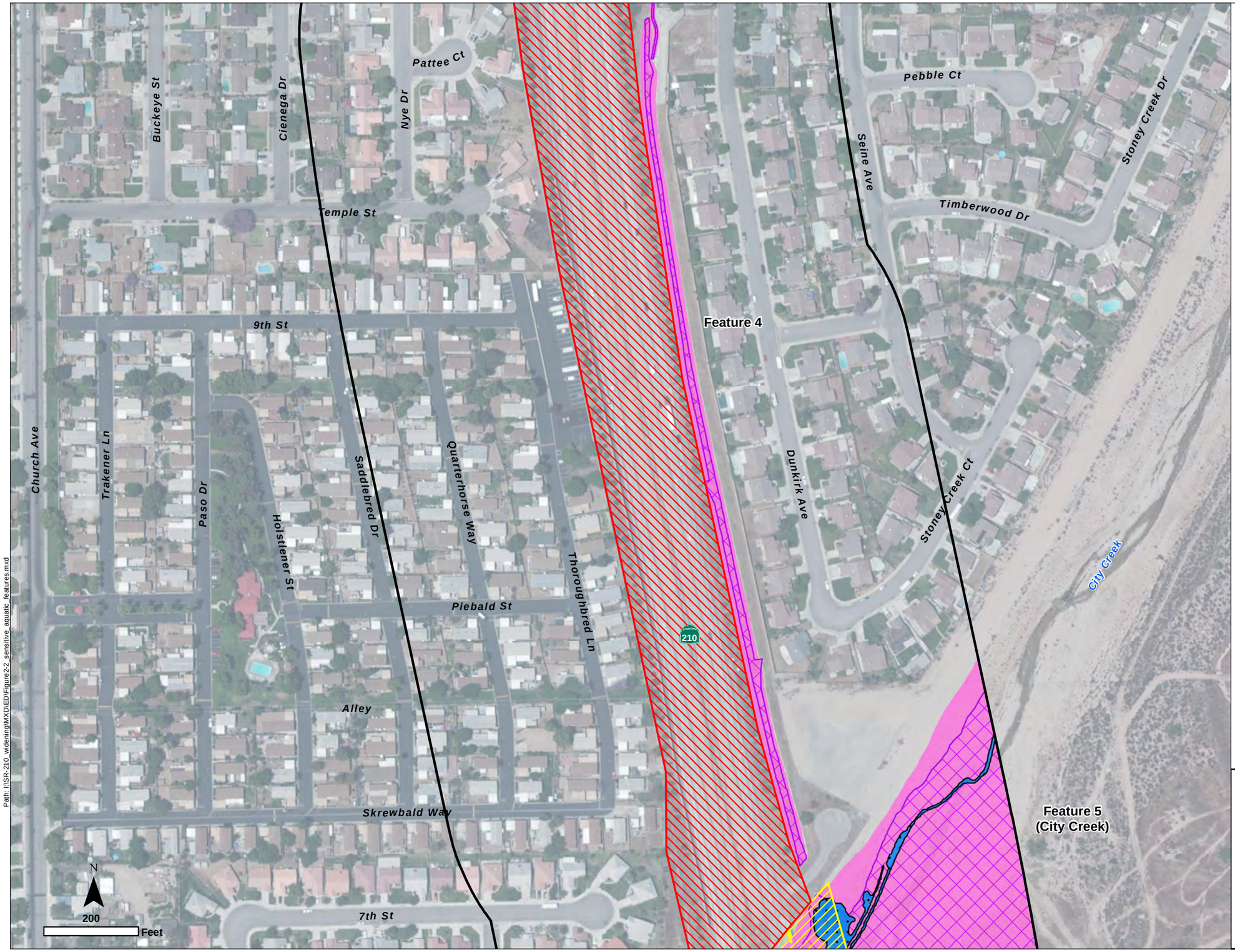

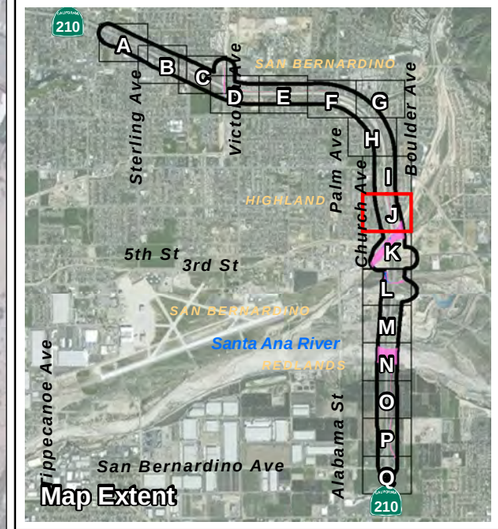

Biological Study Area (500-ft Buffer)

Impacts

- Permanent
- Temporary

Clean Water Act (Section 404 and 401) Jurisdiction

- Non-wetland WoUS, RWQCB Non-wetland
- Wetland WoUS, RWQCB Wetland

State Jurisdiction

- Riparian CDFW
- Non-riparian CDFW
- Riparian CDFW, RWQCB Porter-Colonge
- Non-riparian CDFW, RWQCB Porter-Cologne
- Non-jurisdictional Feature

Figure 2-2J, Sensitive Biological Resources, Aquatic Features

SR-210 Mixed Flow Lane Addition from Highland to San Bernardino Avenue

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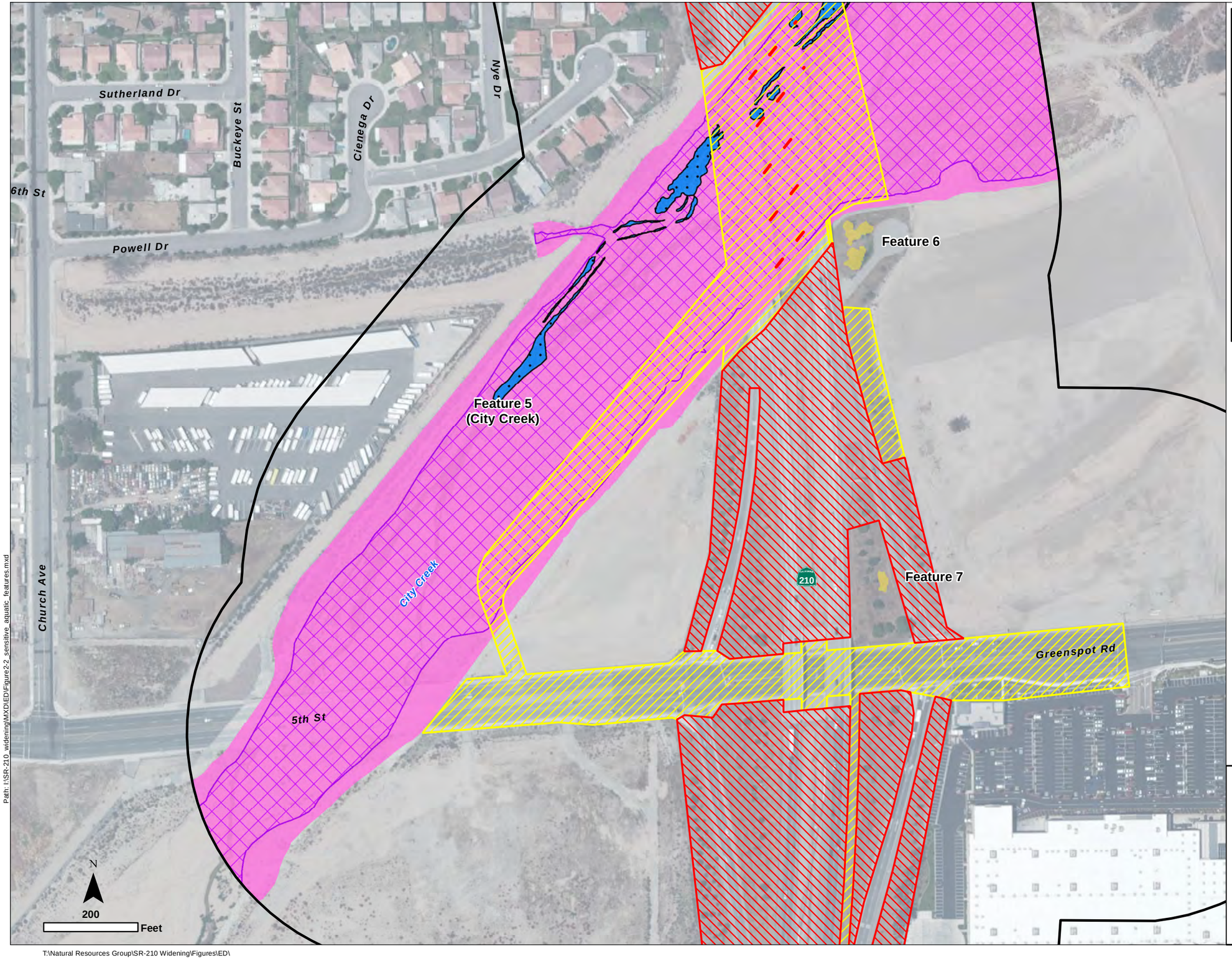

Biological Study Area (500-ft Buffer)

Impacts

- Permanent
- Temporary

Clean Water Act (Section 404 and 401) Jurisdiction

- Non-wetland WoUS, RWQCB Non-wetland
- Wetland WoUS, RWQCB Wetland

State Jurisdiction

- Riparian CDFW
- Non-riparian CDFW
- Riparian CDFW, RWQCB Porter-Colonge
- Non-riparian CDFW, RWQCB Porter-Cologne
- Non-jurisdictional Feature

Figure 2-2K, Sensitive Biological Resources, Aquatic Features

SR-210 Mixed Flow Lane Addition from Highland to San Bernardino Avenue

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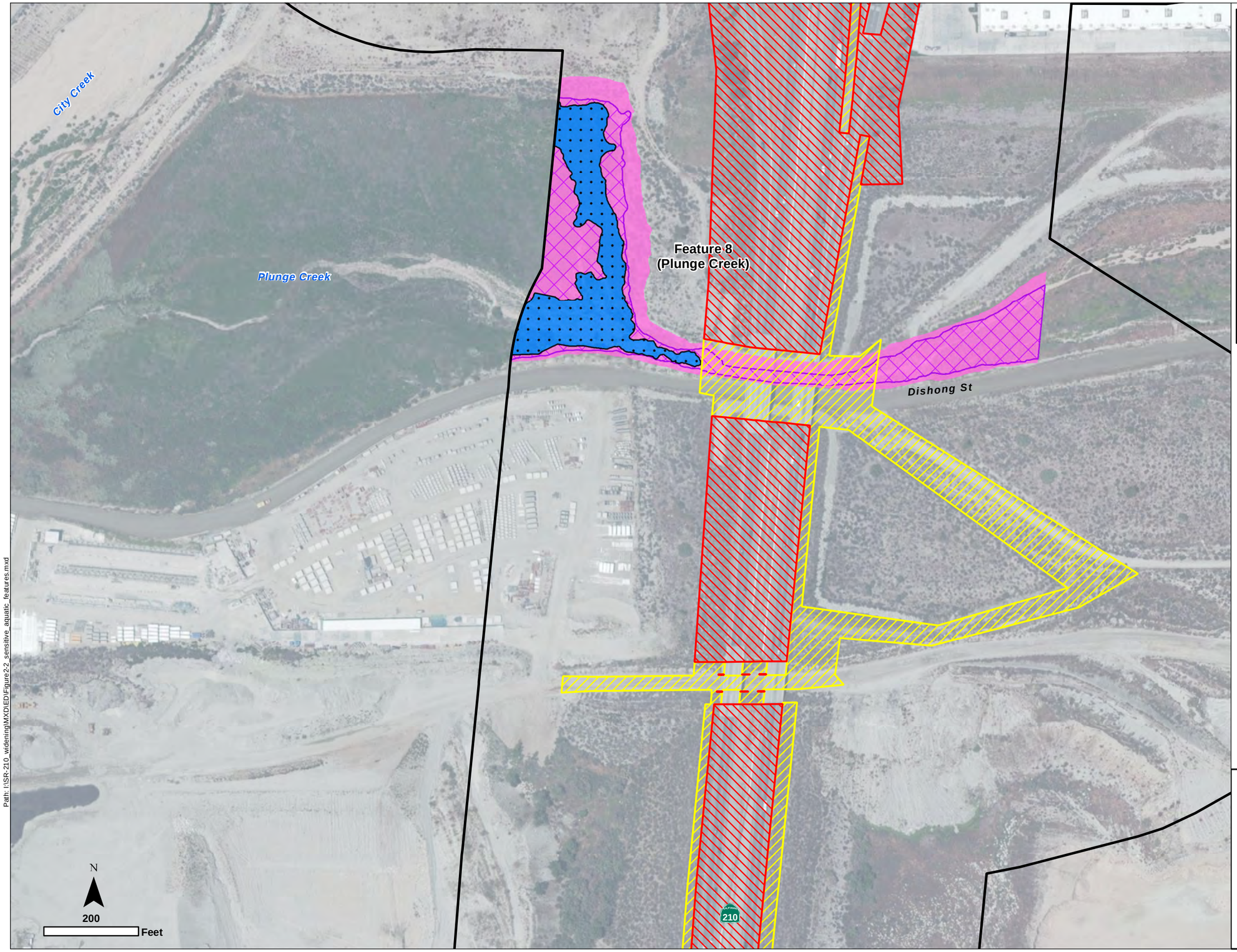

Biological Study Area (500-ft Buffer)

Impacts

- Permanent
- Temporary

Clean Water Act (Section 404 and 401) Jurisdiction

- Non-wetland WoUS, RWQCB Non-wetland
- Wetland WoUS, RWQCB Wetland

State Jurisdiction

- Riparian CDFW
- Non-riparian CDFW
- Riparian CDFW, RWQCB Porter-Colonge
- Non-riparian CDFW, RWQCB Porter-Cologne
- Non-jurisdictional Feature

Figure 2-2L, Sensitive Biological Resources, Aquatic Features

SR-210 Mixed Flow Lane Addition from Highland to San Bernardino Avenue

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Biological Study Area (500-ft Buffer)

Impacts

- Permanent
- Temporary

Clean Water Act (Section 404 and 401) Jurisdiction

- Non-wetland WoUS, RWQCB Non-wetland
- Wetland WoUS, RWQCB Wetland

State Jurisdiction

- Riparian CDFW
- Non-riparian CDFW
- Riparian CDFW, RWQCB Porter-Colonge
- Non-riparian CDFW, RWQCB Porter-Cologne
- Non-jurisdictional Feature

Figure 2-2M, Sensitive Biological Resources, Aquatic Features

SR-210 Mixed Flow Lane Addition from Highland to San Bernardino Avenue

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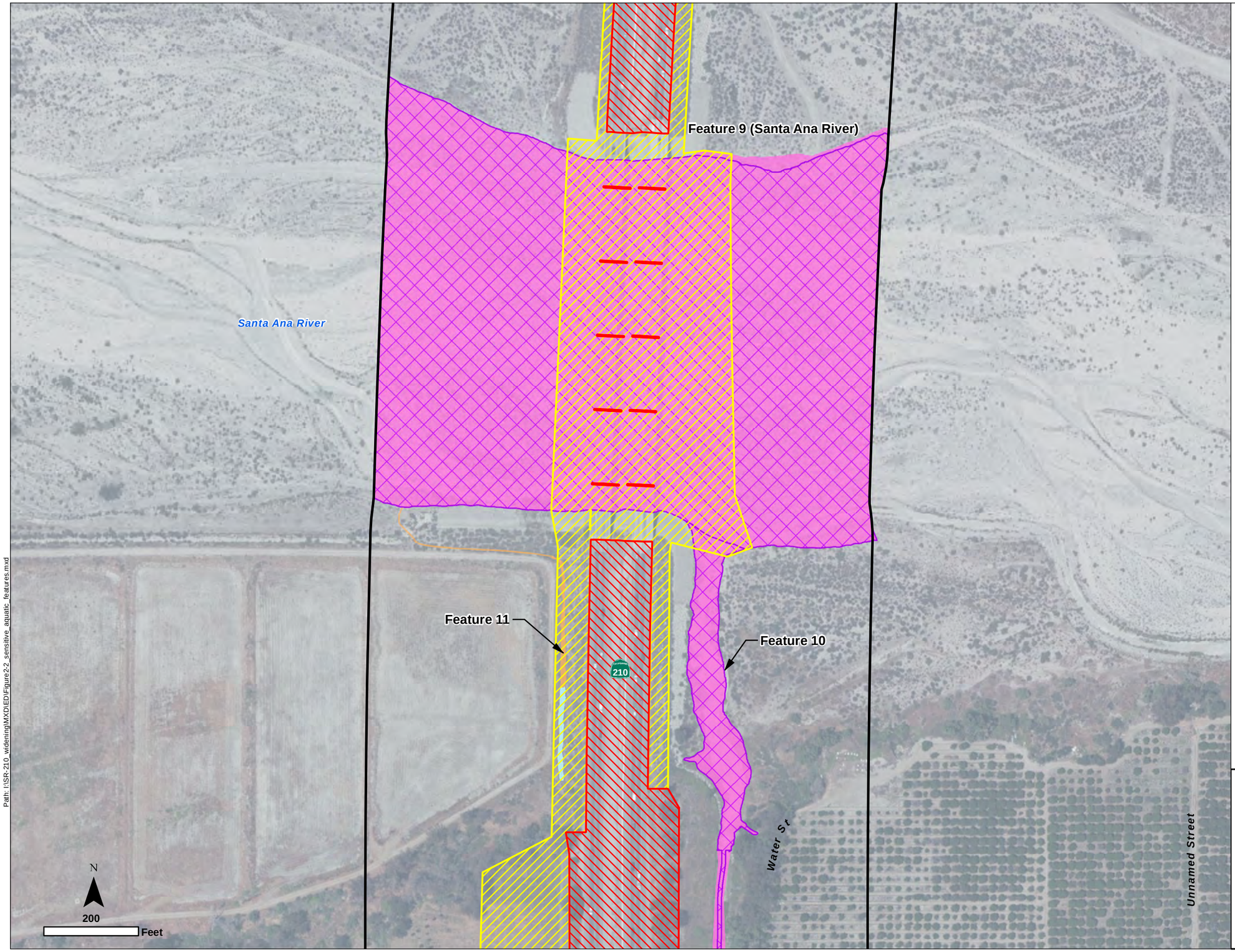

Biological Study Area (500-ft Buffer)

Impacts

- Permanent
- Temporary

Clean Water Act (Section 404 and 401) Jurisdiction

- Non-wetland WoUS, RWQCB Non-wetland
- Wetland WoUS, RWQCB Wetland

State Jurisdiction

- Riparian CDFW
- Non-riparian CDFW
- Riparian CDFW, RWQCB Porter-Colonge
- Non-riparian CDFW, RWQCB Porter-Cologne
- Non-jurisdictional Feature

Figure 2-2N, Sensitive Biological Resources, Aquatic Features

SR-210 Mixed Flow Lane Addition from Highland to San Bernardino Avenue

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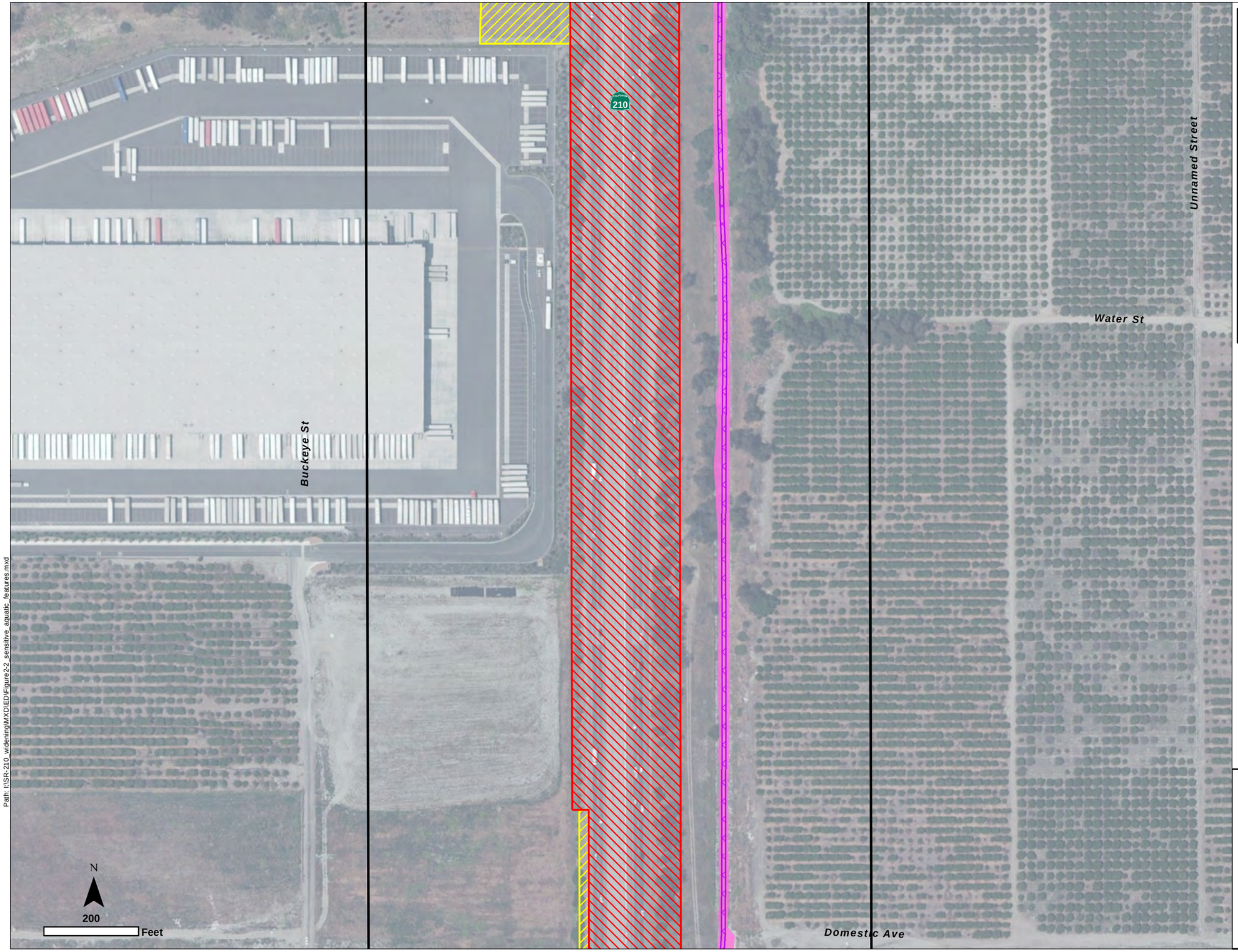

Biological Study Area (500-ft Buffer)

Impacts

- Permanent
- Temporary

Clean Water Act (Section 404 and 401) Jurisdiction

- Non-wetland WoUS, RWQCB Non-wetland
- Wetland WoUS, RWQCB Wetland

State Jurisdiction

- Riparian CDFW
- Non-riparian CDFW
- Riparian CDFW, RWQCB Porter-Colonge
- Non-riparian CDFW, RWQCB Porter-Cologne
- Non-jurisdictional Feature

Figure 2-2O, Sensitive Biological Resources, Aquatic Features

SR-210 Mixed Flow Lane Addition from Highland to San Bernardino Avenue

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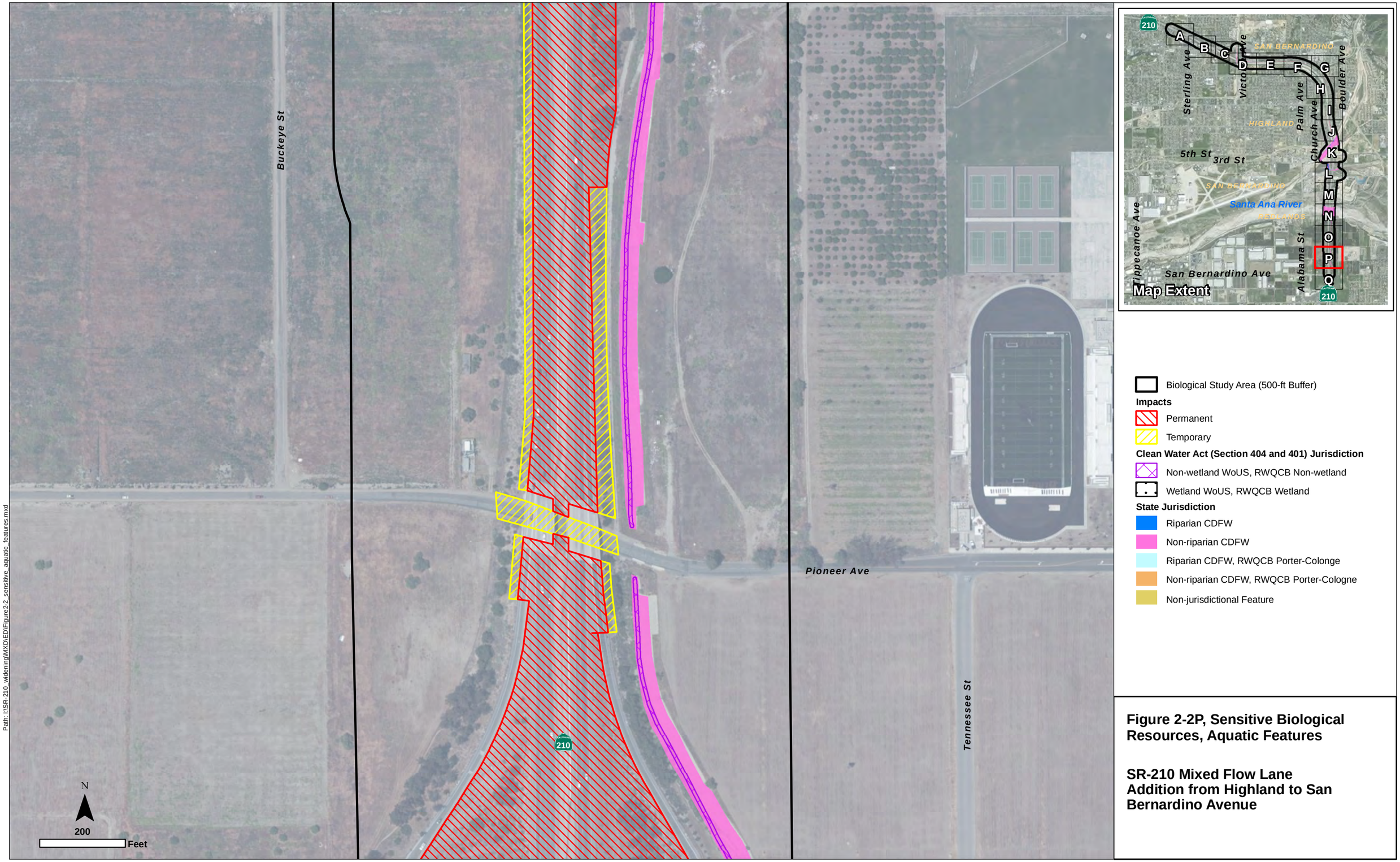

Biological Study Area (500-ft Buffer)

Impacts

- Permanent
- Temporary

Clean Water Act (Section 404 and 401) Jurisdiction

- Non-wetland WoUS, RWQCB Non-wetland
- Wetland WoUS, RWQCB Wetland

State Jurisdiction

- Riparian CDFW
- Non-riparian CDFW
- Riparian CDFW, RWQCB Porter-Colonge
- Non-riparian CDFW, RWQCB Porter-Cologne
- Non-jurisdictional Feature

Figure 2-2P, Sensitive Biological Resources, Aquatic Features

SR-210 Mixed Flow Lane Addition from Highland to San Bernardino Avenue

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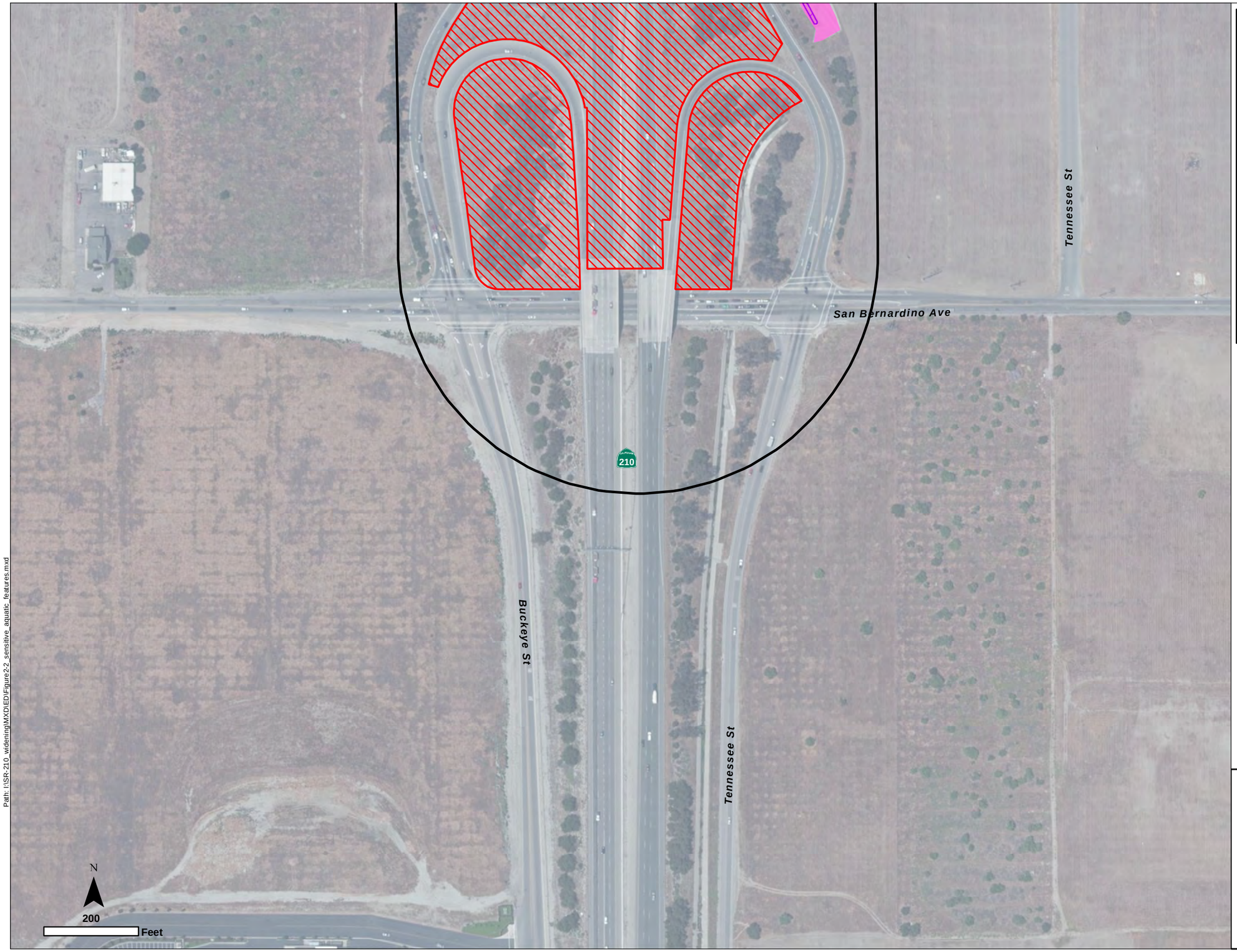

Biological Study Area (500-ft Buffer)

Impacts

Permanent

Temporary

Clean Water Act (Section 404 and 401) Jurisdiction

Non-wetland WoUS, RWQCB Non-wetland

Wetland WoUS, RWQCB Wetland

State Jurisdiction

Riparian CDFW

Non-riparian CDFW

Riparian CDFW, RWQCB Porter-Colonge

Non-riparian CDFW, RWQCB Porter-Cologne

Non-jurisdictional Feature

Figure 2-2Q, Sensitive Biological Resources, Aquatic Features

SR-210 Mixed Flow Lane Addition from Highland to San Bernardino Avenue

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Table 2-8. Impacts on Potential RWQCB Jurisdiction

Feature ID	Temporary Impacts (acres/linear feet)		Permanent Impacts (acres/linear feet)	
	Wetland	Non-wetland	Wetland	Non-wetland
1	0/0	0/0	0/0	0.097/790
2 (Sand Creek)	0/0	0.431/410	0/0	0.0001/4
3	0/0	0.083/574	0/0	0/0
4	0/0	0/0	0/0	0.0001/5
5 (City Creek)	0.221/501	4.872/1287	0.0004/7	0.014/220
6	--	--	--	--
7	--	--	--	--
8 (Plunge Creek)	0/0	0.224/372	0/0	0/0
9 (Santa Ana River)	0/0	6.415/747	0/0	0.021/575
10	0/0	0.074/37	0/0	0/0
11	0.047/198	0.053/270	0/0	0/0
Total	0.268/699	12.152/3697	0.0004/7	0.1322/1594

The proposed project will require authorization from the USACE (pursuant to Section 404 of the Clean Water Act [CWA]), the RWQCB (pursuant to Section 401 of the CWA and Porter-Cologne), and from the CDFW (pursuant to Section 1602 of the California Fish and Game Code) as a result of impacts on jurisdictional aquatic resources. A CWA Section 404 Nationwide Permit is expected to be required for the proposed project. To mitigate impacts on these jurisdictional areas, a compensatory mitigation plan will be developed during the permitting phase (**BIO-15)**. Compensatory mitigation for temporary impacts will include on-site habitat restoration within the Caltrans right of way. Permanent impacts on non-wetland and wetland waters will be mitigated off site at a minimum 2:1 ratio through an approved in-lieu fee program or other agency-approved mitigation bank/in-lieu fee program.

d) **Less than Significant:** As discussed in the NES, City Creek, Plunge Creek, Sand Creek, and the Santa Ana River provide wildlife movement corridors that provide water, vegetation, and connections to open space between upslope and downslope portions of these drainages. The proposed project is not likely to permanently affect existing wildlife movement through these corridors as no new barriers to wildlife movement would be created and no corridors would be permanently reduced or eliminated by the proposed project. However, the proposed project would widen the roadway and associated bridges over these rivers and creeks, which could temporarily impact these corridors during construction. Temporary impacts on wildlife corridors could occur during construction due to the increased presence of equipment, structures, and construction personnel. Temporary construction activities would reduce the passable area, which may deter wildlife movement; however, with the implementation of avoidance and minimization measure **BIO-16**, temporary impacts on wildlife movement would be minimal. Project impacts on wildlife movement are expected to be less than significant and do not require compensatory mitigation with implementation of the avoidance and minimization measure **BIO-16**.

Native bird species and their nests are protected under the MBTA. The MBTA states that all migratory birds and their parts (including eggs, nests, and feathers) are fully protected. The MBTA prohibits the take, possession, import, export, transport, selling, purchase, barter, or offering for sale, purchase, or barter, any migratory bird, its eggs, parts, and nests, except as authorized under a valid permit. Measure **BIO-1**7 will be implemented in order to minimize potential impacts on nesting and migratory birds.

e) **No Impact:** The proposed project would not conflict with any local policies or ordinances protecting biological resources.

f) **No Impact:** There is no adopted habitat conservation plan, natural community conservation plan, or other state habitat conservation plan that has been adopted for the project area; no impacts are anticipated.

2.4.3 Avoidance, Minimization, and/or Mitigation Measures

The following avoidance and minimization measures have been incorporated into the project in order to minimize potential impacts on biological resources:

BIO-1: Santa Ana River woollystar.

a) Prior to clearing or construction, Environmentally Sensitive Area (ESA) fencing will be installed around designated Santa Ana River woollystar population boundaries adjacent to the project footprint and within the state right of way to designate ESAs to be avoided. No grading or fill activity of any type will be permitted within these ESAs. In addition, heavy equipment, including motor vehicles, will not be allowed to operate within the ESAs. All construction equipment will be operated in such a manner as to prevent accidental damage to nearby preserved areas. No structure of any kind, or incidental storage of equipment or supplies, will be allowed within these ESAs.

b) All equipment maintenance, staging, and dispensing of fuel, oil, or any other such activities will occur in developed or designated non-sensitive upland habitat areas. The designated upland areas will be located in areas that will prevent runoff from any spills from entering areas with Santa Ana River woollystar.

c) A Biological Resource Information program (BRI) for all construction personnel will be developed and implemented prior to construction. At a minimum, the program will include the following topics: (1) biology, conservation, and legal status of the Santa Ana River woollystar; (2) responsibilities of the biological monitor; (3) delineation and flagging of adjacent habitat; (4) limitations on all movement of those employed on site, including ingress and egress of equipment and personnel, to designated construction zones (personnel will not be allowed access to adjacent sensitive habitats); (5) on-site pet prohibitions; (6) use of trash containers for disposal and removal of trash; and (7) project features designed to reduce the impacts on listed species and habitat and promote continued successful occupation of adjacent habitat areas.

d) A preconstruction notification will be provide to PSFWO and CDFW in writing, at least 5 days prior to project initiation.

e) An authorized biologist will be present on site during construction within or adjacent to suitable habitat to ensure that avoidance and minimization measures are in place according to specifications and monitor construction within the vicinity of the Santa Ana River woollystar populations at a frequency necessary to ensure that avoidance and minimization measures are properly followed. The biological monitor will report any non-compliance within 24 hours to PSFWO.

f) Before ground disturbance or other activities, a qualified botanist will survey all proposed construction and access areas for presence of Santa Ana River woollystar. Preconstruction surveys will occur during the appropriate season and in accordance with established protocols up to one year in advance of construction, provided temporary construction easements have been granted to construction areas. These surveys will be conducted in all construction areas that contain suitable habitat for Santa Ana River woollystar, including scalebroom scrub and California buckwheat scrub. These surveys will be for the purpose of documenting plant locations relative to the construction areas and avoidance, where feasible. If construction starts prior to the appropriate season and it is unfeasible to conduct preconstruction surveys, then plant documentation for avoidance and ESA fencing will rely on previous survey areas of populations.

g) Populations of Santa Ana River woollystar will be clearly mapped and recorded along with the approximate numbers of individuals in each population and their respective condition. To the maximum extent feasible, construction areas and access roads will be adjusted to avoid loss of individual Santa Ana River woollystar and damage to habitats supporting this species.

h) Fire suppression capability, including extinguishers, shovels, and water tankers, will be available on site whenever construction occurs during the fire season (as determined by the San Bernardino County Fire Department). Activities that may produce sparks, including welding or grinding, will require the use of protective gear such as shields and protective mats to reduce fire risks.

i) The construction contractor will implement dust control measures to reduce excessive dust emissions. Dust control measures will occur at least two times per day on all construction days, or more during windy or dry periods, and may include wetting work areas, using soil binders on dirt roads, and wetting or covering stockpiles.

j) The construction contractor will inspect and clean construction equipment prior to transporting equipment from one project location to another to avoid the introduction and spread of invasive plant species.

k) A weed abatement plan will be developed to minimize the spread and importation of nonnative plant material during and after construction in compliance with Executive Order 13112. This plan will include an assessment of invasive species that occur within the project area, measures to avoid the introduction and spread of invasive species, eradication procedures to be followed if an invasive species does become established, and revegetation guidelines for temporarily disturbed areas.

BIO-3: Slender-horned spineflower.

a) Prior to clearing or construction, ESA fencing will be installed around designated slender-horned spineflower population boundaries adjacent to the project footprint and

within the state right of way to designate ESAs to be avoided. No grading or fill activity of any type will be permitted within these ESAs. In addition, heavy equipment, including motor vehicles, will not be allowed to operate within the ESAs. All construction equipment will be operated in such a manner as to prevent accidental damage to nearby preserved areas. No structure of any kind, or incidental storage of equipment or supplies, will be allowed within these ESAs.

b) All equipment maintenance, staging, and dispensing of fuel, oil, or any other such activities will occur in developed or designated non-sensitive upland habitat areas. The designated upland areas will be located in areas that will prevent runoff from any spills from entering areas with slender-horned spineflower.

c) A BRI for all construction personnel will be developed and implemented prior to construction. At a minimum, the program will include the following topics: (1) biology, conservation, and legal status of the slender-horned spineflower; (2) responsibilities of the biological monitor; (3) delineation and flagging of adjacent habitat; (4) limitations on all movement of those employed on site, including ingress and egress of equipment and personnel, to designated construction zones (personnel will not be allowed access to adjacent sensitive habitats); (5) on-site pet prohibitions; (6) use of trash containers for disposal and removal of trash; and (7) project features designed to reduce the impacts on listed species and habitat and promote continued successful occupation of adjacent habitat areas.

d) A preconstruction notification will be provided to PSFWO and CDFW in writing at least 5 days prior to project initiation.

e) An authorized biologist will be present on site during construction within or adjacent to suitable habitat to ensure that avoidance and minimization measures are in place according to specifications and monitor construction within the vicinity of the slender-horned spineflower populations at a frequency necessary to ensure that avoidance and minimization measures are properly followed. The biological monitor will report any non-compliance within 24 hours to PSFWO.

f) Before ground disturbance or other activities, a qualified botanist will survey all proposed construction and access areas for presence of slender-horned spineflower. Preconstruction surveys will occur during the appropriate season and in accordance with established protocols up to one year in advance of construction, provided temporary construction easements have been granted to construction areas. These surveys will be conducted in all construction areas that contain suitable habitat for slender-horned spineflower, including scalebroom scrub and California buckwheat scrub. These surveys will be for the purpose of documenting plant locations relative to the construction areas and avoidance where feasible. If construction starts prior to the appropriate season and it is unfeasible to conduct preconstruction surveys, then plant documentation for avoidance and ESA fencing will rely on previous survey areas of populations.

g) Populations of slender-horned spineflower will be clearly mapped and recorded, along with the approximate numbers of individuals in each population and their respective condition. To the maximum extent feasible, construction areas and access roads will be adjusted to avoid loss of individual slender-horned spineflower and damage to habitats supporting this species.

h) Fire suppression capability, including extinguishers, shovels, and water tankers, will be available on site whenever construction occurs during the fire season (as determined by the San Bernardino County Fire Department). Activities that may produce sparks, including welding or grinding, will require the use of protective gear such as shields and protective mats to reduce fire risks.

i) The construction contractor will implement dust control measures to reduce excessive dust emissions. Dust control measures will occur at least two times per day on all construction days, or more during windy or dry periods, and may include wetting work areas, using soil binders on dirt roads, and wetting or covering stockpiles.

j) The construction contractor will inspect and clean construction equipment prior to transporting equipment from one project location to another to avoid the introduction and spread of invasive plant species.

k) A weed abatement plan will be developed to minimize the spread and importation of nonnative plant material during and after construction in compliance with Executive Order 13112. This plan will include an assessment of invasive species that occur within the project area, measures to avoid the introduction and spread of invasive species, eradication procedures to be followed if an invasive species does become established, and revegetation guidelines for temporarily disturbed areas.

BIO-5: Santa Ana sucker.

a) A construction SWPPP and a soil erosion and sedimentation plan will be developed to minimize erosion and identify specific pollution prevention measures that will eliminate or control potential point and nonpoint pollution sources on site during and following the project construction phase. The SWPPP will identify specific BMPs to be implemented during project construction to not cause or contribute to exceedance of any water quality standards. In addition, the SWPPP will contain provisions for changes to the plan such as alternative mechanisms, if necessary, during project design and/or construction to achieve the stated goals and performance standards.

b) A preconstruction notification will be provided to PSFWO and CDFW in writing at least five days prior to project initiation.

c) All equipment maintenance, staging, and dispensing of fuel, oil, or any other such activities will occur in developed or designated non-sensitive upland habitat areas. The designated upland areas will be located to prevent the runoff from entering any drainages.

d) Mud, silt, or other pollutants from construction activities will not be placed within drainages and will not be allowed to enter a flowing stream.

e) All portable toilets will be placed on a vegetated or dirt surface away from any streams, storm drains, or drainage swales.

f) An authorized biologist will be present on site during construction within and adjacent to critical habitat to ensure that avoidance and minimization measures are in place according to specifications and monitor construction within the vicinity of the Santa Ana sucker populations at a frequency necessary to ensure that avoidance and minimization measures are properly followed. The biological monitor will report any non-compliance within 24 hours to PSFWO.

BIO-6: San Bernardino kangaroo rat.

a) A USFWS authorized biologist with knowledge of San Bernardino kangaroo rat and its habitat will function as a biological monitor. Prior to initiating project activities, the name(s) and resumes of all prospective biological monitors will be submitted to the appropriate USFWS office. The biological monitor will ensure compliance with the project avoidance and minimizations measures, including Conservation Measures and Terms and Conditions of the biological opinion, and will have the authority to halt/suspend all activities until appropriate corrective measures have been taken. The biological monitor will report any noncompliance immediately to the USFWS and the CDFW.

b) The biological monitor will be present during vegetation clearing, grading, and construction to monitor construction impacts, as stated in project environmental documents and any applicable permits.

c) A USFWS authorized biologist will be present on site during construction within and adjacent to occupied habitat to ensure that avoidance and minimization measures are in place according to specifications and monitor construction within the vicinity of the San Bernardino kangaroo rat populations at a frequency necessary to ensure that avoidance and minimization measures are properly followed. The biological monitor will report any non-compliance within 24 hours to PSFWO.

d) A BRI for all construction personnel will be developed and implemented prior to construction. At a minimum, the program will include the following topics: (1) biology, conservation, and legal status of the San Bernardino kangaroo rat and its critical habitat; (2) responsibilities of the biological monitor; (3) delineation and flagging of adjacent habitat; (4) limitations on all movement of those employed on site, including ingress and egress of equipment and personnel, to designated construction zones (personnel will not be allowed access to adjacent sensitive habitats); (5) on-site pet prohibitions; (6) use of trash containers for disposal and removal of trash; and (7) project features designed to reduce the impacts on listed species and habitat and promote continued successful occupation of adjacent habitat areas.

e) A preconstruction notification will be provided to PSFWO and CDFW in writing at least five days prior to project initiation.

f) Prior to ground disturbance in sensitive areas, limits of project construction will be delineated and marked to be clearly visible to personnel on foot and in heavy equipment. All construction-related activities (e.g., vegetation removal, grading, equipment lay-down and storage, and contractor parking) will occur inside the limits of construction. Construction staging and equipment storage will be located outside of any potential habitat areas. All movement of contractors, subcontractors, or their agents and equipment will be restricted to the limits of construction, staging areas, and construction access routes.

g) Prior to clearing or construction, ESA fencing will be installed around all San Bernardino kangaroo rat suitable habitat areas that will be avoided and are adjacent to the project footprint and within the state right of way. No grading or fill activity of any type will be permitted within these ESAs. In addition, heavy equipment, including motor vehicles,

will not be allowed to operate within the ESAs. All construction equipment should be operated in a manner so as to prevent accidental damage to nearby avoidance areas. Silt fence barriers will be installed at the ESA boundary to prevent accidental deposition of fill material in areas where San Bernardino kangaroo rat suitable habitat vegetation is immediately adjacent to planned grading activities and deposition could occur.

h) Exclusion fencing will be installed around all areas with suitable habitat for San Bernardino kangaroo rat that will be impacted by project construction. Prior to clearing or construction, a fence plan design will be submitted for USFWS approval. Exclusionary trapping for San Bernardino kangaroo rat will be conducted by a USFWS approved biologist within San Bernardino kangaroo rat suitable habitat areas where exclusionary fencing is installed to remove all San Bernardino kangaroo rats prior to the start of any ground disturbance. San Bernardino kangaroo rats trapped in these areas will be released in suitable habitat areas, outside the construction limits, in the immediate project vicinity.

i) The ESA fencing and San Bernardino kangaroo rat exclusionary fencing will be inspected by the biological monitor at the close of each work day to ensure that it is in place and properly maintained. ESA fencing and exclusion fencing will remain in place and be maintained until project construction is completed.

j) During final design, exclusion fencing specifications within occupied San Bernardino kangaroo rat habitat will be approved by the USFWS prior to grading. The qualified biologist experienced with San Bernardino kangaroo rat will be present on site when the fence is installed to minimize the disturbance of San Bernardino kangaroo rat burrows from the fence installation. An exclusion fence design will be submitted to the USFWS for approval at least 30 days prior to emplacement.

k) To the extent feasible, no nighttime work will be conducted within San Bernardino kangaroo rat habitat; however, nighttime construction may be allowed on the roadways above the elevation of occupied habitat or in other areas where lighting will not impact San Bernardino kangaroo rats. Any nighttime work conducted near San Bernardino kangaroo rat habitat will require shielded lighting to minimize light spillage into San Bernardino kangaroo rat habitat. Speed limits will be reduced to five miles per hour during any nighttime construction in areas where San Bernardino kangaroo rats may be present.

l) Any excavated, steep-walled holes or trenches more than two feet deep will be backfilled or covered at the close of each working day to help prevent entrapment of San Bernardino kangaroo rats during construction. This measure is not applicable to the deep excavations in sandy (unstable) soils within the Santa Ana River, City Creek, or Plunge Creek; however, these trenches will necessarily be sloped rather than steep-angled.

m) During grading activities, all unfilled holes or trenches will be inspected by the monitoring biologist for entrapped San Bernardino kangaroo rats as necessary prior to the onset of construction. Any San Bernardino kangaroo rats discovered will be removed from the trench or hole by a qualified biologist and released outside of the limits of construction.

n) Unburied pipes or conduit laid in trenches overnight will be capped. All other pipes or conduit with a bore-diameter of 1.5 inches or greater stored overnight within the

construction site for one or more nights will be thoroughly inspected for the presence of San Bernardino kangaroo rat before the pipe is subsequently buried, capped, or otherwise used or moved in any way. If San Bernardino kangaroo rats are discovered inside a pipe, a qualified biologist will supervise movement or relocation of the pipe until the animal has been removed and released.

o) Soil stockpiles will be located outside of San Bernardino kangaroo rat suitable habitat and ESA areas, to the maximum extent feasible. ESA fencing and San Bernardino kangaroo rat exclusionary fencing will be placed around any soil stockpiles that must be located within these areas to prevent this species from entering the stockpiles. The ESA fencing and San Bernardino kangaroo rat exclusionary fencing will be inspected by the biological monitor at the close of each work day to ensure that it is in place and properly maintained and that no San Bernardino kangaroo rats are present. If sign of this species is found, then a qualified biologist will conduct trapping within these areas and release any captured individuals into suitable habitat areas, outside the construction limits, in the immediate project vicinity.

p) A USFWS approved biological monitor and/or designated biologist will serve as the contact source for any personnel who might inadvertently kill or injure a San Bernardino kangaroo rat or who finds a dead, injured, or entrapped individual. The designated biological monitor and/or designated biologist will be identified within the BRI. The designated biological monitor's name and telephone number will be provided to USFWS and CDFW.

q) Any personnel who inadvertently kill or injure a San Bernardino kangaroo rat will immediately report the incident to the designated biological monitor and/or designated biologist, who will notify USFWS and CDFW immediately and in writing within three working days. Notification must include the date, time, and location of the incident or of the finding of a dead or injured animal, as well as any other pertinent information.

r) Following construction, all permanent lighting installed along the new freeway alignment will be permanently shielded and directed onto the roadway.

s) Restoration plans for any temporarily impacted areas within San Bernardino kangaroo rat suitable habitat will be developed and approved by Caltrans and USFWS. Such restoration plans will be implemented within 24 months of the completion of major construction.

t) All equipment maintenance, staging, and dispensing of fuel, oil, coolant, or any other such activities will be restricted to designated staging areas to prevent the release of hazardous substances into the project site or drainages (i.e., Sand Creek, City Creek, Plunge Creek, Santa Ana River, or their tributaries). Any accidental spills will be immediately contained and properly disposed of.

u) No pets will be allowed in, or adjacent to, the project site.

v) Rodenticides, herbicides, insecticides, or other chemicals that could potentially harm San Bernardino kangaroo rats will not be used.

w) Trash will be stored in closed containers so that it is not readily accessible to scavengers and will be removed from the construction site on a daily basis so as not to attract potential San Bernardino kangaroo rat predators.

x) Spoils and rubble will not be deposited outside the identified limits of construction, and material waste generated by the project will be disposed of off site.

y) A copy of fee payment to a USFWS approved mitigation bank to satisfy mitigation for permanent impacts will be provided to USFWS prior to impacts to San Bernardino kangaroo rat suitable habitat.

BIO-8: Burrowing owls. Pre-construction surveys within the BSA will be conducted for burrowing owls within 30 days prior to the start of construction activities. Additional avoidance and minimization measures will also be developed in consultation with the CDFW during the permitting phase of the project. Potential measures may include establishing an avoidance buffer around active burrows, eliminating potential unoccupied burrows, and/or passive relocation.

BIO-9: Bats.

a) A qualified bat biologist will survey the BSA prior to construction to assess the potential for maternity roosts in the BSA. The surveys may include a combination of structure and tree inspection, sampling, exit counts, and acoustic surveys.

b) All work areas on existing bridges with potential bat roosting habitat that will be affected between April 15 and August 31 will be cleared of all bats prior to construction under the guidance and observation of a qualified biologist. Exclusionary devices should be used to exclude bats from directly affected work areas and avoid potential direct impacts. Such exclusion efforts must be continued to keep the structures free of bats until August 31 or completion of construction. All bat exclusion techniques will be coordinated between Caltrans and the resource agencies, as applicable.

c) Prior to tree removal, large trees and snags should be examined by a bat biologist prior to removal or trimming to ensure that no roosting bats are present. Palm frond trimming, if necessary, should be conducted outside the maternity season (i.e., April 15–August 31) to avoid potential mortality to flightless young.

d) If maternity sites are identified during the preconstruction bat habitat suitability assessment, then no construction activities at the location containing the maternity roost will be allowed during the maternity season (i.e., April 15–August 31), unless a qualified bat biologist has determined that young have been weaned. If maternity sites are present, and it is anticipated that construction activities cannot be completed outside of the maternity season, then bat exclusion at maternity roost sites will be completed either as soon as allowed by CDFW and the qualified bat biologist after the young have been weaned or outside of the maternity season, prior to initiating construction activities or as otherwise approved by the qualified bat biologist in coordination with CDFW.

BIO-10: Scalebroom scrub.

a) Prior to clearing or construction, highly visible barriers (such as orange construction fencing) will be installed around scalebroom scrub adjacent to the project footprint to designate ESAs to be preserved. No grading or fill activity of any type will be permitted within these ESAs. In addition, no construction activities, materials, or equipment will be

allowed within the ESAs. All construction equipment will be operated in a manner so as to prevent accidental damage to nearby preserved areas. Silt fence barriers will be installed at the ESA boundary to prevent accidental deposition of fill material in areas where vegetation is immediately adjacent to planned grading activities.

b) All equipment maintenance, staging, and dispensing of fuel, oil, or any other such activities will occur in developed or designated non-sensitive upland habitat areas. The designated upland areas will be located to prevent runoff from any spills from entering waters of the U.S.

c) A construction SWPPP and a soil erosion and sedimentation plan will be developed to minimize erosion and identify specific pollution prevention measures that will eliminate or control potential point and nonpoint pollution sources on site during and following the project construction phase. The SWPPP will identify specific BMPs to be implemented during project construction to not cause or contribute to exceeding any water quality standard. In addition, the SWPPP will contain provisions for changes to the plan such as alternative mechanisms, if necessary, during project design and/or construction to achieve the stated goals and performance standards.

d) To avoid impacts on nesting birds, any native vegetation removal or tree (native or exotic) trimming activities will occur outside of the nesting bird season (i.e., February–September 1). If vegetation clearing is necessary during the nesting season, then a qualified biologist will conduct a preconstruction survey to identify the locations of nests within 72 hours of proposed vegetation clearing. Should nesting birds be found, an exclusionary buffer (typically 200 feet, or 500 feet for raptors and listed species) will be established by the biologist. This buffer should be clearly marked in the field by construction personnel under guidance of the biologist, and construction or clearing will not be conducted within this buffer until the biologist determines that the young have fledged or the nest is no longer active. The specific buffer size may be adjusted depending on the species and work activities under guidance of the biologist with concurrence by CDFW.

e) A biologist will monitor construction within the vicinity of scalebroom scrub areas prior to and during vegetation removal to flush any wildlife species present to ensure that vegetation removal, BMPs, ESAs, and all avoidance and minimization measures are properly implemented.

f) Fire suppression capability, including extinguishers, shovels, and water tankers, will be available on site whenever construction occurs during the fire season (as determined by the San Bernardino County Fire Department). Activities that may produce sparks, including welding or grinding, will use protective gear to reduce fire risks, such as shields and protective mats.

g) Dust control measures will be implemented by the contractor to reduce excessive dust emissions. Dust control measures will occur at least two times per day on all construction days, or more during windy or dry periods, and may include wetting work areas, the use of soil binders on dirt roads, and wetting or covering stockpiles.

BIO-12: California buckwheat scrub.

a) Prior to clearing or construction, highly visible barriers (such as orange construction fencing) will be installed around California buckwheat scrub adjacent to the project footprint to designate ESAs to be preserved. No grading or fill activity of any type will be permitted within these ESAs. In addition, no construction activities, materials, or equipment will be allowed within the ESAs. All construction equipment will be operated in a manner so as to prevent accidental damage to nearby preserved areas. Silt fence barriers will be installed at the ESA boundary to prevent accidental deposition of fill material in areas where vegetation is immediately adjacent to planned grading activities.

b) To avoid impacts on nesting birds, any native vegetation removal or tree (native or exotic) trimming activities will occur outside of the nesting bird season (i.e., February 1–September 1). If vegetation clearing is necessary during the nesting season, then a qualified biologist will conduct a preconstruction survey to identify the locations of nests within 72 hours of proposed vegetation clearing. Should nesting birds be found, an exclusionary buffer (typically 200 feet, or 500 feet for raptors and listed species) will be established by the biologist. This buffer should be clearly marked in the field by construction personnel under guidance of the biologist, and construction or clearing will not be conducted within this zone until the biologist determines that the young have fledged or the nest is no longer active. The specific buffer size may be adjusted depending on the species and work activities under guidance of the biologist with concurrence by CDFW.

c) A biologist will monitor construction within the vicinity of California buckwheat scrub areas prior to and during vegetation removal to flush any wildlife species present to ensure that vegetation removal, BMPs, ESAs, and all avoidance and minimization measures are properly implemented.

d) Fire suppression capability, including extinguishers, shovels, and water tankers, will be available onsite whenever construction occurs during the fire season (as determined by the San Bernardino County Fire Department). Activities that may produce sparks, including welding or grinding, will use protective gear to reduce fire risks, such as the use of shields and protective mats.

e) Dust control measures will be implemented by the contractor to reduce excessive dust emissions. Dust control measures will occur at least two times per day on all construction days, or more during windy or dry periods, and may include wetting work areas, the use of soil binders on dirt roads, and wetting or covering stockpiles.

BIO-13: Riparian habitat.

a) Hydrologic connectivity will be maintained within City Creek and Plunge Creek during the duration of construction. Mud, silt, or other pollutants from construction activities will not be placed within drainages and will not be allowed to enter a flowing stream.

b) Temporary impacts will be reduced to the maximum extent feasible to construct the project. Permanent impacts will be minimized through project design modifications where practicable.

c) Prior to clearing or construction, highly visible barriers (such as orange construction fencing) will be installed around all riparian habitats adjacent to the project footprint to designate ESAs to be preserved. The riparian communities that occur along City Creek and other areas within the BSA are dynamic and likely change year to year depending on precipitation events, associated scour, and flood-control maintenance activities. As such, ESA fencing in areas to be avoided may need to be adjusted and installed just prior to construction. No grading or fill activity of any type will be permitted within these ESAs. In addition, no construction activities, materials, or equipment will be allowed within the ESAs. All construction equipment will be operated in a manner so as to prevent accidental damage to nearby avoided areas. Silt fence barriers will be installed at the ESA boundary to prevent accidental deposition of fill material in areas where vegetation is immediately adjacent to planned grading activities.

d) All equipment maintenance, staging, and dispensing of fuel, oil, or any other such activities will occur in developed or designated non-sensitive upland habitat areas. The designated upland areas will be located to prevent the runoff from entering any drainages.

e) A SWPPP and a soil erosion and sedimentation plan will be developed prior to construction to minimize erosion and identify specific pollution prevention measures that will eliminate or control potential point and nonpoint pollution sources on site during and following the project construction phase. The SWPPP will identify specific BMPs to be implemented during project construction to not cause or contribute to exceeding any water quality standard. In addition, the SWPPP will contain provisions for changes to the plan such as alternative mechanisms, if necessary, during project design and/or construction to achieve the stated goals and performance standards.

f) To avoid impacts on nesting birds, any native vegetation removal or tree (native or exotic) trimming activities will occur outside of the nesting bird season (i.e., February 1–September 1). If vegetation clearing is necessary during the nesting season, then a qualified biologist will conduct a preconstruction survey to identify the locations of nests within 72 hours of proposed vegetation clearing. Should nesting birds be found, an exclusionary buffer (typically 200 feet, or 500 feet for raptors and listed species) will be established by the biologist. This buffer should be clearly marked in the field by construction personnel under guidance of the biologist, and construction or clearing will not be conducted within this zone until the biologist determines that the young have fledged or the nest is no longer active. The specific buffer size may be adjusted depending on the species and work activities under guidance of the biologist with concurrence by CDFW.

g) A biologist will monitor construction within the vicinity of riparian areas prior to and during vegetation removal to flush any wildlife species present to ensure that vegetation removal, BMPs, ESAs, and all avoidance and minimization measures are properly constructed and followed.

BIO-16: Wildlife movement corridors: Access and disturbance within the wildlife corridors should be kept to a minimum.

a) To the maximum extent feasible, the corridors will not be fully blocked by equipment or structures that could potentially serve as barriers to wildlife passage.

b) Equipment maintenance, lighting, and staging will occur only in designated areas, and will not block wildlife corridors.

c) Nighttime construction activities, if any, will use shielded lighting to prevent spillover into the corridor. Security lights on vehicles used in the Santa Ana River will not be left on overnight.

d) Speed limits will be reduced to 5 miles per hour during any nighttime construction that occurs within wildlife corridors.

e) Within wildlife corridors, structures required for bridgework will be erected in a manner so as not to completely block the underpass.

BIO-17: Construction during breeding season. In the event that vegetation clearing is necessary during the breeding season (i.e., February 1–September 1), a qualified biologist will conduct a preconstruction survey of construction areas and appropriate buffer no more than 72 hours prior to construction to identify the locations of avian nests. Should nests be found, an appropriate buffer will be established around each nest site (typically 200 feet, or 500 feet for raptors and listed species). To the extent feasible, no construction will take place within this buffer until the nest is no longer active. In the event that construction must occur within the buffer, the biological monitor will take steps to ensure that construction activities are not disturbing or disrupting nesting activities. If the biological monitor determines that construction activities are disturbing or disrupting nesting activities, then the biologist will have the authority to halt construction in order to reduce the noise and/or disturbance to the nests, as appropriate and with consultation with CDFW.

BIO-18: Removal of swallow nesting habitat. Existing bridges with swallow nesting habitat will be cleared of all swallow nests prior to any work conducted between February 1 and September 1. Swallow nests will be removed under the guidance of a qualified biologist prior to February 1, before swallows return to the nesting site. Removal of swallow nests that are under construction must be repeated as frequently as necessary to prevent nest completion or until a nest exclusion device is installed (such as netting or a similar mechanism that keeps swallows from building nests). Nest removal and exclusion device installation will be monitored by a qualified biologist. Such exclusion efforts must be continued to keep the structures free of swallows, as well as swifts using bridge holes, until September 1 or completion of construction. All nest exclusion techniques will be coordinated between Caltrans and resource agencies, as applicable.

The following mitigation measures and compensatory mitigation measures will be implemented in order to reduce potentially significant impacts on a less than significant level:

BIO-2: Compensatory mitigation for Santa Ana River woollystar.

a) Mitigation for impacts will include seed collection after the plants have flowered (up to one year in advance of construction, provided temporary construction easements have been granted to construction areas), redistribution of seeds, stockpiling and spreading of duff, and on-site restoration of impacted areas as described in an HMMP to be submitted and approved by PSFWO prior to impacts within occupied or suitable habitat.

b) Compensation for permanent impacts on Santa Ana River woollystar may be provided by purchasing Santa Ana River woollystar occupied lands within the Santa Ana Watershed

for preservation through Wildlands, Inc. and/or through an accredited mitigation bank. Permanent impacts will be mitigated at a minimum 3:1 ratio. Temporary impacts will be mitigated at a 1:1 ratio at the site of temporary impact as described in the approved HMMP, which will address both spatial and temporal impacts.

BIO-4: Compensatory mitigation for slender-horned spineflower.

a) Mitigation for impacts will include seed collection after the plants have flowered (up to one year in advance of construction, provided temporary construction easements have been granted to construction areas), redistribution of seeds, stockpiling and spreading of duff, and on-site restoration of impacted areas as described in an HMMP to be submitted and approved by PSFWO prior to impacts within occupied or suitable habitat.

b) Compensation for permanent impacts on slender-horned spineflower may be provided by purchasing slender-horned spineflower occupied lands within the Santa Ana Watershed for preservation through Wildlands, Inc. and/or through an accredited mitigation bank. Permanent impacts will be mitigated at a minimum 3:1 ratio. Temporary impacts will be mitigated at a 1:1 ratio at the site of temporary impact as described in the approved HMMP, which will address both spatial and temporal impacts.

BIO-7: Compensatory mitigation for San Bernardino kangaroo rat. Compensation for permanent impacts on critical habitat containing the PCEs for San Bernardino kangaroo rat and suitable habitat outside of designated critical habitat may be provided by purchasing San Bernardino kangaroo rat occupied lands within the Santa Ana Watershed for preservation through Wildlands, Inc. and/or through an accredited mitigation bank. Temporary impacts will be mitigated at a minimum 1:1 ratio, and permanent impacts will be mitigated at a minimum 3:1 ratio. On site restoration of temporarily impacted scalebroom scrub will occur upon completion of construction and will consist of returning impacted areas to original grade and preconstruction conditions. An HMMP will be developed and will include a monitoring period with specific success criteria to be developed through agency consultation.

a) Temporary and permanent impacts on San Bernardino kangaroo rat suitable habitat and critical habitat containing PCEs and total mitigation credits to be purchased are provided in the table below. Impacts occur to suitable habitat both within and outside of critical habitat.

b) The protocol-level trapping surveys for San Bernardino kangaroo rat included a habitat quality analysis, which ranked suitable habitat on its expected relative abundances of San Bernardino kangaroo rat; this Habitat Suitability Classification system did not include whether the area was designated as critical habitat. As such, the temporary and permanent impacts to be mitigated for in the table below are additive and separated into two sections to avoid double-counting impacted areas; that is, if an area is included in the Habitat Suitability Classification section then it is not included in the critical habitat section, even if it is designated as critical habitat. The first section of the table includes all Habitat Suitability Classification areas that will be impacted, whether they occur within critical habitat or not. The second section of the table includes critical habitat containing PCEs and does not occur within the Habitat Suitability Classification areas but will require mitigation compensation (i.e., unvegetated wash and open water areas). Critical habitat that does not contain PCEs (i.e., developed areas, ornamental landscapes, and paved roads) is not included in the table because it does not require mitigation compensation.

Total Mitigation Credits for Impacts on San Bernardino Kangaroo Rat

Habitat Type	Permanent Impact (acre)	Temporary Impact (acre)	Total Mitigation Credits to be Purchased*
Habitat Sustainability Classification from Trapping Surveys			
High	0.000	0.004	0.004
Medium/high	0.000	0.000	0.000
Medium	0.253	0.069	0.828
Low/medium	0.000	1.175	1.175
Low	0.333	1.293	2.292
Low/Trace	0.000	0.155	0.155
Subtotal	0.586	2.696	4.454
Critical Habitat with PCEs			
Critical habitat with PCEs**	1.497[+]	8.776[+]	13.267
Subtotal	1.497	8.776	13.267
Total	2.083	11.472	17.721

Source: Caltrans 2015b.
*Permanent and temporary effects will be mitigated at a 3:1 and 1:1 ratio, respectively.
** Mitigation does not include areas without PCEs for San Bernardino kangaroo rat; as such, only acreage for critical habitat containing the PCEs is included. Areas not considered PCEs include developed areas, ornamental landscapes, and paved roads.
[+]Excludes impacts within occupied habitat suitability classification types from trapping studies that overlap with critical habitat with PCEs to avoid double counting.

BIO-11: Compensatory mitigation for scalebroom scrub. A compensatory mitigation plan for impacts on scalebroom scrub located within jurisdictional aquatic resources will be developed during the permitting phase in coordination with the USACE, CDFW, and RWQCB. Mitigation will consist of payment into the Santa Ana Watershed Association in-lieu fee program or other approved in-lieu fee or mitigation bank program. Temporary and permanent impacts will be mitigated at a minimum 1:1 ratio. On-site restoration of temporarily impacted scalebroom scrub will occur upon completion of construction and will consist of returning impacted areas to original grade and preconstruction conditions. An HMMP will be developed and will include a monitoring period with specific success criteria to be developed through agency consultation. In addition, impacts on scalebroom scrub occupied with San Bernardino kangaroo rat and Santa Ana River woollystar will be mitigated during Section 7 consultation with USFWS and will consist of on-site restoration of temporarily impacted areas and off-site mitigation of permanently impacted areas (see measures **BIO-2** and **BIO-7** above).

BIO-14: Compensatory mitigation for riparian habitat. A compensatory mitigation plan for impacts on riparian habitats located within jurisdictional aquatic resources will be developed during the permitting phase in coordination with the USACE, CDFW, and RWQCB. Permanent impacts will be mitigated at a minimum 2:1 ratio through payment into the Santa Ana Watershed Association in-lieu fee program, or other approved in-lieu fee or mitigation program. Temporary impacts will be mitigated in-kind via on-site restoration within the project area. On-site restoration, if applicable, will occur upon completion of construction and will consist of returning impacted areas to original grade and preconstruction conditions. An HMMP will be developed and will include a monitoring period with specific success criteria to be developed through agency consultation.

BIO-15: Compensatory mitigation for CDFW wetlands and non-wetlands. To mitigate impacts on these jurisdictional areas, a compensatory mitigation plan will be developed during the permitting phase (measure **BIO-15**). Compensatory mitigation for temporary impacts will

include on-site habitat restoration within Caltrans right of way. Permanent impacts on non-wetland and wetland waters will be mitigated off site at a minimum 2:1 ratio through an approved in-lieu fee program or other agency-approved mitigation bank/in-lieu fee program.

2.5 Cultural Resources

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES: Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	☒
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒

2.5.1 Regulatory Setting

The National Historic Preservation Act (NHPA) of 1966, as amended, sets forth national policy and procedures for historic properties, defined as districts, sites, buildings, structures, and objects included in or eligible for listing in the National Register of Historic Places. Section 106 of the NHPA requires federal agencies to take into account the effects of their undertakings on historic properties and to allow the Advisory Council on Historic Preservation the opportunity to comment on those undertakings, following regulations issued by the Advisory Council on Historic Preservation [36 Code of Federal Regulations (CFR) 800]. On January 1, 2004, a Section 106 Programmatic Agreement (PA) between the Advisory Council, the Federal Highway Administration (FHWA), State Historic Preservation Officer (SHPO), and Caltrans went into effect for Caltrans projects, both state and local, with FHWA involvement. The PA implements the Advisory Council's regulations, 36 CFR 800, streamlining the Section 106 process and delegating certain responsibilities to Caltrans. The FHWA's responsibilities under the PA have been assigned to Caltrans as part of the Surface Transportation Project Delivery Program (23 United States Code [USC] 327).

Historical resources are considered under the California Environmental Quality Act (CEQA), as well as CA Public Resources Code (PRC) Section 5024.1, which established the California Register of Historical Resources. PRC Section 5024 requires state agencies to identify and protect state-owned resources that meet the National Register of Historic Places listing criteria. It further specifically requires Caltrans to inventory state-owned structures in its rights-of-way.

2.5.2 Discussion of Environmental Evaluation Question 2.5 – Cultural Resources

The information used in this section is from the following reports for the proposed project: *Historic Property Survey Report* (HPSR) (June 2014), *Archaeological Survey Report* (ASR)

(June 2014), and *Paleontological Identification Report/Paleontological Evaluation Report* (PIR/PER) (June 2014) (Caltrans 2014c, 2014d, 2014e).

a) **No Impact:** According to the HPSR, a records search was conducted on January 8, 2013 at the San Bernardino County Museum (SBCM) in Redlands, California. The records search included a review of all available cultural resources surveys and excavation reports as well as site records within a one-mile radius of the project area of potential effects (APE). The National Register of Historic Places, the lists of California Historical Landmarks and California Points of Historical Interest, the Listing of National Register Properties, and the Inventory of Historic Structures were also consulted. Results from the record search yielded 48 resources within one-mile of the project APE. Of these, two linear resources (The Old Santa Fe Kite Road [CA-SBR-6847] and Historical Baseline Road [CA-SBR-012]) are recorded within the APE and eight resources are located adjacent to SR-210.

   The portions of the two linear resources recorded as crossing the APE were demolished prior to construction of SR-210 in 1992. The proposed project would not result in any impacts on the eight resources located within 1,500 feet of the project APE. Portions of two of these sites are located within 100 feet of the project APE boundary, but at a sufficient distance that project construction would have no impact on these resources. Therefore, Caltrans has determined that a there are no historical resources within the project area limits, as outlined in CEQA Guidelines 15064.5(a). As assigned by FHWA, Caltrans has determined a Finding of No Historic Properties Affected according to Section 106 Programmatic Agreement (PA) Stipulation IX.A is appropriate for this undertaking, and has notified the State Historic Preservation Office (SHPO) of this finding. Caltrans has determined that all the state-owned resources (built environment and archaeological resources) within the APE are exempt from evaluation because they meet the criteria set forth in the Section 106 PA Attachment 4 (Properties Exempt from Evaluation) or were previously determined not eligible for inclusion in the National Register of Historic Places and/or for registration as a California Historical Landmark, and that determination is still valid.

b) **No Impact:** There is a low likelihood of encountering subsurface archaeological material during activities associated with the proposed project. According to the ASR, a cultural resources survey of the APE on December 11, 2012 and February 12, 2013 confirmed that the ground surface within the entire project area has been heavily disturbed through construction of the highway and associated structures, agricultural development, and construction of industrial properties adjacent to the right of way. Field surveys confirmed that none of the cultural resources recorded within and adjacent to the project corridor are present and would not be affected during project activities. Ground disturbances from previous developments, especially construction of the existing SR-210 highway, likely would have inadvertently destroyed any unknown archaeological resources present due to the depth and intensity of past disturbance. Some of the TCEs outside the existing highway right of way are located within the Santa Ana River, City Creek, Sand Creek, channelized areas, or high energy environments in which natural erosion has most likely destroyed any intact cultural deposits that may have been present. The construction staging areas are all located within the existing highway right of way, immediately adjacent to the highway edge of pavement. Approximately 90 percent of the unpaved areas adjacent to SR-210 have been cut, or elevated, sloped, and landscaped. Only one small TCE, located southwest of the Santa Ana

River, occupies land that is both outside of the existing highway footprint and beyond the active channels of streams present in the APE. This is a small area, about one acre in size, and it seems unlikely to encompass buried cultural resources; therefore, it is highly unlikely the proposed project would disturb any unknown or buried archaeological resources.

A Sacred Lands File Search and list of potentially interested Native American groups and individuals were requested from the Native American Heritage Commission (NAHC) on November 2, 2012. The NAHC responded on November 5, 2012, stating that a search of the sacred lands files revealed no Sacred Lands or traditional cultural properties near the APE. The NAHC also provided a list of nine Native American contacts in Riverside and San Bernardino County who might have knowledge of cultural resources in the project area. Letters were sent to these contacts and follow-up telephone calls were made to those who did not provide a response to the initial letter. Goldie Walker, Chairwoman of the Serrano Nation of Mission Indians requested that she or Mark Cochran be contacted immediately in the event that any Native American resources or burial items are encountered. No other responses from the remaining eight Native American contacts were received.

No cultural resource impacts are anticipated as a result of proposed project activities; therefore, the proposed project would not cause a change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5.

If cultural materials are discovered during construction, all work must halt or be diverted within a sixty-foot radius of the discovery until a qualified archaeologist can assess the nature and significance of the find.

c) See discussion in Section 2.6, *Paleontological Resources*.

d) **No Impact:** Based on the results of the cultural resource record searches, surveys, and Native American Consultation detailed in the HPSR and ASR, there are no human remains within the project APE that would be affected by the proposed project. If human remains are unexpectedly encountered during construction then measure CR-2 would be implemented.

2.5.3 Avoidance, Minimization, and/or Mitigation Measures

The following standard avoidance and minimization measures will be implemented to minimize potential cultural resource impacts:

CR-1: If cultural materials are discovered during construction, all work must halt or be diverted within a sixty-foot radius of the discovery until a qualified archaeologist can assess the nature and significance of the find.

CR-2: If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities will stop in any area or nearby area suspected to overlie remains, and the County Coroner contacted. If suspected human remains are discovered during construction, Caltrans requires that all work must halt or be diverted within a sixty-foot radius of the discovery until the Coroner has made a determination. Pursuant to California Public Resources Code (PRC) Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission, which will then notify the Most

Likely Descendent. At this time, the person who discovered the remains will contact the District 8 Environmental Branch so that they may work with the Most Likely Descendent on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.

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2.6 Paleontological Resources

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
V(c). CULTURAL RESOURCES: Would the project:				
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

2.6.1 Regulatory Setting

Paleontology is a natural science focused on the study of ancient animal and plant life as it is preserved in the geologic record as fossils.

Under California law, paleontological resources are protected by the California Environmental Quality Act (CEQA).

2.6.2 Discussion of Environmental Evaluation Question 2.6 – Paleontological Resources

The information used in this section is from the *Paleontological Identification Report/Paleontological Evaluation Report* (PIR/PER) (June 2014) (Caltrans 2014e).

c) Less than Significant with Mitigation: As detailed in the PIR/PER, most of the proposed project would occur within areas of existing fill or low sensitivity young alluvial deposits (Figure 2-3, Paleontological Sensitivity Map). However, some of the construction activities associated with the Build Alternative between a point approximately 300 feet east of Victoria Street and a point approximately 0.25 mile south of Base Line (at approximately Norwood Street) have the potential to adversely affect old alluvial deposits (Pleistocene [Qof_3]) with a high paleontological resource sensitivity rating. Because vertebrate fossils have been recovered from similar Pleistocene old alluvial deposits, similar fossils may also be preserved in exposed old alluvial deposits along the proposed right of way. These paleontologically sensitive areas occur where previous construction along the SR-210 corridor graded into a hillslope (Figure 2-3).

This previous work removed a significant volume of young alluvial deposits, and there is potential that the underlying older alluvial deposits are now exposed either at the surface or at a shallow depth. Because shallow construction-related excavations may result in impacts on these older deposits, this entire segment of the alignment has been assigned a high paleontological resource potential/sensitivity.

Under CEQA, potential negative impacts on paleontological resources require mitigation. In order to reduce these impacts to a level below significance, a Paleontological Mitigation Plan (PMP) **(CR-3)**, as described below under Section 2.6.3, will be prepared and implemented prior to commencement of project construction.

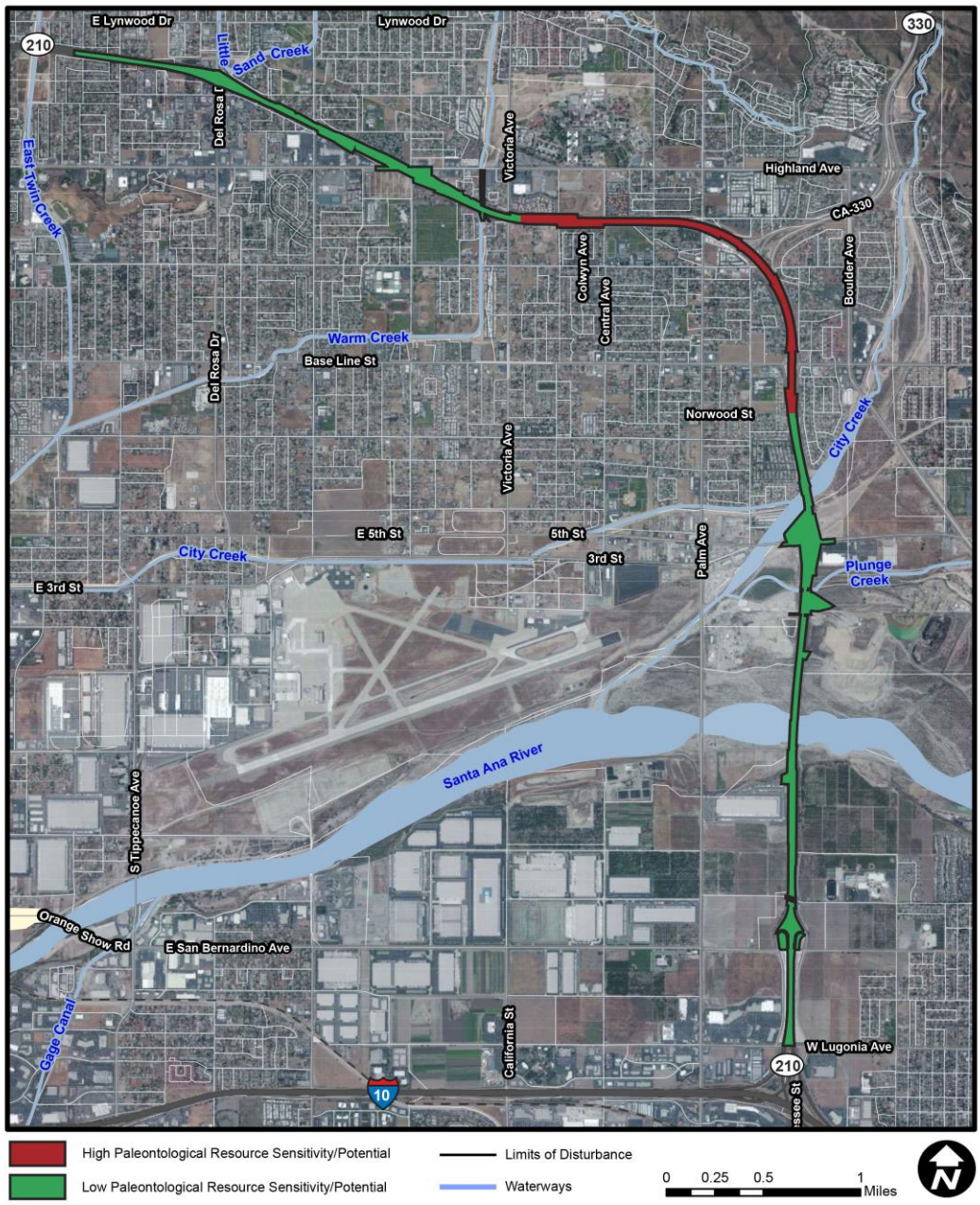


Figure 2-3. Paleontological Sensitivity Map

Areas of low resource sensitivity/potential (green) represent areas where construction is only anticipated to affect artificial fill and/or unnamed young alluvial deposits. Areas of high resource sensitivity/potential (red) represent areas where construction has the potential to affect old alluvial deposits either at the surface or at depth. Notably, significant excavations into the hillslope near the CA-330 interchange were made during previous construction along the SR-210 corridor and removed a large volume of young alluvial deposits. The underlying older alluvial deposits have the potential to be exposed near the surface; therefore, there may be impacts on these deposits during construction.

2.6.3 Avoidance, Minimization, and/or Mitigation Measures

The following mitigation measure will be implemented to address potential paleontological resource impacts:

CR-3: A Paleontological Mitigation Plan (PMP) will be developed and implemented prior to commencement of project construction. The PMP will follow the guidelines of Caltrans and the recommendations of the Society of Vertebrate Paleontology, and they will be prepared and submitted to Caltrans for review during the Plans, Specifications, and Estimates phase of the project. These recommendations include:

a) Having the qualified paleontologist attend the preconstruction meeting to consult with the grading and excavation contractors.

b) Providing a paleontological monitor on site to inspect paleontological resources on a full-time basis during the original cutting of previously undisturbed deposits of high or moderate paleontological resource potential and on a part-time basis during the original cutting of previously undisturbed deposits of low paleontological resource potential.

c) Having the qualified paleontologist or paleontological monitor salvage and recover paleontological resources.

d) Collecting stratigraphic data (by the qualified paleontologist and/or paleontological monitor) to provide a stratigraphic context for recovered paleontological resources.

e) Preparing (i.e., repairing and cleaning), sorting, and cataloging recovered paleontological resources.

f) Donating prepared fossils, field notes, photographs, and maps to a scientific institution with permanent paleontological collections, such as the San Bernardino County Museum.

g) Completing a final summary report that outlines the results of the mitigation program.

2.7 Geology and Soils

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
VI. GEOLOGY AND SOILS: Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☒	☐
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area, or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste-water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

2.7.1 Regulatory Setting

For geologic and topographic features, the key federal law is the Historic Sites Act of 1935, which establishes a national registry of natural landmarks and protects "outstanding examples of major geological features." Topographic and geologic features are also protected under the California Environmental Quality Act (CEQA).

Earthquakes are prime considerations in the design and retrofit of structures. Caltrans' Office of Earthquake Engineering is responsible for assessing the seismic hazard for Department projects. Structures are designed using Caltrans Seismic Design Criteria (SDC). The SDC provides the minimum seismic requirements for highway bridges designed in California. A bridge's category and classification will determine its seismic performance level and which methods are used for estimating the seismic demands and structural capabilities. For more information, please see Caltrans' Division of Engineering Services, Office of Earthquake Engineering, Seismic Design Criteria.

2.7.2 Discussion of Environmental Evaluation Question 2.7 – Geology and Soils

Unless otherwise specified, the information used in this section is from the City of Highland General Plan (City of Highland 2006), City of Redlands General Plan (City of Redlands 1998), the City of San Bernardino General Plan (City of San Bernardino 2005).

a. i) **No Impact:** The proposed project area is not located within or adjacent to an Alquist-Priolo Earthquake Fault Zone. In addition, the project area is not located on any known "active" earthquake fault trace.[2] Therefore, the potential for ground rupture due to on-site active faulting is considered to be low and no impacts are anticipated.

a. ii) **Less than Significant Impact:** The project area is located within a seismically active region of Southern California and would therefore experience the effects of seismic ground shaking. The nearest known active faults to the project area are the San Andreas Fault and the San Jacinto Fault. North and south branches of the San Andreas Fault traverse through Highland, northeast of the project area. The San Andreas Fault is capable of generating an earthquake magnitude of up to 8.3 on the Richter scale. The San Jacinto Fault is located to the southwest of the project area, approximately 4.5 miles from the City of Highland. The San Jacinto Fault Zone has a maximum credible earthquake Richter magnitude of 8.5 and has the potential for significant ground shaking within the region.

Compliance with the most current Caltrans' procedures regarding seismic design, which is standard practice on all Caltrans projects, is anticipated to avoid or minimize any significant impacts related to seismic ground shaking. Seismic design would also meet City, County requirements under the Uniform Building Code (**GEO-1** and **GEO-2**). Since the majority of the proposed work is inside widening to add the new mixed flow lanes in the median, fill slopes are proposed in only a few specific locations where outside widening is necessary. Therefore, through the incorporation of standard seismic design practices, the proposed project would result in a less than significant impact.

a. iii) **Less than Significant Impact:** Liquefaction is a destructive secondary effect of strong seismic shaking. It occurs primarily in loose, saturated, fine- to medium-grained soils in areas where the groundwater table is within approximately 50 feet of the ground surface. Shaking causes the soils to lose strength and behave as liquid. Based on a review of geologic mapping, the project area has a low potential for liquefaction, except for the area between Plunge Creek and the Santa Ana River. According to the City of Highland General Plan, this area is considered to be highly susceptible to liquefaction.

In areas where the potential for liquefaction is high, the potential for lateral spreading and other secondary effects, such as seismic-induced settlement, is also high. To confirm these preliminary conclusions, a comprehensive geotechnical study, including a field investigation and laboratory soil testing, would be performed during the Plans, Specifications, and Estimates (PS&E) phase of the proposed project, which is standard practice on all Caltrans projects that involve potential liquefaction (**GEO-3**). Any

[2] A fault trace is the intersection of a fault with the ground surface and is commonly plotted on geologic maps to represent a fault.

recommendations arising from that study would be implemented into the proposed project. Therefore, a less than significant impact as a result of seismic-related ground-failure is anticipated.

a.iv) **No Impact:** The project area is relatively flat and, based on a review of geologic mapping, there would be a low probability for a landslide along the project route. No impacts would occur.

b) **Less than Significant Impact:** Under the proposed project, approximately 122.1 acres—which includes the areas of new pavement and the associated cut and fill slopes, construction staging and access areas, and temporary construction easements—would be protected with temporary or permanent erosion control and would not pose any additional risk compared to existing conditions. There would be an increase of approximately 20.2 acres of impervious surface under the proposed project. The additional impervious surface area would increase stormwater runoff and the volume of downstream flow. Conveyance systems, such as overside drains, ditches, rock slope protection, and treatment BMPs would be included in the project to reduce downstream impacts to the maximum extent practicable. Temporary construction BMPs, which are standard practices for erosion and water quality control, would be implemented to minimize the potential increase in sediment loading and would be included in the project SWPPP. Federal and state jurisdictions require that an approved SWPPP be prepared for projects that involve greater than one acre of disturbance. A SWPPP specifies BMPs that would minimize erosion and keep all products of erosion from moving off site into receiving waters. Earthwork in the project area would be performed in accordance with the most current edition of the Caltrans' Standard Specifications, the project SWPPP, and the requirements of applicable government agencies; therefore, the proposed project would result in less than significant impacts.

c) **Less than Significant Impact:** The proposed project traverses an area between Plunge Creek and the Santa Ana River that is considered highly susceptible to liquefaction. A comprehensive geotechnical study, including a field investigation and laboratory soil testing, would be performed during the PS&E phase of the proposed project to confirm these findings, which is standard practice on all Caltrans projects that involve potential liquefaction (**GEO-3**). Any recommendations arising from that study would be implemented into the proposed project and any earthwork in the project area would be performed in accordance with the most current edition of the Caltrans' Standard Specifications; therefore, the proposed project would result in less than significant impacts.

d) **No Impact:** Soils within the project area consist mostly of Natural Resources Conservation Service hydrologic soil groups "A" and "B," which means they are primarily composed of sand or gravel and have a low to moderately low runoff potential when thoroughly wet. Expansive soils are primarily composed of clay or clayey textures and have a high shrink-swell potential; therefore, it is anticipated that the proposed project would not be constructed on expansive soils. However, a comprehensive geotechnical study, including a field investigation and laboratory soil testing, would be performed during the PS&E phase of the proposed project. Any recommendations arising

from that study would be implemented into the proposed project. Therefore, the project is anticipated to result in no impacts.

e) **No Impact:** The proposed project is a freeway widening project and would not require septic tanks or water disposal systems.

2.7.3 Avoidance, Minimization, and/or Mitigation Measures

Measures **WQ-1** through **WQ-4** (from Section 2.10.3) would be implemented to minimize soil erosion. The following standard avoidance and minimization measures will be implemented to minimize potential geological impacts:

GEO-1: Earthwork in the project area will be performed in accordance with the latest edition of the California Department of Transportation Standard Specifications and/or the requirements of applicable government agencies.

GEO-2: The project will conform to all applicable seismic design criteria from the Uniform Building Code, Caltrans Standards, and state, county, and city regulations.

GEO-3: A comprehensive geotechnical study, including a field investigation and laboratory soil testing, will be performed during the PS&E phase of the proposed project to confirm these findings.

2.8 Greenhouse Gas Emissions

VII. GREENHOUSE GAS EMISSIONS: Would the project:	
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	While Caltrans has included this good faith effort in order to provide the public and decision-makers as much information as possible about the project, it is Caltrans' determination that in the absence of further regulatory or scientific information related to GHG emissions and CEQA significance, it is too speculative to make a significance determination regarding the project's direct and indirect impact with respect to climate change. Caltrans does remain firmly committed to implementing measures to help reduce the potential effects of the project. These measures are outlined below.

2.8.1 Discussion of Environmental Evaluation Question 2.8 – Greenhouse Gas Emissions

Climate change refers to long-term changes in temperature, precipitation, wind patterns, and other elements of the earth's climate system. An ever-increasing body of scientific research attributes these climatological changes to greenhouse gas (GHG) emissions, particularly those generated from the production and use of fossil fuels.

While climate change has been a concern for several decades, the establishment of the Intergovernmental Panel on Climate Change (IPCC) by the United Nations and World Meteorological Organization in 1988 has led to increased efforts devoted to GHG emissions reduction and climate change research and policy. These efforts are primarily concerned with the emissions of GHGs generated by human activity including carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), tetrafluoromethane, hexafluoroethane, sulfur hexafluoride (SF_6), HFC-23 (fluoroform), HFC-134a (s, s, s, 2-tetrafluoroethane), and HFC-152a (difluoroethane).

In the U.S., the main source of GHG emissions is electricity generation, followed by transportation. In California, however, transportation sources (including passenger cars, light-duty trucks, other trucks, buses, and motorcycles make up the largest source of GHG-emitting sources. The dominant GHG emitted is CO2, mostly from fossil fuel combustion.

There are typically two terms used when discussing the impacts of climate change: "Greenhouse Gas Mitigation" and "Adaptation." "Greenhouse Gas Mitigation" is a term for reducing GHG emissions to reduce or "mitigate" the impacts of climate change. "Adaptation" refers to the effort of planning for and adapting to impacts resulting from climate change (such as adjusting transportation design standards to withstand more intense storms and higher sea levels)[3].

There are four primary strategies for reducing GHG emissions from transportation sources: 1) improving the transportation system and operational efficiencies, 2) reducing travel activity,

[3] http://climatechange.transportation.org/ghg_mitigation/

3) transitioning to lower GHG-emitting fuels, and 4) improving vehicle technologies/efficiency. To be most effective, all four strategies should be pursued cooperatively.[4]

2.8.2 Regulatory Setting

This section outlines state and federal efforts to comprehensively reduce GHG emissions from transportation sources.

State

With the passage of several pieces of legislation including State Senate and Assembly Bills and Executive Orders, California launched an innovative and pro-active approach to dealing with GHG emissions and climate change.

Assembly Bill 1493 (AB 1493), Pavley, Vehicular Emissions: Greenhouse Gases, 2002: This bill requires the California Air Resources Board (CARB) to develop and implement regulations to reduce automobile and light truck GHG emissions. These stricter emissions standards were designed to apply to automobiles and light trucks beginning with the 2009-model year.

Executive Order (EO) S-3-05 (June 1, 2005): The goal of this EO is to reduce California's GHG emissions to 1) year 2000 levels by 2010, 2) year 1990 levels by the 2020, and 3) 80 percent below the year 1990 levels by 2050. In 2006, this goal was further reinforced with the passage of Assembly Bill 32.

Assembly Bill 32 (AB 32), Núñez and Pavley, The Global Warming Solutions Act of 2006: AB 32 sets the same overall GHG emissions reduction goals as outlined in EO S-3-05, while further mandating that CARB create a scoping plan and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases."

Executive Order S-20-06 (October 18, 2006): This order establishes the responsibilities and roles of the Secretary of the California Environmental Protection Agency (Cal/EPA) and state agencies with regard to climate change.

Executive Order S-01-07 (January 18, 2007): This order set forth the low carbon fuel standard for California. Under this EO, the carbon intensity of California's transportation fuels is to be reduced by at least ten percent by 2020.

Senate Bill 97 (SB 97), Chapter 185, 2007, Greenhouse Gas Emissions: required the Governor's Office of Planning and Research (OPR) to develop recommended amendments to the California Environmental Quality Act (CEQA) Guidelines for addressing GHG emissions. The amendments became effective on March 18, 2010.

Senate Bill 375 (SB 375), Chapter 728, 2008, Sustainable Communities and Climate Protection: This bill requires the California Air Resources Board (CARB) to set regional emissions reduction targets from passenger vehicles. The Metropolitan Planning Organization (MPO) for each region must then develop a "Sustainable Communities Strategy" (SCS) that integrates transportation, land-use, and housing policies to plan for the achievement of the emissions target for their region.

[4] http://www.fhwa.dot.gov/environment/climate_change/mitigation/

Senate Bill 391 (SB 391) Chapter 585, 2009 California Transportation Plan: This bill requires the State's long-range transportation plan to meet California's climate change goals under AB 32.

Federal

Although climate change and GHG reduction are a concern at the federal level; currently no regulations or legislation have been enacted specifically addressing GHG emissions reductions and climate change at the project level. Neither the United States Environmental Protection Agency (U.S. EPA) nor the Federal Highway Administration (FHWA) has issued explicit guidance or methods to conduct project-level GHG analysis.[5] FHWA supports the approach that climate change considerations should be integrated throughout the transportation decision-making process, from planning through project development and delivery. Addressing climate change mitigation and adaptation up front in the planning process will assist in decision-making and improve efficiency at the program level, and will inform the analysis and stewardship needs of project-level decision-making. Climate change considerations can be integrated into many planning factors, such as supporting economic vitality and global efficiency, increasing safety and mobility, enhancing the environment, promoting energy conservation, and improving the quality of life.

The four strategies outlined by FHWA to lessen climate change impacts correlate with efforts that the state is undertaking to deal with transportation and climate change; these strategies include improved transportation system efficiency, cleaner fuels, cleaner vehicles, and a reduction in travel activity.

Climate change and its associated effects are being addressed through various efforts at the federal level to improve fuel economy and energy efficiency, such as the "National Clean Car Program" and EO 13514 - *Federal Leadership in Environmental, Energy and Economic Performance*.

Executive Order 13514 (October 5, 2009): This order is focused on reducing greenhouse gases internally in federal agency missions, programs and operations, but also directs federal agencies to participate in the Interagency Climate Change Adaptation Task Force, which is engaged in developing a national strategy for adaptation to climate change.

U.S. EPA's authority to regulate GHG emissions stems from the U.S. Supreme Court decision in *Massachusetts v. EPA* (2007). The Supreme Court ruled that GHGs meet the definition of air pollutants under the existing Clean Air Act and must be regulated if these gases could be reasonably anticipated to endanger public health or welfare. Responding to the Court's ruling, U.S. EPA finalized an endangerment finding in December 2009. Based on scientific evidence it found that six greenhouse gases constitute a threat to public health and welfare. Thus, it is the Supreme Court's interpretation of the existing Act and EPA's assessment of the scientific evidence that form the basis for EPA's regulatory actions. U.S. EPA in conjunction with NHTSA

[5] To date, no national standards have been established regarding mobile source GHGs, nor has U.S. EPA established any ambient standards, criteria or thresholds for GHGs resulting from mobile sources.

issued the first of a series of GHG emission standards for new cars and light-duty vehicles in April 2010.[6]

The U.S. EPA and the National Highway Traffic Safety Administration (NHTSA) are taking coordinated steps to enable the production of a new generation of clean vehicles with reduced GHG emissions and improved fuel efficiency from on-road vehicles and engines. These next steps include developing the first-ever GHG regulations for heavy-duty engines and vehicles, as well as additional light-duty vehicle GHG regulations.

The final combined standards that made up the first phase of this national program apply to passenger cars, light-duty trucks, and medium-duty passenger vehicles, covering model years 2012 through 2016. The standards implemented by this program are expected to reduce GHG emissions by an estimated 960 million metric tons and 1.8 billion barrels of oil over the lifetime of the vehicles sold under the program (model years 2012-2016).

On August 28, 2012, U.S. EPA and NHTSA issued a joint Final Rulemaking to extend the National Program for fuel economy standards to model year 2017 through 2025 passenger vehicles. Over the lifetime of the model year 2017-2025 standards this program is projected to save approximately four billion barrels of oil and two billion metric tons of GHG emissions.

The complementary U.S. EPA and NHTSA standards that make up the Heavy-Duty National Program apply to combination tractors (semi trucks), heavy-duty pickup trucks and vans, and vocational vehicles (including buses and refuse or utility trucks). Together, these standards will cut greenhouse gas emissions and domestic oil use significantly. This program responds to President Barack Obama's 2010 request to jointly establish greenhouse gas emissions and fuel efficiency standards for the medium- and heavy-duty highway vehicle sector. The agencies estimate that the combined standards will reduce CO2 emissions by about 270 million metric tons and save about 530 million barrels of oil over the life of model year 2014 to 2018 heavy duty vehicles.

2.8.3 Project Analysis

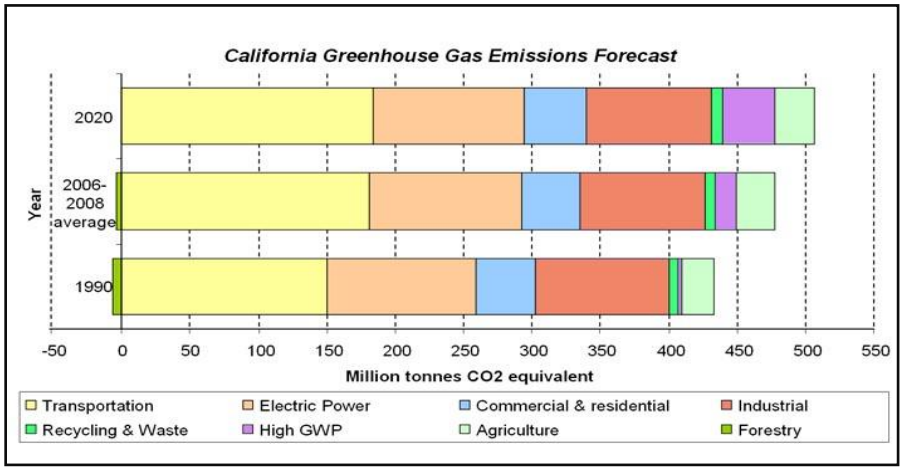
An individual project does not generate enough GHG emissions to significantly influence global climate change. Rather, global climate change is a cumulative impact. This means that a project may contribute to a potential impact through its *incremental* change in emissions when combined with the contributions of all other sources of GHG.[7] In assessing cumulative impacts, it must be determined if a project's incremental effect is "cumulatively considerable" (CEQA Guidelines Sections 15064(h)(1) and 15130). To make this determination, the incremental impacts of the project must be compared with the effects of past, current, and probable future projects. To gather sufficient information on a global scale of all past, current, and future projects to make this determination is a difficult, if not impossible, task.

[6] http://www.c2es.org/federal/executive/epa/greenhouse-gas-regulation-faq

[7] This approach is supported by the AEP: *Recommendations by the Association of Environmental Professionals on How to Analyze GHG Emissions and Global Climate Change in CEQA Documents* (March 5, 2007), as well as the South Coast Air Quality Management District (Chapter 6: The CEQA Guide, April 2011) and the US Forest Service (Climate Change Considerations in Project Level NEPA Analysis, July 13, 2009).

The AB 32 Scoping Plan mandated by AB 32 includes the main strategies California will use to reduce GHG emissions. As part of its supporting documentation for the Draft Scoping Plan, the CARB released the GHG inventory for California (forecast last updated: October 28, 2010). The forecast is an estimate of the emissions expected to occur in 2020 if none of the foreseeable measures included in the Scoping Plan were implemented. The base year used for forecasting emissions is the average of statewide emissions in the GHG inventory for 2006, 2007, and 2008.

Figure 2-4. California Greenhouse Gas Forecast



Source: http://www.arb.ca.gov/cc/inventory/data/forecast.htm

Caltrans and its parent agency, the Transportation Agency, have taken an active role in addressing GHG emission reduction and climate change. Recognizing that 98 percent of California's GHG emissions are from the burning of fossil fuels and 40 percent of all human made GHG emissions are from transportation, Caltrans has created and is implementing the Climate Action Program at Caltrans that was published in December 2006.[8]

One of the main strategies in Caltrans Climate Action Program to reduce GHG emissions is to make California's transportation system more efficient. The highest levels of carbon dioxide (CO2) from mobile sources, such as automobiles, occur at stop-and-go speeds (0-25 miles per hour) and speeds over 55 miles per hour; the most severe emissions occur from 0-25 miles per hour (see Figure 2-5 below). To the extent that a project relieves congestion by enhancing operations and improving travel times in high congestion travel corridors GHG emissions, particularly CO2, may be reduced.

[8] Caltrans Climate Action Program is located at the following web address: http://www.dot.ca.gov/hq/tpp/offices/ogm/key_reports_files/State_Wide_Strategy/Caltrans_Climate_Action_Program.pdf

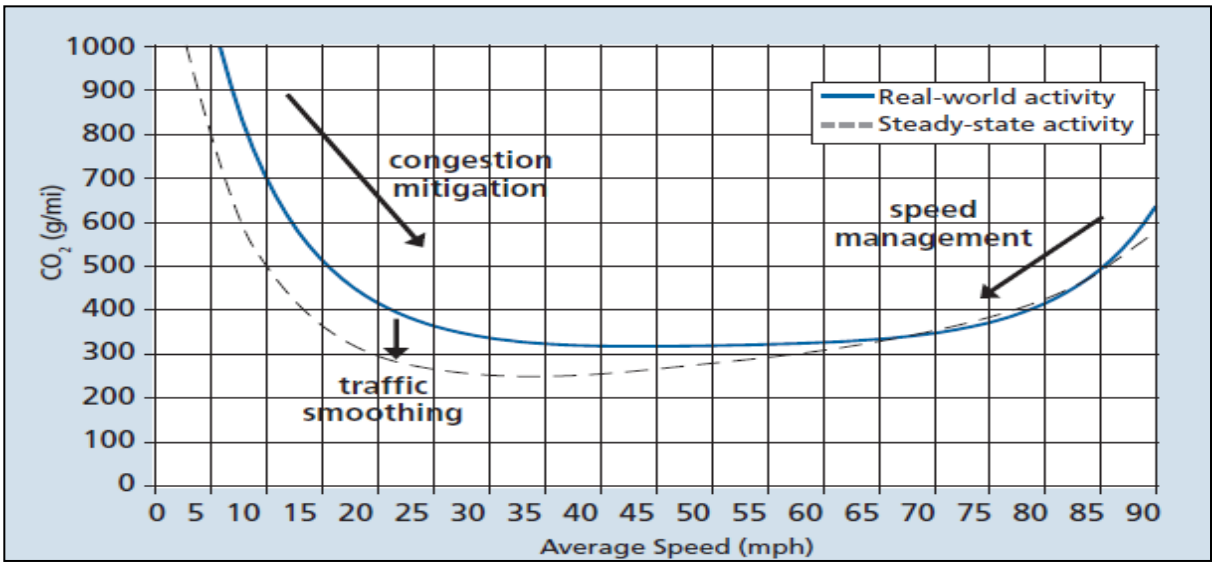


Figure 2-5. Possible Effect of Traffic Operation Strategies in Reducing On-Road CO_2 Emission[9]

Using EMFAC2011 emission factors within CT-EMFAC and traffic data provided by the traffic engineer (URS Corporation 2013), CO_2 emissions were forecast based on existing-year (2012), opening-year (2020), and horizon-year (2040) traffic conditions. The forecast of CO_2 emissions under the Build Alternative and No Build Alternative is provided in Table 2-9. As shown in Table 2-9, the modeled CO_2 emissions in the Horizon Year (2040) are higher than those for the existing year (2012), which is attributed to the growth in VMT. At Horizon Year 2040, modeled CO_2 emissions under the Build Alternative would be higher than those under the No Build Alternative, which would be attributed to an increase in VMT and travel speed increases. As shown previously on Figure 2-5, CO_2 emissions factors increase as travel speed increases up to and beyond approximately 55 mph.

It is important to note that these modeled CO_2 emission estimates are useful only for comparison between project alternatives. These estimates are not necessarily an accurate reflection of what the true CO_2 emissions will be because CO_2 emissions are dependent on other factors that are not part of the model, such as the fuel mix,[10] rate of acceleration, and the aerodynamics and efficiency of the vehicles.

The 2012–2035 RTP/SCS includes strategies to reduce VMT and associated per capita energy consumption from the transportation sector as well as mitigation measures related to energy that are designed to reduce consumption and increase the use and availability of renewable sources of energy in the region (Southern California Association of Governments 2012a). Potential mitigation programs identified in the 2012–2035 RTP/SCS to reduce GHG emissions include increased construction of infrastructure and automobile fuel efficiency to accommodate

[9] Traffic Congestion and Greenhouse Gases: Matthew Barth and Kanok Boriboonsomsin (TR News 268 May-June 2010)<http://onlinepubs.trb.org/onlinepubs/trnews/trnews268.pdf>

[10] EMFAC model emission rates are only for direct engine-out CO_2 emissions, not full fuel cycle. Fuel cycle emission rates can vary dramatically, depending on the amount of additives like ethanol and the source of the fuel components.

increased use of alternative-fuel motor vehicles as well as coordinating transportation, land use, and air quality planning to reduce VMT, energy use, and GHG emissions (Southern California Association of Governments 2012a).

Table 2-9. Summary of CT-EMFAC-Modeled CO2 Emissions

Scenario	Daily VMT	Tons per Year CO_2 Emissions
Existing (2012)	3,028,627	551,186
2040 No Build	4,613,823	673,710
2040 Build	4,683,730	683,371
Alternative Increase/(Decrease) Compared with Existing Year 2012		
2040 Build vs. Existing	+ 1,655,103	+ 132,185
Alternative Increase/(Decrease) Compared with Respective No Build at Opening Year 2020 and Horizon Year 2040		
2040 Build vs. No Build	+ 69,907	+ 9,661
Source: Compiled by ICF International using traffic data provided by URS Corporation, 2012 Calculation worksheets provided in Appendix F of the Air Quality Report.		

The EIR for the 2012–2035 RTP/SCS performed a GHG emission reduction strategy consistency analysis to evaluate impacts related to climate change associated with the 2012–2035 RTP/SCS. This consistency analysis evaluated consistency with the CARB; Public Utilities Commission; Business, Transportation, and Housing Agency; State and Consumer Services Agency; and EPA GHG reduction strategies and found that impacts on climate change are considered significant even with implementation of mitigation measures. To help mitigate impacts associated with the 2012–2035 RTP/SCS, SCAG identified mitigation measures to mitigate the impacts of growing transportation energy demand associated with the RTP (Southern California Association of Governments 2012a).

Construction Emissions

Greenhouse gas emissions for transportation projects can be divided into those produced during construction and those produced during operations. Construction GHG emissions include emissions produced as a result of material processing, emissions produced by onsite construction equipment, and emissions arising from traffic delays due to construction. These emissions will be produced at different levels throughout the construction phase; their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases.

In addition, with innovations such as longer pavement lives, improved traffic management plans, and changes in materials, the GHG emissions produced during construction can be mitigated to some degree by longer intervals between maintenance and rehabilitation events.

A qualitative analysis of construction-related emissions was provided in Section 3.2.2.1 of the Air Quality Report. As stated in Section 3.2.2.1, construction emissions of criteria pollutants are considered temporary emissions. This is not the case with GHGs because of the cumulative nature of GHGs, which remain in the earth's atmosphere long after the time of emission. As detailed in the construction emissions calculation worksheet provided in Appendix F of the Air Quality Report, approximately 2,129 metric tons of CO_2 emissions associated with proposed

project construction would emitted into the atmosphere with construction of the Build Alternative.

CEQA Conclusion

As discussed above, the opening year build scenario shows a decrease in CO_2 emissions over the existing levels; the horizon year build scenario shows an increase in CO_2 emissions over the existing levels; the future build scenarios show an increase in CO_2 emissions over future no build emissions within the project corridor; however, on a region-wide basis, the Build Alternative would have no substantial effect on CO_2 emissions when compared with the No Build Alternative. In addition, as discussed above, there are also limitations with EMFAC and with assessing what a given CO_2 emissions increase means for climate change. Therefore, it is Caltrans' determination that in the absence of further regulatory or scientific information related to GHG emissions and CEQA significance, it is too speculative to make a determination regarding the significance of the project's direct impact and its contribution on the cumulative scale to climate change. However, Caltrans is firmly committed to implementing measures to help reduce the potential GHG effects of the project. These measures are outlined in the following section. Caltrans is taking further measures to help reduce energy consumption and GHG emissions. These measures are outlined below under the Assembly Bill 32 Compliance subheading.

Greenhouse Gas Reduction Strategies

AB 32 Compliance

Caltrans continues to be involved on the Governor's Climate Action Team as the CARB works to implement Executive Orders S-3-05 and S-01-07 and help achieve the targets set forth in AB 32. Many of the strategies Caltrans is using to help meet the targets in AB 32 come from Former Governor Arnold Schwarzenegger's Strategic Growth Plan for California. The Strategic Growth Plan targeted a significant decrease in traffic congestion below 2008 levels and a corresponding reduction in GHG emissions, while accommodating growth in population and the economy. The Strategic Growth Plan relies on a complete systems approach to attain CO2 reduction goals: system monitoring and evaluation, maintenance and preservation, smart land use and demand management, and operational improvements as shown in Figure 2-6: The Mobility Pyramid.

Figure 2-6: Mobility Pyramid

Caltrans is supporting efforts to reduce vehicle miles traveled by planning and implementing smart land use strategies: job/housing proximity, developing transit-oriented communities, and high-density housing along transit corridors. Caltrans works closely with local jurisdictions on planning activities, but does not have local land use planning authority. Caltrans also assists efforts to improve the energy efficiency of the transportation sector by increasing vehicle fuel economy in new cars, light and heavy-duty trucks; Caltrans is doing this by supporting on-going research efforts at universities, by supporting legislative efforts to increase fuel economy, and by participating on the Climate Action Team. It is important to note, however, that control of fuel economy standards is held by the U.S. EPA and CARB.

Caltrans is also working towards enhancing the State's transportation planning process to respond to future challenges. Similar to requirements for regional transportation plans under Senate Bill (SB) 375 (Steinberg 2008), SB 391(Liu 2009) requires the State's long-range transportation plan to meet California's climate change goals under Assembly Bill (AB) 32.

The California Transportation Plan (CTP) is a statewide, long-range transportation plan to meet our future mobility needs and reduce greenhouse gas (GHG) emissions. The CTP defines performance-based goals, policies, and strategies to achieve our collective vision for California's future, statewide, integrated, multimodal transportation system.

The purpose of the CTP is to provide a common policy framework that will guide transportation investments and decisions by all levels of government, the private sector, and other transportation stakeholders. Through this policy framework, the CTP 2040 will identify the statewide transportation system needed to achieve maximum feasible GHG emission reductions while meeting the State's transportation needs.

Table 2-10 summarizes Caltrans and statewide efforts that it is implementing to reduce GHG emissions. More detailed information about each strategy is included in the Climate Action Program at Caltrans (December 2006).

Table 2-10. Climate Change/CO_2 Reduction Strategies

Strategy	Program	Partnership		Method/Process	Estimated CO_2 Savings Million Metric Tons (MMT)	
		Lead	Agency		2010	2020
Smart Land Use	Intergovernmental Review (IGR)	Caltrans	Local governments	Review and seek to mitigate development proposals	Not Estimated	Not Estimated
	Planning Grants	Caltrans	Local and regional agencies & other stakeholders	Competitive selection process	Not Estimated	Not Estimated
	Regional Plans and Blueprint Planning	Regional Agencies	Caltrans	Regional plans and application process	0.975	7.8
Operational Improvements & Intelligent Transportation System (ITS) Deployment	Strategic Growth Plan	Caltrans	Regions	State ITS; Congestion Management Plan	0.07	2.17
Mainstream Energy & GHG into Plans and Projects	Office of Policy Analysis & Research; Division of Environmental Analysis	Interdepartmental effort		Policy establishment, guidelines, technical assistance	Not Estimated	Not Estimated
Educational & Information Program	Office of Policy Analysis & Research	Interdepartmental, CalEPA, CARB, CEC		Analytical report, data collection, publication, workshops, outreach	Not Estimated	Not Estimated
Fleet Greening & Fuel Diversification	Division of Equipment	Department of General Services		Fleet Replacement B20 B100	.0045	0.0065 0.045 0.0225
Non-vehicular Conservation Measures	Energy Conservation Program	Green Action Team		Energy Conservation Opportunities	0.117	0.34
Portland Cement	Office of Rigid Pavement	Cement and Construction Industries		2.5 % limestone cement mix 25% fly ash cement mix > 50% fly ash/slag mix	1.2 0.36	4.2 3.6
Goods Movement	Office of Goods Movement	Cal EPA, CARB, BT&H, MPOs		Goods Movement Action Plan	Not Estimated	Not Estimated
Total					2.72	18.18

Caltrans Director's Policy 30 (DP-30) Climate Change (June 22, 2012): is intended to establish a Department policy that will ensure coordinated efforts to incorporate climate change into Departmental decisions and activities.

Caltrans Activities to Address Climate Change (April 2013)[11] provides a comprehensive overview of activities undertaken by Caltrans statewide to reduce greenhouse gas emissions resulting from agency operations.

The following measures will also be included in the project to reduce the GHG emissions and potential climate change impacts from the project:

1. Caltrans and the California Highway Patrol are working with regional agencies to implement intelligent transportation systems (ITS) to manage the efficiency of the existing highway system. ITS is commonly referred to as electronics, communications, or information processing, used singly or in combination, to improve the efficiency or safety of a surface transportation system.

2. The project would incorporate the use of energy-efficient lighting, such as LED traffic signals. LED bulbs—or balls, in the stoplight vernacular—cost $60 to $70 apiece but last five to six years compared with the one-year average lifespan of the incandescent bulbs that were previously used. The LED balls themselves consume 10 percent of the electricity of traditional lights, which will also help reduce the project's CO2 emissions (Brass 2008).

3. According to Caltrans Standard Specification Provisions, the contractor must comply with all South Coast Air Quality Management District rules, ordinances, and regulations regarding air quality restrictions.

Adaptation Strategies

"Adaptation strategies" refer to how Caltrans and others can plan for the effects of climate change on the state's transportation infrastructure and strengthen or protect the facilities from damage. Climate change is expected to produce increased variability in precipitation, rising temperatures, rising sea levels, variability in storm surges and intensity, and the frequency and intensity of wildfires. These changes may affect the transportation infrastructure in various ways, such as damage to roadbeds from longer periods of intense heat; increasing storm damage from flooding and erosion; and inundation from rising sea levels. These effects will vary by location and may, in the most extreme cases, require that a facility be relocated or redesigned. There may also be economic and strategic ramifications as a result of these types of impacts to the transportation infrastructure.

Climate change adaptation must also involve the natural environment as well. Efforts are underway on a statewide-level to develop strategies to cope with impacts to habitat and biodiversity through planning and conservation. The results of these efforts will help California agencies plan and implement mitigation strategies for programs and projects.

[11] http://www.dot.ca.gov/hq/tpp/offices/orip/climate_change/projects_and_studies.shtml

On November 14, 2008, then-Governor Arnold Schwarzenegger signed EO S-13-08 which directed a number of state agencies to address California's vulnerability to sea level rise caused by climate change. This EO set in motion several agencies and actions to address the concern of sea level rise.

In addition to addressing projected sea level rise, the California Natural Resources Agency (Resources Agency) was directed to coordinate with local, regional, state and federal public and private entities to develop The California Climate Adaptation Strategy (Dec 2009)[12], which summarizes the best-known science on climate change impacts to California, assesses California's vulnerability to the identified impacts, and then outlines solutions that can be implemented within and across state agencies to promote resiliency.

The strategy outline is in direct response to EO S-13-08 that specifically asked the Resources Agency to identify how state agencies can respond to rising temperatures, changing precipitation patterns, sea level rise, and extreme natural events. Numerous other state agencies were involved in the creation of the Adaptation Strategy document, including the California Environmental Protection Agency; Business, Transportation and Housing; Health and Human Services; and the Department of Agriculture. The document is broken down into strategies for different sectors that include: Public Health; Biodiversity and Habitat; Ocean and Coastal Resources; Water Management; Agriculture; Forestry; and Transportation and Energy Infrastructure. As data continues to be developed and collected, the state's adaptation strategy will be updated to reflect current findings.

The National Academy of Science was directed to prepare a Sea Level Rise Assessment Report[13] to recommend how California should plan for future sea level rise. The report was released in June 2012 and included:

- Relative sea level rise projections for California, Oregon, and Washington taking into account coastal erosion rates, tidal impacts, El Niño and La Niña events, storm surge and land subsidence rates.
- The range of uncertainty in selected sea level rise projections.
- A synthesis of existing information on projected sea level rise impacts to state infrastructure (such as roads, public facilities and beaches), natural areas, and coastal and marine ecosystems.
- A discussion of future research needs regarding sea level rise.

In 2010, interim guidance was released by The Coastal Ocean Climate Action Team (CO-CAT) as well as Caltrans as a method to initiate action and discussion of potential risks to the states infrastructure due to projected sea level rise. Subsequently, CO-CAT updated the Sea Level Rise guidance to include information presented in the National Academies Study.

[12] http://www.energy.ca.gov/2009publications/CNRA-1000-2009-027/CNRA-1000-2009-027-F.PDF
[13] *Sea Level Rise for the Coasts of California, Oregon, and Washington: Past, Present, and Future* (2012) is available at: http://www.nap.edu/catalog.php?record_id=13389.

All state agencies that are planning to construct projects in areas vulnerable to future sea level rise are directed to consider a range of sea level rise scenarios for the years 2050 and 2100 to assess project vulnerability and, to the extent feasible, reduce expected risks and increase resiliency to sea level rise. Sea level rise estimates should also be used in conjunction with information on local uplift and subsidence, coastal erosion rates, predicted higher high water levels, storm surge and storm wave data.

All projects that have filed a Notice of Preparation as of the date of EO S-13-08, and/or are programmed for construction funding through 2013, or are routine maintenance projects may, but are not required to, consider these planning guidelines.

This proposed project is programmed for construction funding in year 2016. As such, it is not exempt at this time from requirements to analyze the impacts of sea-level rise directed in Executive Order S-13-08. The Vulnerability of Transportation Systems to Sea-Level Rise (Caltrans 2009) report suggests that by 2100, sea-level rise along the California coast could be as much as 55 inches. Given the proposed project's distance from the coastal zone, impacts related to sea-level rise are not expected.

Executive Order S-13-08 also directed the Business, Transportation, and Housing Agency to prepare a report to assess vulnerability of transportation systems to sea level rise affecting safety, maintenance and operational improvements of the system, and economy of the state. Caltrans continues to work on assessing the transportation system vulnerability to climate change, including the effect of sea level rise.

Currently, Caltrans is working to assess which transportation facilities are at greatest risk from climate change effects. However, without statewide planning scenarios for relative sea level rise and other climate change effects, Caltrans has not been able to determine what change, if any, may be made to its design standards for its transportation facilities. Once statewide planning scenarios become available, Caltrans will be able review its current design standards to determine what changes, if any, may be needed to protect the transportation system from sea level rise.

Climate change adaptation for transportation infrastructure involves long-term planning and risk management to address vulnerabilities in the transportation system from increased precipitation and flooding; the increased frequency and intensity of storms and wildfires; rising temperatures; and rising sea levels. Caltrans is an active participant in the efforts being conducted in response to EO S-13-08 and is mobilizing to be able to respond to the National Academy of Science Sea Level Rise Assessment Report.

2.9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS: Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires; including where wildlands are adjacent to urbanized areas, or where residences are intermixed with wildlands?	☐	☐	☐	☒

2.9.1 Regulatory Setting

Hazardous materials, including hazardous substances and wastes, are regulated by many state and federal laws. Statutes govern the generation, treatment, storage and disposal of hazardous materials, substances, and waste, and also the investigation and mitigation of waste releases, air and water quality, human health and land use.

The primary federal laws regulating hazardous wastes/materials are the Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA) and the Resource Conservation and Recovery Act of 1976 (RCRA). The purpose of CERCLA, often referred to as "Superfund," is to identify and clean up abandoned contaminated sites so that public health and welfare are not compromised. The RCRA provides for "cradle to grave" regulation of hazardous waste generated by operating entities. Other federal laws include:

- Community Environmental Response Facilitation Act (CERFA) of 1992
- Clean Water Act
- Clean Air Act
- Safe Drinking Water Act
- Occupational Safety and Health Act (OSHA)
- Atomic Energy Act
- Toxic Substances Control Act (TSCA)
- Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA)

In addition to the acts listed above, Executive Order (EO) 12088, *Federal Compliance with Pollution Control Standards*, mandates that necessary actions be taken to prevent and control environmental pollution when federal activities or federal facilities are involved.

California regulates hazardous materials, waste, and substances under the authority of the CA Health and Safety Code and is also authorized by the federal government to implement RCRA in the state. California law also addresses specific handling, storage, transportation, disposal, treatment, reduction, cleanup and emergency planning of hazardous waste. The Porter-Cologne Water Quality Control Act also restricts disposal of wastes and requires cleanup of wastes that are below hazardous waste concentrations but could impact ground and surface water quality. California regulations that address waste management and prevention and clean up contamination include Title 22 Division 4.5 Environmental Health Standards for the Management of Hazardous Waste, Title 23 Waters, and Title 27 Environmental Protection.

Worker and public health and safety are key issues when addressing hazardous materials that may affect human health and the environment. Proper management and disposal of hazardous material is vital if it is found, disturbed, or generated during project construction.

2.9.2 Discussion of Environmental Evaluation Question 2.9 – Hazards and Hazardous Materials

Information used in this section is based on the January 2014 *Draft Initial Site Assessment (ISA) for the SR-210 Mixed Flow Lane Addition Project* (Caltrans 2014f), *the Asbestos and Lead-based Paint Survey Report (Caltrans 2015a), and the Aerial Deposited Lead Investigation Report (Caltrans 2015b).*

a) **Less than Significant Impact:** As identified in the ISA, in addition to the sites of Norton Air Force Base and Safety Kleen, which are currently proceeding with remediation activities for identified hazardous materials and/or waste concerns, previously identified hazardous materials and/or wastes are expected to be present or to have been previously generated at multiple sites located in the vicinity of the proposed project including small quantity generators of hazardous wastes and registered active underground storage tank (UST) sites. These sites were reviewed and evaluated and based on the regulatory status and relative location with respect to groundwater flow in the area, the potential for the reviewed sites to

have created a Recognized Environmental Concern (REC) for the proposed project is low. Therefore, there are no identified RECs present that would impact the proposed project.

The ISA did not include testing for radon gas; vapor intrusion; asbestos-containing material (ACM); lead-based paint (LBP); lead in drinking water; aerially deposited lead (ADL); or sampling or testing of soil or groundwater. According to the ISA, the SR-210 freeway within the project area was constructed between mid-1980s and mid-1990s; therefore, the likelihood of encountering ACMs is considered low because ACMs were banned from use in construction materials in 1978. ACMs are typically found in utility facilities, bridge shims, joints, and other appurtenances. None of these features were noted during preparation of the ISA.

Additional sampling and laboratory testing for ACM, LBP, and ADL was conducted following the preparation of the ISA. A field survey of accessible areas of the subject bridges and overpasses was conducted for the presence of suspect ACM and LBP. Suspect ACMs observed at the time of the inspection were sampled and analyzed. A total of 32 bulk samples of presumed ACM were collected for analysis. None of the materials sampled were reported to contain asbestos; however, the potential exists for additional suspect ACM to be exposed during demolition and/or renovation activities. Such materials should be sampled and analyzed for asbestos content prior to any renovation and/or demolition activities that could affect these materials. Implementation of **HAZ-2** would ensure impacts remain at a less than significant level.

A representative number of painted surfaces/components were tested for LBP along the bridges and overpasses. A total of 85 readings (including 7 calibration readings) were collected. Of the 78 readings taken, none contained a lead content greater than 1.0 mg/cm^2, which is the current regulatory threshold for the requirement of lead-safe work practices as assessed. Some of the samples contained detectable concentrations of lead below the current regulatory threshold for LBP. The potential exists for additional suspect lead-containing materials to be exposed during demolition and/or renovation activities. Such materials should be sampled and analyzed for lead content prior to any renovation and/or demolition activities that could affect these materials. Implementation of **HAZ-2** would ensure impacts remain at a less than significant level. Aerially deposited lead from leaded fuel exhaust may have contaminated soils adjacent to the existing freeway. Leaded gasoline was phased out beginning in 1973, and as of January 1, 1991, was no longer for sale in California. Based on the presence of the freeway within the timeframe that leaded gasoline was in use in California and roadway location, an ADL site investigation was conducted in exposed soil along the median in the following areas:

- The portion of SR-210 between San Bernardino Avenue and 5th Street due to the construction and use while leaded gasoline was in use (between 1984 and 1991).
- The portion of SR-210 that overlaps old SR-30 (between Sterling and Arden Avenues) due to the existence of SR-30 as a roadway prior to the phasing out of leaded gasoline.
- An isolated sample as a spot check along a portion of the median where ADL is not anticipated.

Lead was not detected in any of the samples at concentrations above the current regulatory criteria. Based on the results of the soil sampling analyses, the lead levels are not elevated and the soil would not be considered hazardous. No special handling or management will be required.

The proposed project would not include the routine use, transport, or disposal of hazardous materials unless ACM and LBP from pavement striping, and/or potential polychlorinated biphenyls are unexpectedly identified during construction. Any transport of hazardous materials to the site and removal of hazardous wastes from the site would comply with state and federal regulations and therefore would result in a less than significant impact. Standard measures and recommendations to address hazardous waste/materials are included in Section 2.9.3 below.

b) **Less than Significant Impact:** Implementation of the proposed project is not expected to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Construction-related hazardous materials would be used during construction of the proposed project, including fuel, solvents, paints, oils, grease, and caulking. It is possible that any of these substances could be released during construction activities. However, compliance with federal, state, and local regulations, such as the RCRA and U.S. Department of Transportation (USDOT) hazardous materials regulations, would ensure that all hazardous materials are used, stored, and disposed of properly, which would minimize potential impacts related to a hazardous materials release during the construction phase of the project.

Additionally, an environmental database research and site reconnaissance conducted as part of the ISA provided no current or historical hazardous material information requiring further verification within the project footprint and suggested that the potential for RECs was low within the project area. Two sites were identified in the ISA (within one mile from the project area) as being active and undergoing activities to remediate contaminated groundwater on site—the Norton Air Force Base and Safety Kleen sites. Both hazardous materials sites are located downgradient and approximately one mile to the west of the project area. Based on the distance from the project area and the down-gradient location with respect to groundwater flow in the area, the likelihood of contamination migrating to the project area from these surrounding sites is extremely low.

As mentioned in response 2.9.1(a), field sampling and laboratory testing concluded that no ACM, ADL, and LBP were found within the material samples that were collected. There is small possibility of encountering ACM and LBP during project construction/demolition activities. Standard measures and recommendations to address hazardous waste/materials are included in Section 2.9.3 below Impacts would be less than significant.

c) **Less than Significant Impact:** There are several schools located within 0.25 mile of the project's limits of disturbance. Table 2-11 summarizes the school's name, address, and the approximate distance to the project's limits of disturbance.

Table 2-11. Schools within 0.25 mile of the Project's Limits of Disturbance

School	Address	Approximate distance from project area (in feet)
Jefferson Hunt Elementary	1342 East Pumalo Street, San Bernardino	800
Odell Young Alternative School	1455 Lynwood Drive, San Bernardino	970
Ready Set Grow Private School	1528 Pumalo Street, San Bernardino	1,200
Aquinas Catholic High School	2772 Sterling Avenue, San Bernardino	300
Barton Elementary School	2214 Pumalo Street, San Bernardino	400
Rodriguez Prep Academy	1985 Guthrie Street, San Bernardino	1,000
Emmerton Elementary School	1888 Arden Avenue, San Bernardino	600
Alternative Learning Center School	3232 Pacific Street, Highland	400
Highland-Pacific Elementary School	3340 Pacific Street, Highland	400
San Andreas High School	3232 Pacific Street, Highland	400
St Adelaide School	27487 Base Line Road, Highland	950
United Methodist Nursery School	27555 Base Line, Highland	400
Thompson Elementary School	7401 Church Avenue, Highland	290
Citrus Valley High School	800 West Pioneer Avenue, Redlands	900

Although there are several schools located within 0.25 mile of the project area, implementation of the project would not create any impacts associated with hazardous emissions or handling of acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school. Any potential construction-related hazardous releases or emissions would be from commonly used materials such as fossil fuels, solvents, and paints and would not include substances listed in 40 CFR 355 Appendix A: "Extremely Hazardous Substances and Their Threshold Planning Quantities." Any such spills would be localized and immediately contained and cleaned. As mentioned in response 2.9.1(a), field sampling and laboratory testing concluded that no ACM, ADL, and LBP were found within the material samples that were collected.

d) **Less than Significant Impact:** Project impacts associated with being included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 would be less than significant. As mentioned above, research conducted during an environmental records review (as part of the ISA preparation) provided no current or historical hazardous material information regarding the proposed project site.

Two hazardous materials sites were reported within a one-mile radius of the project area. The Norton Air Force Base and Safety Kleen sites were identified in the ISA as being approximately one mile west from the project area and undergoing activities to remediate contaminated groundwater. Based on the distance from the project area and the down-gradient location, the ISA determined that the likelihood of contamination migrating to the

project area from these surrounding sites is very low. Neither site was considered an REC for the proposed project. Impacts are considered less than significant.

e) **No Impact:** The proposed project is located within the easternmost boundary of the San Bernardino International Airport Influence Area (City of San Bernardino 2010); however, the proposed project would not result in a safety hazard for people residing or working in the area. Additionally, the project does not contain any skyward features that would interfere with any air traffic flight paths or other airport activities. No impacts are anticipated.

f) **No Impact:** The proposed project is not located within the vicinity of a private airstrip; therefore, no impacts would occur.

g) **Less than Significant Impact:** The proposed project would improve the ability of emergency service providers to serve the community as it reduces congestion and improves operational efficiency of the SR-210 in the project area. Therefore, the proposed project would not interfere with an emergency response or evacuation plan. Conversely, emergency response times could increase temporarily during the construction phase of the proposed project due to increased traffic congestion (caused by temporary lane closures, speed reduction due to construction equipment and construction personnel, etc.) in the area. During project construction, it is expected that a Traffic Management Plan (TMP) would be implemented to minimize these obstructions, which would help to ensure continued emergency access to the proposed project area and nearby properties. This impact would be temporary and would be less than significant with the implementation of a TMP, which is standard practice on all Caltrans highway projects (see measures **PS-1** through **PS-6** in Section 2.15.2).

h) **No Impact:** The proposed project would improve an existing highway and would not expose people to a greater risk of loss, injury, or death due to wildland fires than presently exists. According to information obtained via the Department of Forestry and Fire Protection, the proposed project does not exist within Very High Fire Hazard Severity Zones (Department of Forestry and Fire Protection 2008) as it traverses almost completely developed portions of San Bernardino County, with the exception of the open areas between City Creek, Plunge Creek, and the Santa Ana River.

   Additionally, the proposed project is an improvement project to the pre-existing SR-210 and would not expose people to a greater risk of loss, injury, or death due to fires than presently exists.

2.9.3 Avoidance, Minimization, and/or Mitigation Measures

No mitigation is required; however, the following avoidance and/or minimization measures will be implemented to minimize potential impacts:

HAZ-1: Prior to construction in order to avoid potential impacts from pavement striping during construction, testing and removal requirements for yellow striping and pavement marking materials will be performed in accordance with Caltrans Standard Special Provision 15-300 "Remove Traffic Stripe and Pavement Markings."

HAZ-2: Should any previously unknown hazardous waste/material be encountered during construction, Caltrans Hazards Procedures for Construction will be followed.

2.10 Hydrology and Water Quality

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY: Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☐	☒
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge, such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐
e) Create or contribute runoff water, which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f) Otherwise substantially degrade water quality?	☐	☐	☒	☐
g) Place housing within a 100-year flood hazard area as mapped on a \federal Flood Hazard Boundary or Flood Insurance Rate Map, or other flood hazard delineation map?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area, structures which would impede or redirect flood flows?	☐	☐	☒	☐
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding; including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

2.10.1 Regulatory Setting

Federal Requirements: Clean Water Act

In 1972, Congress amended the Federal Water Pollution Control Act, making the addition of pollutants to the waters of the United States (U.S.) from any point source[14] unlawful unless the discharge is in compliance with a National Pollutant Discharge Elimination System (NPDES) permit. This act and its amendments are known today as the Clean Water Act (CWA). Congress

[14] A point source is any discrete conveyance such as a pipe or a man-made ditch.

has amended the act several times. In the 1987 amendments, Congress directed dischargers of storm water from municipal and industrial/construction point sources to comply with the NPDES permit scheme. The following are important CWA sections:

- Sections 303 and 304 require states to issue water quality standards, criteria, and guidelines.
- Section 401 requires an applicant for a federal license or permit to conduct any activity that may result in a discharge to waters of the U.S. to obtain certification from the state that the discharge will comply with other provisions of the act. This is most frequently required in tandem with a Section 404 permit request (see below).
- Section 402 establishes the NPDES, a permitting system for the discharges (except for dredge or fill material) of any pollutant into waters of the U.S. Regional Water Quality Control Boards (RWQCB) administer this permitting program in California. Section 402(p) requires permits for discharges of storm water from industrial/construction and municipal separate storm sewer systems (MS4s).
- Section 404 establishes a permit program for the discharge of dredge or fill material into waters of the United States. This permit program is administered by the U.S. Army Corps of Engineers (USACE).

The goal of the CWA is "to restore and maintain the chemical, physical, and biological integrity of the Nation's waters."

The USACE issues two types of 404 permits: General and Standard permits. There are two types of General permits: Regional permits and Nationwide permits. Regional permits are issued for a general category of activities when they are similar in nature and cause minimal environmental effect. Nationwide permits are issued to allow a variety of minor project activities with no more than minimal effects.

Ordinarily, projects that do not meet the criteria for a Nationwide Permit may be permitted under one of the USACE's Standard permits. There are two types of Standard permits: Individual permits and Letters of Permission. For Standard permits, the USACE decision to approve is based on compliance with U.S. Environmental Protection Agency's Section 404 (b)(1) Guidelines (U.S. EPA Code of Federal Regulations [CFR] 40 Part 230), and whether the permit approval is in the public interest. The Section 404(b)(1) Guidelines (Guidelines) were developed by the U.S. EPA in conjunction with the USACE, and allow the discharge of dredged or fill material into the aquatic system (waters of the U.S.) only if there is no practicable alternative which would have less adverse effects. The Guidelines state that the USACE may not issue a permit if there is a least environmentally damaging practicable alternative (LEDPA) to the proposed discharge that would have lesser effects on waters of the U.S. and not have any other significant adverse environmental consequences. According to the Guidelines, documentation is needed that a sequence of avoidance, minimization, and compensation measures has been followed, in that order. The Guidelines also restrict permitting activities that violate water quality or toxic effluent[15] standards, jeopardize the continued existence of listed species, violate marine

[15] The U.S. EPA defines "effluent" as "wastewater, treated or untreated, that flows out of a treatment plant, sewer, or industrial outfall."

sanctuary protections, or cause "significant degradation" to waters of the U.S. In addition, every permit from the USACE, even if not subject to the Section 404(b)(1) Guidelines, must meet general requirements. See 33 CFR 320.4.

State Requirements: Porter-Cologne Water Quality Control Act

California's Porter-Cologne Act, enacted in 1969, provides the legal basis for water quality regulation within California. This act requires a "Report of Waste Discharge" for any discharge of waste (liquid, solid, or gaseous) to land or surface waters that may impair beneficial uses for surface and/or groundwater of the state. It predates the CWA and regulates discharges to waters of the state. Waters of the state include more than just waters of the U.S., like groundwater and surface waters not considered waters of the U.S. Additionally, it prohibits discharges of "waste" as defined, and this definition is broader than the CWA definition of "pollutant." Discharges under the Porter-Cologne Act are permitted by Waste Discharge Requirements (WDRs) and may be required even when the discharge is already permitted or exempt under the CWA.

The State Water Resources Control Board (SWRCB) and RWQCBs are responsible for establishing the water quality standards (objectives and beneficial uses) required by the CWA and regulating discharges to ensure compliance with the water quality standards. Details about water quality standards in a project area are included in the applicable RWQCB Basin Plan. In California, Regional Boards designate beneficial uses for all water body segments in their jurisdictions and then set criteria necessary to protect these uses. As a result, the water quality standards developed for particular water segments are based on the designated use and vary depending on that use. In addition, the SWRCB identifies waters failing to meet standards for specific pollutants. These waters are then state-listed in accordance with CWA Section 303(d). If a state determines that waters are impaired for one or more constituents and the standards cannot be met through point source or non-point source controls (NPDES permits or WDRs), the CWA requires the establishment of Total Maximum Daily Loads (TMDLs). TMDLs specify allowable pollutant loads from all sources (point, non-point, and natural) for a given watershed.

State Water Resources Control Board and Regional Water Quality Control Boards

The SWRCB administers water rights, sets water pollution control policy, and issues water board orders on matters of statewide application, and oversees water quality functions throughout the state by approving Basin Plans, TMDLs, and NPDES permits. RWQCBs are responsible for protecting beneficial uses of water resources within their regional jurisdiction using planning, permitting, and enforcement authorities to meet this responsibility.

National Pollutant Discharge Elimination System (NPDES) Program

Municipal Separate Storm Sewer Systems (MS4)

Section 402(p) of the CWA requires the issuance of NPDES permits for five categories of storm water discharges, including Municipal Separate Storm Sewer Systems (MS4s). An MS4 is defined as "any conveyance or system of conveyances (roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, human-made channels, and storm drains) owned or operated by a state, city, town, county, or other public body having jurisdiction over storm water, that is designed or used for collecting or conveying storm water." The SWRCB has identified Caltrans as an owner/operator of an MS4 under federal regulations. Caltrans MS4 permit covers

all Department rights-of-way, properties, facilities, and activities in the state. The SWRCB or the RWQCB issues NPDES permits for five years, and permit requirements remain active until a new permit has been adopted.

Caltrans MS4 Permit (Order No. 2012-0011-DWQ) was adopted on September 19, 2012 and became effective on July 1, 2013. The permit has three basic requirements:

1. Caltrans must comply with the requirements of the Construction General Permit (see below);

2. Caltrans must implement a year-round program in all parts of the State to effectively control storm water and non-storm water discharges; and

3. Caltrans storm water discharges must meet water quality standards through implementation of permanent and temporary (construction) Best Management Practices (BMPs), to the Maximum Extent Practicable, and other measures as the SWRCB determines to be necessary to meet the water quality standards.

To comply with the permit, Caltrans developed the Statewide Storm Water Management Plan (SWMP) to address storm water pollution controls related to highway planning, design, construction, and maintenance activities throughout California. The SWMP assigns responsibilities within Caltrans for implementing storm water management procedures and practices as well as training, public education and participation, monitoring and research, program evaluation, and reporting activities. The SWMP describes the minimum procedures and practices Caltrans uses to reduce pollutants in storm water and non-storm water discharges. It outlines procedures and responsibilities for protecting water quality, including the selection and implementation of Best Management Practices (BMPs). The proposed project will be programmed to follow the guidelines and procedures outlined in the latest SWMP to address storm water runoff.

Construction General Permit

Construction General Permit (Order No. 2009-009-DWQ), adopted on September 2, 2009, became effective on July 1, 2010. The permit regulates storm water discharges from construction sites that result in a Disturbed Soil Area (DSA) of one acre or greater, and/or are smaller sites that are part of a larger common plan of development. By law, all storm water discharges associated with construction activity where clearing, grading, and excavation result in soil disturbance of at least one acre must comply with the provisions of the General Construction Permit. Construction activity that results in soil disturbances of less than one acre is subject to this Construction General Permit if there is potential for significant water quality impairment resulting from the activity as determined by the RWQCB. Operators of regulated construction sites are required to develop storm water pollution prevention plans; to implement sediment, erosion, and pollution prevention control measures; and to obtain coverage under the Construction General Permit.

The 2009 Construction General Permit separates projects into Risk Levels 1, 2, or 3. Risk levels are determined during the planning and design phases, and are based on potential erosion and transport to receiving waters. Requirements apply according to the Risk Level determined. For

example, a Risk Level 3 (highest risk) project would require compulsory storm water runoff pH and turbidity monitoring, and before construction and after construction aquatic biological assessments during specified seasonal windows. For all projects subject to the permit, applicants are required to develop and implement an effective Storm Water Pollution Prevention Plan (SWPPP). In accordance with Caltrans Standard Specifications, a Water Pollution Control Plan (WPCP) is necessary for projects with DSA less than one acre.

Section 401 Permitting

Under Section 401 of the CWA, any project requiring a federal license or permit that may result in a discharge to a water of the United States must obtain a 401 Certification, which certifies that the project will be in compliance with state water quality standards. The most common federal permits triggering 401 Certification are CWA Section 404 permits issued by the USACE. The 401 permit certifications are obtained from the appropriate RWQCB, dependent on the project location, and are required before the USACE issues a 404 permit.

In some cases, the RWQCB may have specific concerns with discharges associated with a project. As a result, the RWQCB may issue a set of requirements known as Waste Discharge Requirements (WDRs) under the State Water Code (Porter-Cologne Act) that define activities, such as the inclusion of specific features, effluent limitations, monitoring, and plan submittals that are to be implemented for protecting or benefiting water quality. WDRs can be issued to address both permanent and temporary discharges of a project.

Executive Order (EO) 11988 (Floodplain Management) directs all federal agencies to refrain from conducting, supporting, or allowing actions in floodplains unless it is the only practicable alternative. The Federal Highway Administration requirements for compliance are outlined in 23 Code of Federal Regulations (CFR) 650 Subpart A.

To comply, the following must be analyzed:

- The practicability of alternatives to any longitudinal encroachments.
- Risks of the action.
- Impacts on natural and beneficial floodplain values.
- Support of incompatible floodplain development.
- Measures to minimize floodplain impacts and to preserve/restore any beneficial floodplain values affected by the project.

The base floodplain is defined as "the area subject to flooding by the flood or tide having a one percent chance of being exceeded in any given year." An encroachment is defined as "an action within the limits of the base floodplain."

2.10.2 Discussion of Environmental Evaluation Question 2.10 – Hydrology and Water Quality

The information used in this section is from the December 2012 *Draft Sand Creek Location Hydraulic Study for the SR-210 Mixed Flow Lane Addition Project* (Caltrans 2012a), *Draft City Creek Location Hydraulic Study for the SR-210 Mixed Flow Lane Addition Project* (Caltrans

2012b), *Draft Plunge Creek Location Hydraulic Study for the SR-210 Mixed Flow Lane Addition Project* (Caltrans 2012c), *Draft Santa Ana River Location Hydraulic Study for the SR-210 Mixed Flow Lane Addition Project* (Caltrans 2012d).

a) **No Impact:** The project area is in the Santa Ana River Hydrologic Unit, Upper Santa Ana River Hydrologic Area, Hydrologic Sub-Area 801.52 (Bunker Hill). The proposed project is located in the Santa Ana River watershed and directly drains to Sand Creek, City Creek, Plunge Creek, and Santa Ana River-Reach 5. Flood flows from Patton Basin, a percolation basin located north of Highland Avenue, discharge over an emergency spillway and continue south along Sand Creek. Sand Creek then discharges to City Creek. All of the waterbodies are tributaries to the Santa Ana River, which ultimately discharges into the Pacific Ocean.

   The Santa Ana RWQCB regulates water quality standards, including water quality objectives and beneficial uses, as defined in the Water Quality Control Plan Santa Ana River Basin 8 for the project area. There are no special RWQCB requirements or concerns. None of the direct receiving waters are listed as impaired on the 303(d) lists for the RWQCB. No TMDLs have been established for these water bodies.

   Under the proposed project, approximately 122.1 acres of soil would be disturbed, including the disturbance of existing slopes and the creation of new slopes. These areas would be protected with temporary or permanent erosion control and would not pose any additional risk compared to existing conditions. There would be an increase of approximately 20.2 acres of impervious surface under the proposed project. The additional impervious surface area would increase stormwater runoff and the volume of downstream flow. Conveyance systems, such as overside drains, ditches, rock slope protection, and treatment BMPs would be included in the project to reduce downstream impacts to the maximum extent practicable. The addition of biofiltration swales and other permanent treatment BMPs would be beneficial by increasing detention time and the potential for infiltration of surface runoff. In order to ensure that no water quality standards or discharge requirements are violated, the proposed project would be required to implement temporary construction BMPs (refer to measures **WQ-1** through **WQ-4**), which are standard practices for erosion and water quality control on all Caltrans projects. The BMPs would be included in the project-specific SWPPP and would provide adequate protection against water quality degradation during construction.

   The construction activities of the proposed project would also be required to comply with the California Construction General Permit, NPDES Number CAS000002, Order No. 2009-0009-DWQ. Additionally, for the post-construction stormwater runoff requirements, the proposed project area within the Caltrans right of way would be required to comply with NPDES No. CAS000003, Order No. 2012-0011-DWQ, and the proposed project area outside the Caltrans right of way would comply with NPDES No. CAS618036, Order No. R8-2010-0036. Implementation of measures **WQ-1** through **WQ-4**, which are standard practice for all Caltrans projects, would ensure that potential water quality impacts are minimized or avoided. Therefore, the proposed project would not violate any water quality standards or waste discharge requirements, and no impacts are anticipated.

b) **No Impact:** Groundwater levels within the project area are anticipated to be relatively deep (>100 feet below ground surface) except during times of flooding when groundwater may be

temporarily near the surface within the Santa Ana River area. There are no drinking water reservoirs/and or recharge facilities within the project area. The proposed project would not require the use of groundwater, nor would it deplete the recharge of groundwater; therefore, the proposed project would have no impact on groundwater or groundwater supplies.

c) **Less than Significant Impact:** As discussed under response (a), the proposed project would result in an increase in impervious surface area and runoff. The increase in volume of stormwater flows would likely result in erosion and sediment loading. Potential sources of sediment would include erosion from unprotected slopes within the watershed drainage area and cut and fill slopes associated with construction. Appropriate construction site BMPs would be implemented to minimize potential increase in sediment loading. The project would include permanent erosion control measures on newly constructed or disturbed slopes, which would reduce the sediment loading. Through the incorporation of various design features and BMPs, the proposed project is anticipated to have a less than significant impact on the drainage pattern of the area and would not result in substantial siltation or erosion on or off site.

d) **Less than Significant Impact:** The proposed project would include the widening of the Sand Creek Bridge, City Creek Bridge, Plunge Creek Bridge, and the Santa Ana River Bridge. Location Hydraulic Studies prepared for the proposed project evaluated the changes between existing and proposed hydraulic conditions at each waterbody crossing. The studies found that there would be a minimal reduction in water elevation and minimal changes in velocity at Sand Creek, minimal changes at City Creek, no change at Plunge Creek, and minimal changes at the Santa Ana River. As a result, it was concluded that there would be no impact on existing structures or nearby residences from flooding.

Temporary water diversions will most likely be required within the Santa Ana River and City Creek during the wet season (generally October to April). Temporary water diversions would be constructed to provide a dry work area around bridge piers. Diversions would be installed around several, but not all, piers for each bridge at any given time in order to maintain hydrological connectivity within the rivers and creeks. The Plunge Creek bridge spans Plunge Creek with no intermediate piers; however, temporary water diversion may be required for the installation of additional below-grade rock scour protection at the bridge abutments if the work is scheduled within the wet season. This may be done by using inflatable dams and/or berms (or similar methods), which would funnel flow into a pipe that goes under the work area and is discharged downstream outside of the work area. Excess site materials, debris, and vegetation would be removed from the site and properly disposed of according to all applicable regulations. Temporary impact areas would be regraded to original grade, as applicable, and revegetated.

As discussed above under responses (a) and (c), there would be an increase in impervious surface area and runoff associated with the proposed project. However, due to the implementation of permanent BMPs, it is not anticipated that the project would result in hydrologic impacts, such as flooding. As a result, the proposed project would have a less than significant impact on the drainage pattern of the area and would not result in substantial flooding on or off site due to runoff.

e) **Less than Significant Impact:** As described above under response (a), the proposed project would result in an increase in impervious surface area that would result in an increase in stormwater runoff. However, due to the implementation of permanent BMPs, it is not anticipated that the project would result in hydrologic impacts, such as flooding, that would result in the exceedance of the drainage system's capacity or contribute a substantial amount of polluted runoff. Therefore, the project would result in less than significant impacts related to the capacity of existing and planned stormwater drainage systems. In addition, an NPDES General Construction permit and a SWPPP (Measure **WQ-4**) would be required to address sediment control during construction activities. Impacts related to polluted runoff would be less than significant.

f) **Less than Significant Impact:** As described above under responses (a) through (e), the proposed project would result in less than significant short-term construction and long-term operational impacts on water quality. Construction impacts would be reduced through the implementation of measures **WQ-1** through **WQ-4**. Water quality impacts would be less than significant.

g) **No Impact:** The project proposes to add mixed flow lanes to an existing highway, and no housing is proposed. Therefore, no housing would be placed within a 100-year flood hazard area.

h) **Less than Significant Impact:** The proposed project would include the widening of the Sand Creek Bridge, City Creek Bridge, Plunge Creek Bridge, and the Santa Ana River Bridge, all of which cross a 100-year flood channel. Location Hydraulic Studies prepared for the proposed project evaluated the changes between existing hydraulic conditions and proposed hydraulic conditions at each waterbody crossing. The studies found that there would be a minimal reduction in water elevation and minimal changes in velocity at Sand Creek, minimal changes at City Creek, no change at Plunge Creek, and minimal changes at the Santa Ana River. Therefore, the proposed project would have a less than significant impact on flood flows.

i) **Less than Significant Impact:** As discussed above, under response (h), the proposed project would widen bridges within the Federal Emergency Management Agency (FEMA)-designated 100-year (1-percent annual chance) floodplain. There would be no change in surface water elevation at Plunge Creek and a reduction in water elevation at Sand Creek. In addition, the incremental increase in surface water elevation in City Creek and the Santa Ana River would be inconsequential. No roadways or other structures used or inhabited by people would be placed in the floodplain or any area that would expose them to significant loss or death involving flooding. Impacts would be less than significant.

j) **No Impact:** The proposed project is located in an area where there is no risk of tsunami or seiche. The topography of the area is flat; therefore, the risk of mudflow is low.

2.10.3 Avoidance, Minimization, and/or Mitigation Measures

No mitigation is required; however, the following avoidance and/or minimization measures will be implemented to minimize potential impacts:

WQ-1: Construction site best management practices (BMPs) will be implemented during construction for controlling potential pollutants on construction sites. The following BMP categories will be considered and implemented, where feasible: soil stabilization practices; sediment control practices; tracking control practices; wind erosion control; non-storm water controls; and waste management and material pollution controls.

WQ-2: Implement design pollution prevention best management practices (BMPs) in compliance with NPDES permit requirements.

WQ-3: Construction will be scheduled to minimize soil-disturbing work during the rainy season.

WQ-4: A Notice of Intent will be filed with the Santa Ana RWQCB for coverage under the state-wide National Pollutant Discharge Elimination System (NPDES) permit for construction-related discharges. The contractor will prepare a Stormwater Pollution Prevention Plan (SWPPP) that sets forth the best management practices (BMPs) that will be implemented on site. The BMPs will be implemented to minimize spills and keep potentially contaminated materials used during construction out of the drainage waterways as documented in the SWPPP.

2.11 Land Use and Planning

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
X. LAND USE AND PLANNING: Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

2.11.1 Regulatory Setting

Under the California Environmental Quality Act (CEQA), an economic or social change by itself is not to be considered a significant effect on the environment. However, if a social or economic change is related to a physical change, then social or economic change may be considered in determining whether the physical change is significant. Since this project would result in physical change to the environment, it is appropriate to consider changes to community character and cohesion in assessing the significance of the project's effects.

2.11.2 Discussion of Environmental Evaluation Question 2.11 – Land Use and Planning

All considerations under Title VI of the Civil Rights Act of 1964 and related statutes have also been included in this project. Caltrans' commitment to upholding the mandates of Title VI is demonstrated by its Title VI Policy Statement, signed by the Director, which can be found in Appendix B of this document.

a) **No Impact:** The proposed improvements would be primarily within the existing median along SR-210 and mostly within the existing right of way or temporary construction easements. Because SR-210 is an existing freeway, no physical division would be created. Freeways and roadways are considered an integral part of development and land use patterns because they are required to facilitate travel and connectivity between areas. Implementation of the proposed project would not diminish access to or the ability to use project-adjacent vacant land and open spaces, nor would it physically divide an established community.

b) **No Impact:** The City of San Bernardino General Plan includes policies that support circulation system improvements (Policies 2.3.6 and 2.3.7). Policy 2.3.6 states that "circulation system improvements shall continue to be pursued that facilitate connectivity across freeway and rail corridors," and Policy 2.3.7 states that "improvements shall be made to transportation corridors that promote physical connectivity" (City of San Bernardino

2005). Under Goal 3.1 of the City of Highland's General Plan Circulation Element, the City requires a comprehensive transportation system that facilitates current and long-term circulation in and through the City (City of Highland 1987). The City of Redlands General Plan contains freeway improvement guiding policies (Guiding Policy 5.33) with the goal of working with Caltrans to achieve timely construction of freeway and interchange improvements to ensure adequate capacity to meet future needs (City of Redlands 1998). The proposed project helps to fulfill the aforementioned goals.

The proposed project is included in SCAG's 2012 RTP Amendment 1, which was adopted by SCAG on June 12, 2013 and approved by the FHWA on July 15, 2013. The proposed project is also included in the 2015 FTIP adopted by SCAG on September 11, 2014 and approved by FHWA on December 15, 2014. Both the SCAG 2012 RTP Amendment 1 and SCAG 2015 FTIP include the proposed project as project numbers 4M01005 and 20111625, respectively. The current description in the FTIP and RTP are consistent with the proposed project.

c) **No Impact:** According to the Natural Environment Study prepared for the proposed project, there are no adopted habitat conservation plans or natural community conservation plans that have been approved for the project study area. No impacts are anticipated**.**

2.11.3 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are required.

2.12 Mineral Resources

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XI. MINERAL RESOURCES: Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒

2.12.1 Discussion of Environmental Evaluation Question 2.12 – Mineral Resources

The information used in this section is from the City of Highland General Plan (City of Highland 2006), City of Redlands General Plan (City of Redlands 1998), and the City of San Bernardino General Plan (City of San Bernardino 2005).

a) **No Impact:** The Surface Mining and Reclamation Act designates Mineral Resource Zones (MRZ) that are of statewide or regional importance. The project corridor traverses land that is primarily designated as MRZ-2, which is an area "where the available geologic information indicates that there are significant mineral deposits or that there is a likelihood of significant mineral deposits." The project corridor from Sterling Avenue to just south of Base Line is classified as MRZ-3, with a swath of land along Victoria Avenue classified as MRZ-2. Land classified as MRZ-3 is an area "where the available geologic information indicates that mineral deposits are likely to exist; however, the significance of the deposit is undetermined." Most of this designated land has already been developed and is no longer available for mineral extraction.

According to the City of Redlands General Plan, there are two regionally significant construction aggregate resource areas in the San Bernardino Production/Consumption region immediately adjacent to the proposed project. The Plunge Creek Pit (Sector 38) and the Alabama Street Pit (Sector 39) are within the project area where SR-210 traverses City Creek, Plunge Creek, and the Santa Ana River.

The proposed project would occur primarily within the existing Caltrans highway right of way. No new permanent right of way would be acquired for the project. TCEs would likely be needed during the construction period for construction of noise barriers and construction access. Several of the TCEs near City Creek, Plunge Creek, and the Santa Ana River may occur within the areas designated as the Plunge Creek Pit and Alabama Street Pit by the City of Redlands General Plan. However, because these areas would be used temporarily for construction access, there would be no loss of availability of a known mineral resource of value to the region or state. No impacts are anticipated.

b) **No Impact:** As discussed above under response (a), because the proposed project would occur primarily within existing highway right of way and only minor amounts of land outside of the right of way would be utilized for TCEs, there would be no loss of availability of a locally important mineral resource recovery site. Therefore, there would be no impact.

2.12.2 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are required.

2.13 Noise

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XII. NOISE: Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

2.13.1 Regulatory Setting

The National Environmental Policy Act (NEPA) of 1969 and the California Environmental Quality Act (CEQA) provide the broad basis for analyzing and abating highway traffic noise effects. The intent of these laws is to promote the general welfare and to foster a healthy environment. The requirements for noise analysis and consideration of noise abatement and/or mitigation, however, differ between NEPA and CEQA.

California Environmental Quality Act

CEQA requires a strictly baseline versus build analysis to assess whether a proposed project will have a noise impact. If a proposed project is determined to have a significant noise impact under CEQA, then CEQA dictates that mitigation measures must be incorporated into the project unless those measures are not feasible. The CEQA noise analysis is included at the end of this section.

National Environmental Policy Act and 23 CFR 772

For highway transportation projects with FHWA (and Caltrans, as assigned) involvement, the federal-Aid Highway Act of 1970 and the associated implementing regulations (23 CFR 772) govern the analysis and abatement of traffic noise impacts. The regulations require that potential noise impacts in areas of frequent human use be identified during the planning and design of a

highway project. The regulations include noise abatement criteria (NAC) that are used to determine when a noise impact would occur. The NAC differ depending on the type of land use under analysis. For example, the NAC for residences (67 A-weighted decibels [dBA]) is lower than the NAC for commercial areas (72 dBA). Table 2-12 lists the noise abatement criteria for use in the NEPA 23 CFR 772 analysis.

Table 2-12. Noise Abatement Criteria

Activity Category	NAC, Hourly A-Weighted Noise Level, Leq(h)	Description of activity category
A	57 (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B[1]	67 (Exterior)	Residential.
C[1]	67 (Exterior)	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings.
D	52 (Interior)	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.
E	72 (Exterior)	Hotels, motels, offices, restaurants/bars, and other developed lands, properties, or activities not included in A–D or F.
F	No NAC—reporting only	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical, etc.), and warehousing.
G	No NAC—reporting only	Undeveloped lands that are not permitted.
[1] Includes undeveloped lands permitted for this activity category.		

Figure 2-7, Noise Levels of Common Activities, lists the noise levels of common activities to enable readers to compare the actual and predicted highway noise levels discussed in this section with common activities.

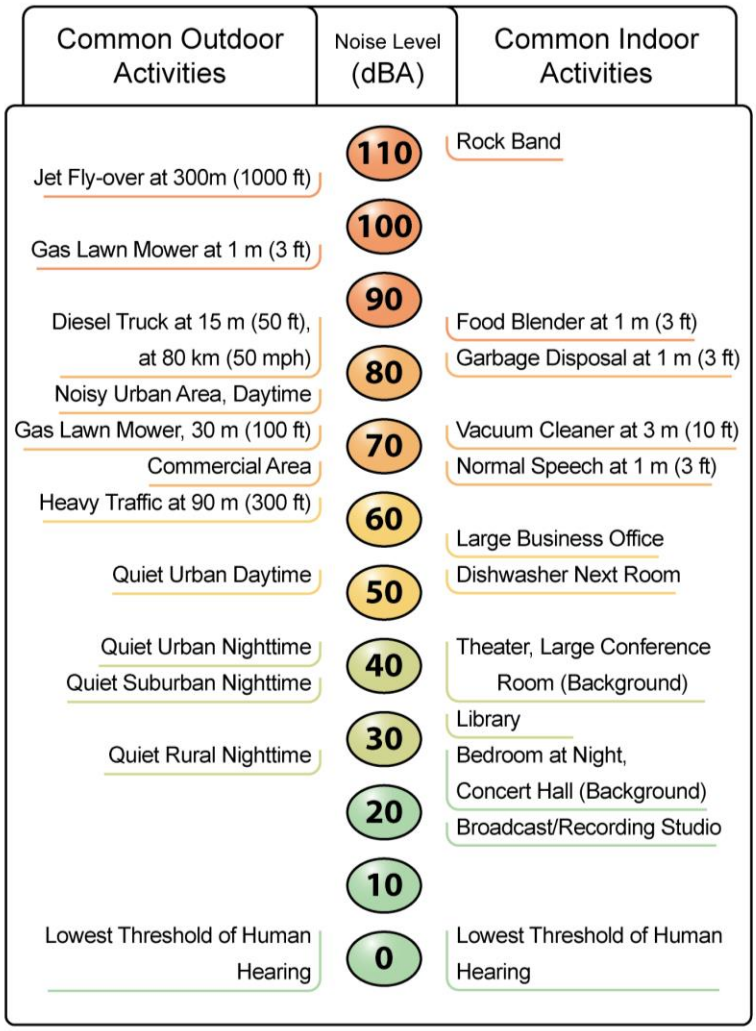


Figure 2-7. Noise Levels of Common Activities

According to the Department's *Traffic Noise Analysis Protocol for New Highway Construction and Reconstruction Projects, May 2011*, a noise impact occurs when the predicted future noise level with the project substantially exceeds the existing noise level (defined as a 12 dBA or more increase) or when the future noise level with the project approaches or exceeds the NAC. Approaching the NAC is defined as coming within 1 dBA of the NAC.

If it is determined that the project will have noise impacts, then potential abatement measures must be considered. Noise abatement measures that are determined to be reasonable and feasible at the time of final design are incorporated into the project plans and specifications. This document discusses noise abatement measures that would likely be incorporated in the project.

The Department's *Traffic Noise Analysis Protocol* sets forth the criteria for determining when an abatement measure is reasonable and feasible. Feasibility of noise abatement is basically an engineering concern. A minimum 5 dBA reduction in the future noise level at an impacted location must be achieved for an abatement measure to be considered feasible for that location. Other considerations include topography, access requirements, other noise sources, and safety

considerations. The reasonableness determination consists of three factors used in determining whether a proposed noise abatement measure is reasonable including: achieving the design goal of 7-decibel (dB) noise reduction at a minimum of one receiver in the impacted area, residents' acceptance of the abatement measure, and the cost of abatement per benefited residence. In addition, barriers should be designed to intercept the line of sight from the exhaust stack of a truck to the first tier of receptors, as stated in Caltrans' *Highway Design Manual*, Chapter 1100.

The Protocol defines the procedure for assessing the reasonableness of noise barriers from a cost perspective. A cost-per-residence allowance is calculated for each benefited residence (i.e., residences that receive at least 5 dB of noise reduction from a noise barrier that provides a 7 dB reduction for at least one receptor). The allowance is $80,000 per benefited receptor. Total allowances are calculated by multiplying the cost per residence by the number of benefited residences.

2.13.2 Discussion of Environmental Evaluation Question 2.13 – Noise

Information used in this section is from the April 2016 *State Route 210 Mixed-Flow Lane Addition from Highland Avenue to San Bernardino Avenue Noise Study Report (NSR)* (Caltrans 2016) and the April 2016 *Noise Abatement Decision Report (NADR)* (Caltrans 2016b).

a) **Less than Significant Impact with Mitigation Incorporated:** A field investigation was conducted to identify land uses that could be subject to traffic and construction noise impacts. Land uses in the project area were categorized according to land use type, the extent of frequent human use, and activity category, as defined in Table 2-12. Although all land uses were evaluated in this analysis, as stated in the *Traffic Noise Analysis Protocol*, the focus of this impact analysis was on locations of frequent human use that would benefit from a lowered noise level—specifically, locations with defined outdoor activity areas, such as residences and recreational areas. Land uses located along the SR-210 project alignment consist of residential (Activity Category B [NAC of 67 dB]), active sports areas and a school (Activity Category C [NAC of 67 dB]), commercial exterior uses (Activity Category E [NAC of 72 dB]), commercial and industrial (Activity Category F), and undeveloped (Activity Category G land uses). The noise monitoring and modeling locations are shown on Figure 2-8, Analysis Areas, Noise Monitoring and Modeling Locations, and Locations of Evaluated Noise Barriers.

   Temporary changes in noise levels in the vicinity of the project site are anticipated due to construction activities, and permanent changes are anticipated due to operation of the proposed project. According to Caltrans' *Traffic Noise Analysis Protocol*, there is potential for a project to cause a significant adverse environmental effect due to noise if the project is predicted to result in a substantial noise increase (i.e., 12-dB increase) over the existing noise level or when future predicted Horizon Year 2040 noise levels with the project approach or exceed NAC. To determine if the substantial noise increase is a significant adverse environmental effect, consideration is given to the context and intensity of the substantial noise increase. Context refers to the project setting and uniqueness, or sensitive nature of the noise receiver(s). Intensity refers to the project-induced substantial noise increase (i.e., the increase over the existing condition); it also refers to the number of residential units affected and the absolute noise levels.

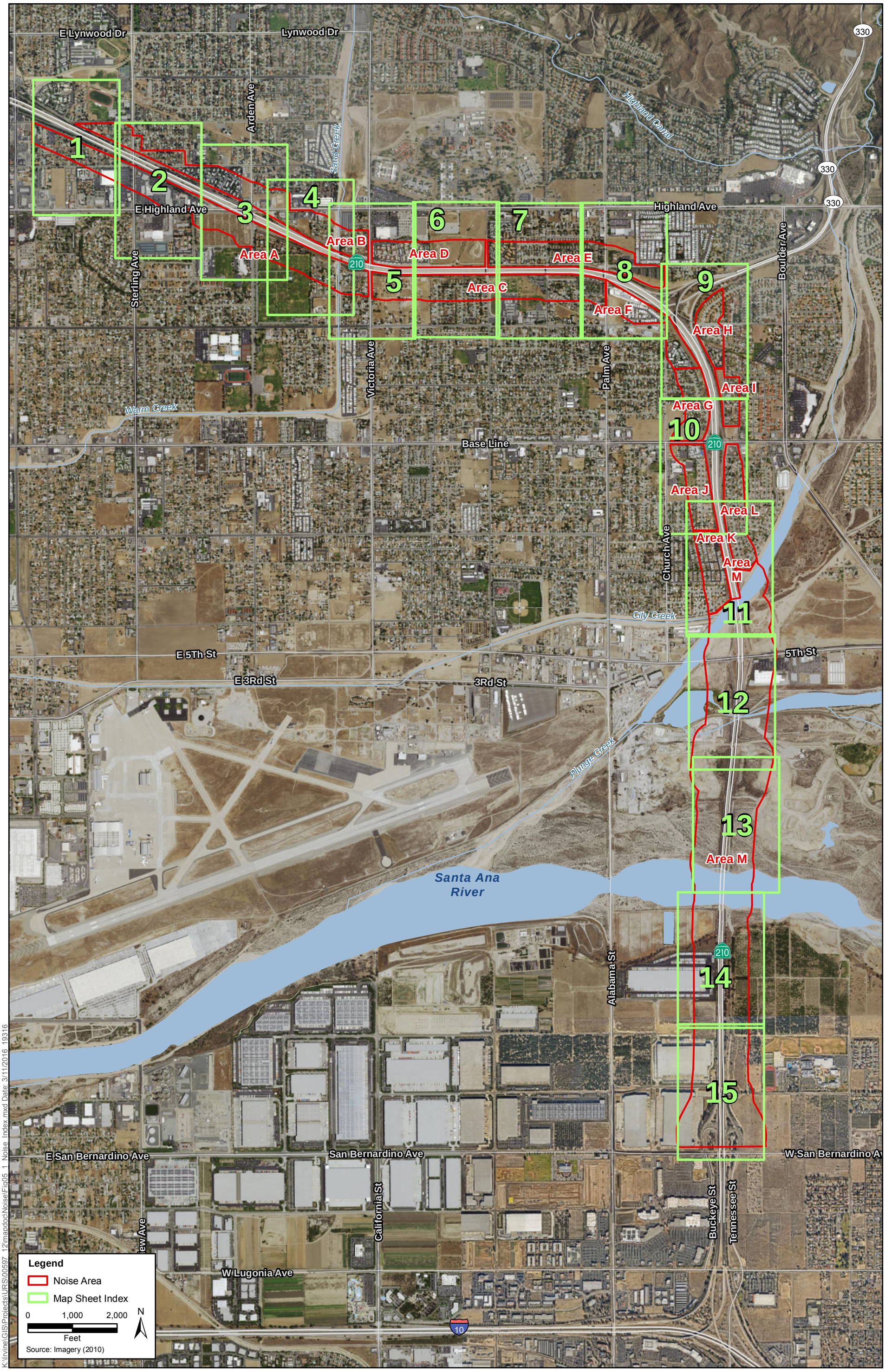


Figure 2-8

Analysis Areas, Noise Monitoring and Modeling Locations, and Locations of Evaluated Noise Barriers - Index Map
State Route 210 Mixed Flow Lane Addition from Highland Avenue to San Bernardino Avenue

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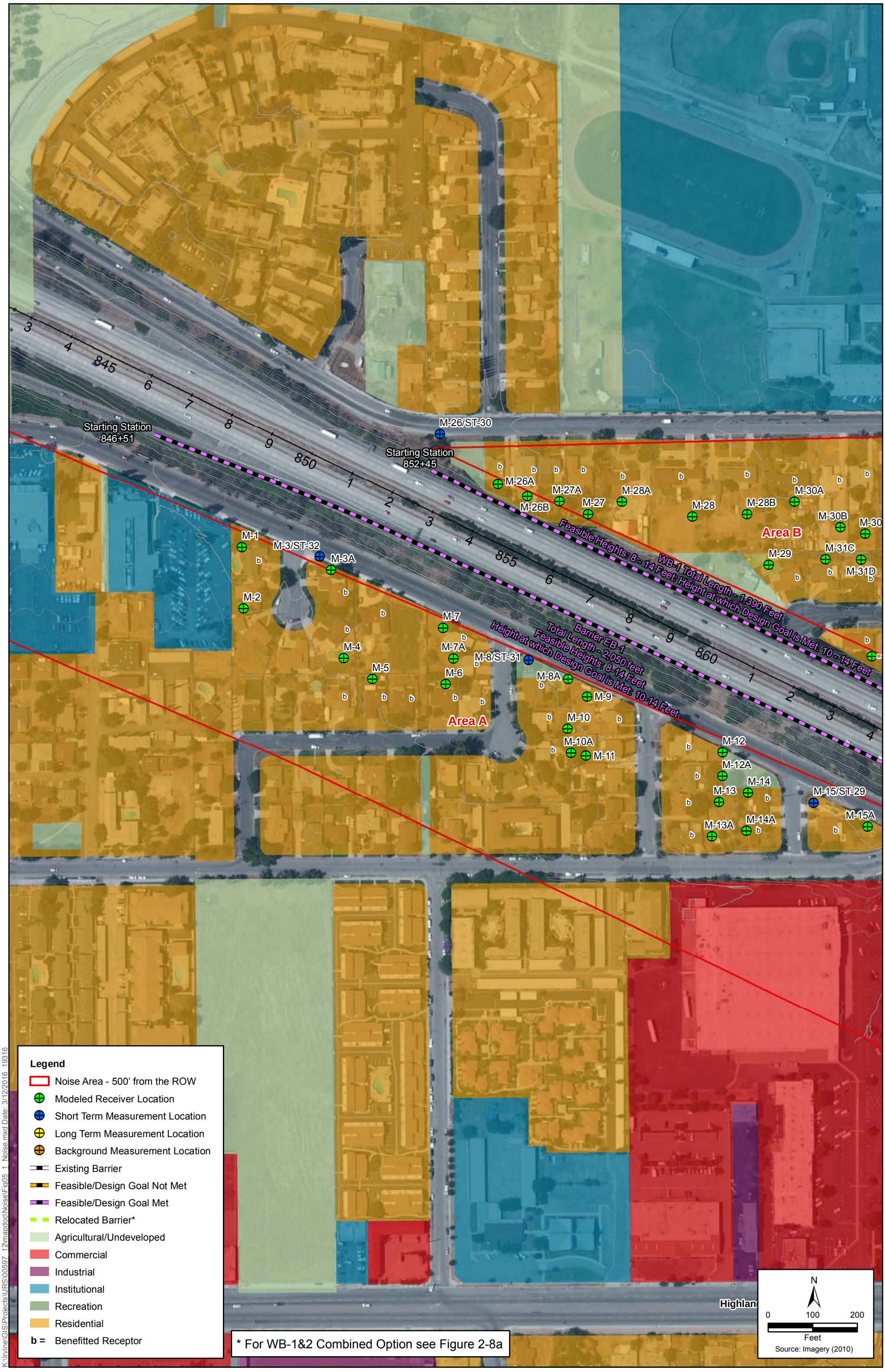

* Barrier relocated to accommodate auxiliary lane designed for the project under the build condition.

Figure 2-8

Analysis Areas, Noise Monitoring and Modeling Locations, and Locations of Evaluated Noise Barriers - Sheet 1
State Route 210 Mixed Flow Lane Addition from
Highland Avenue to San Bernardino Avenue

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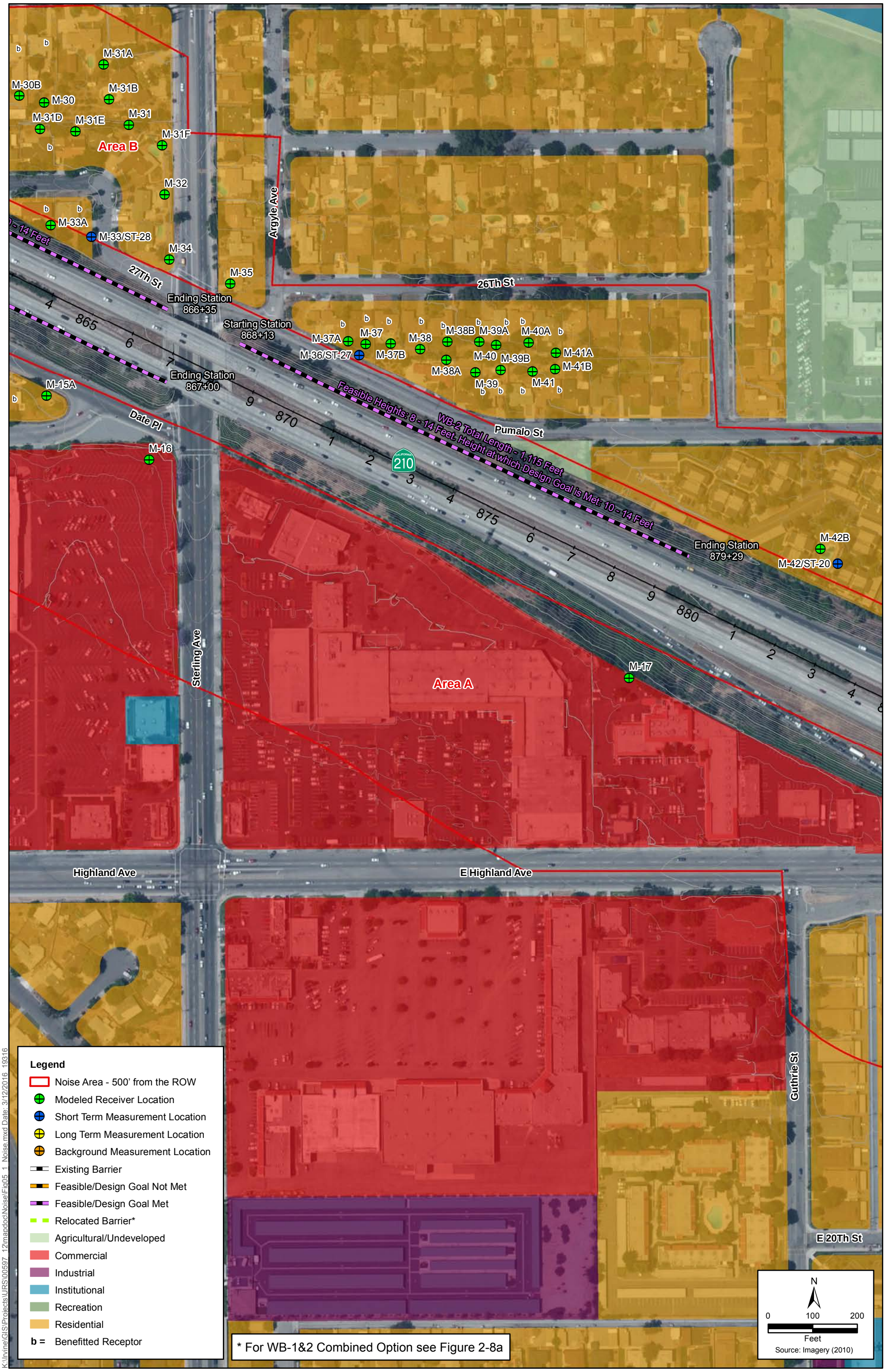

* Barrier relocated to accommodate auxiliary lane designed for the project under the build condition.

Figure 2-8

Analysis Areas, Noise Monitoring and Modeling Locations, and Locations of Evaluated Noise Barriers - Sheet 2
State Route 210 Mixed Flow Lane Addition from Highland Avenue to San Bernardino Avenue

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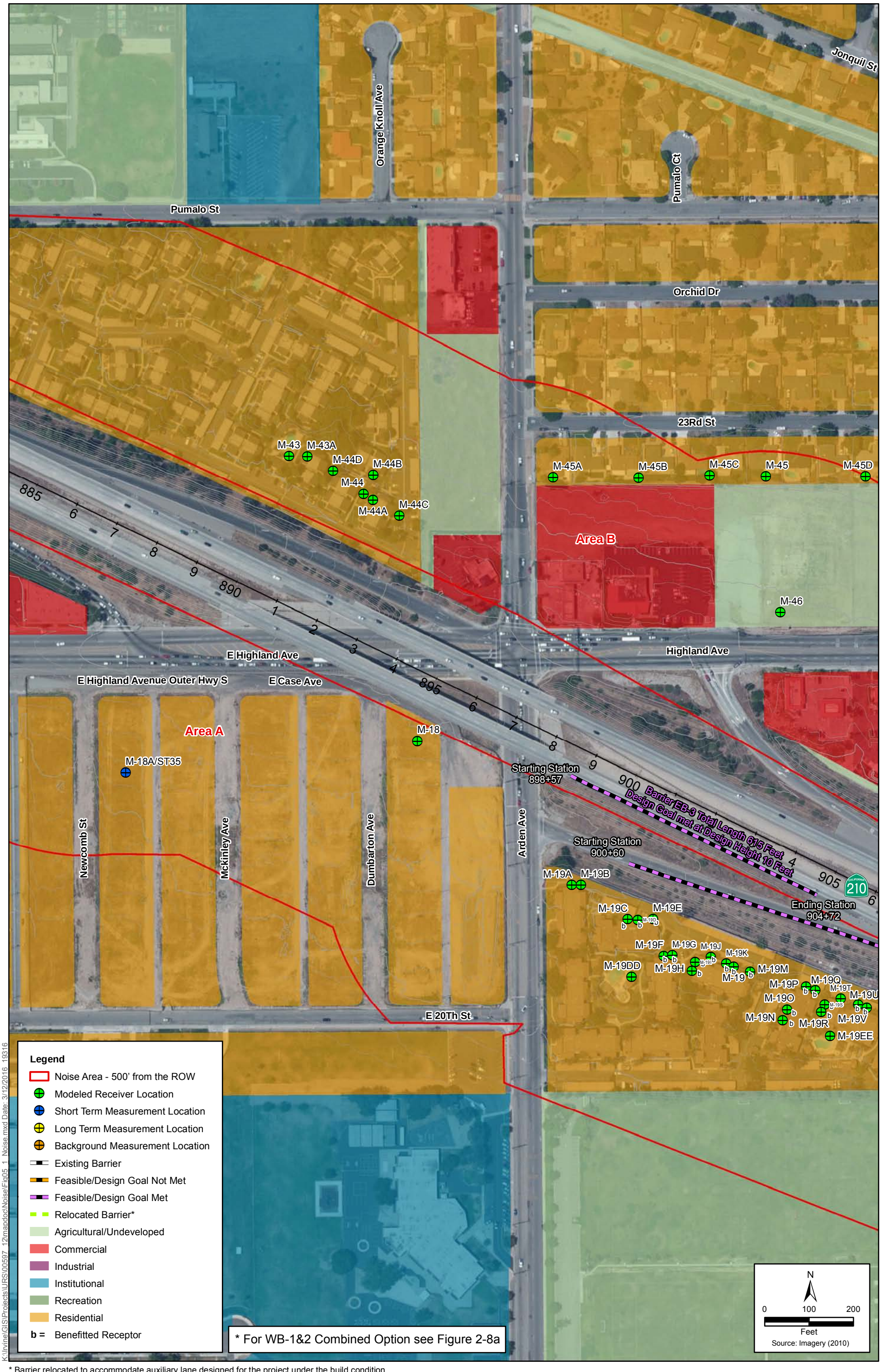

* Barrier relocated to accommodate auxiliary lane designed for the project under the build condition.

Figure 2-8

Analysis Areas, Noise Monitoring and Modeling Locations, and Locations of Evaluated Noise Barriers - Sheet 3
State Route 210 Mixed Flow Lane Addition from Highland Avenue to San Bernardino Avenue

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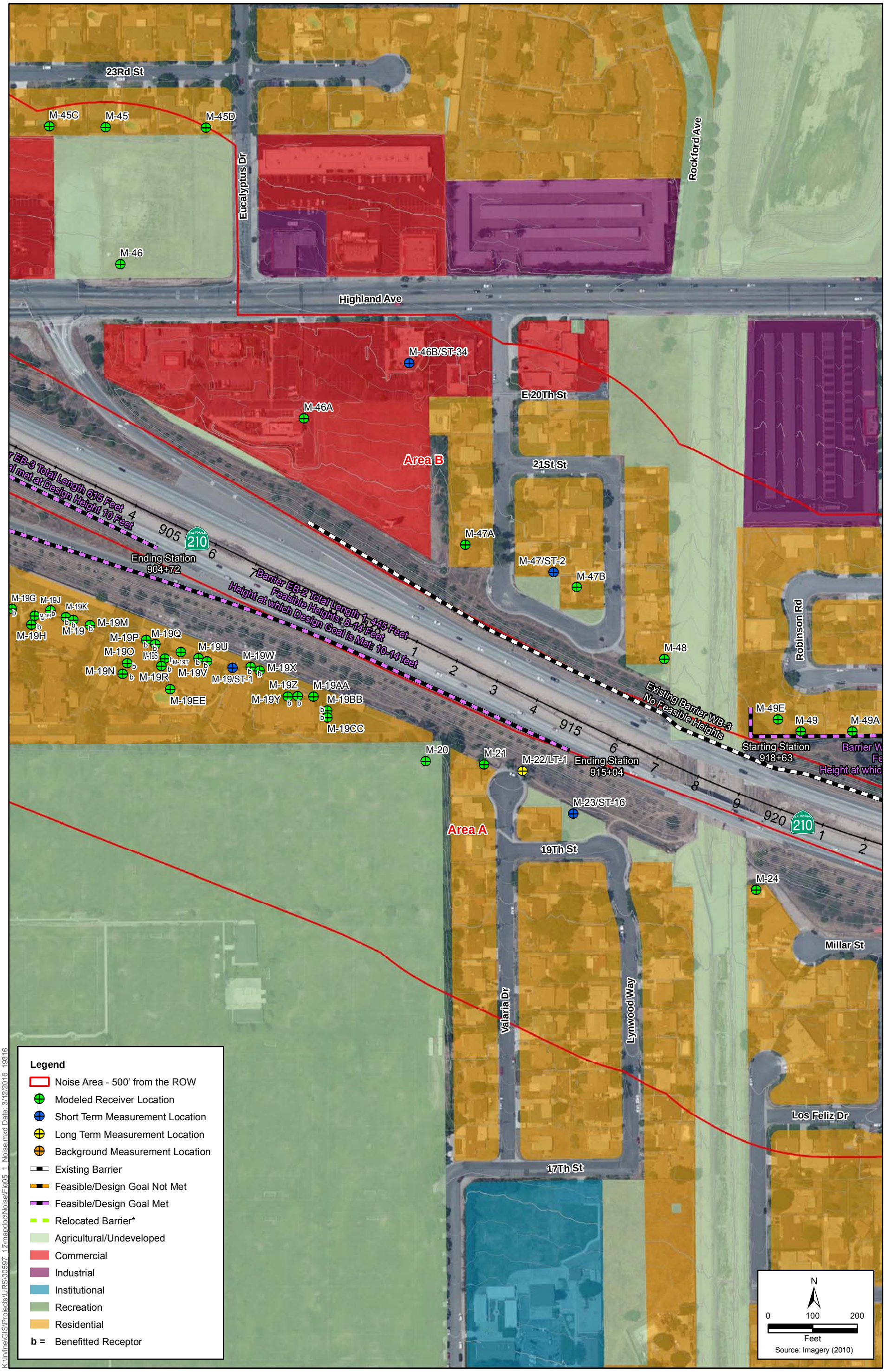

* Barrier relocated to accommodate auxiliary lane designed for the project under the build condition.

Figure 2-8

Analysis Areas, Noise Monitoring and Modeling Locations, and Locations of Evaluated Noise Barriers - Sheet 4
State Route 210 Mixed Flow Lane Addition from Highland Avenue to San Bernardino Avenue

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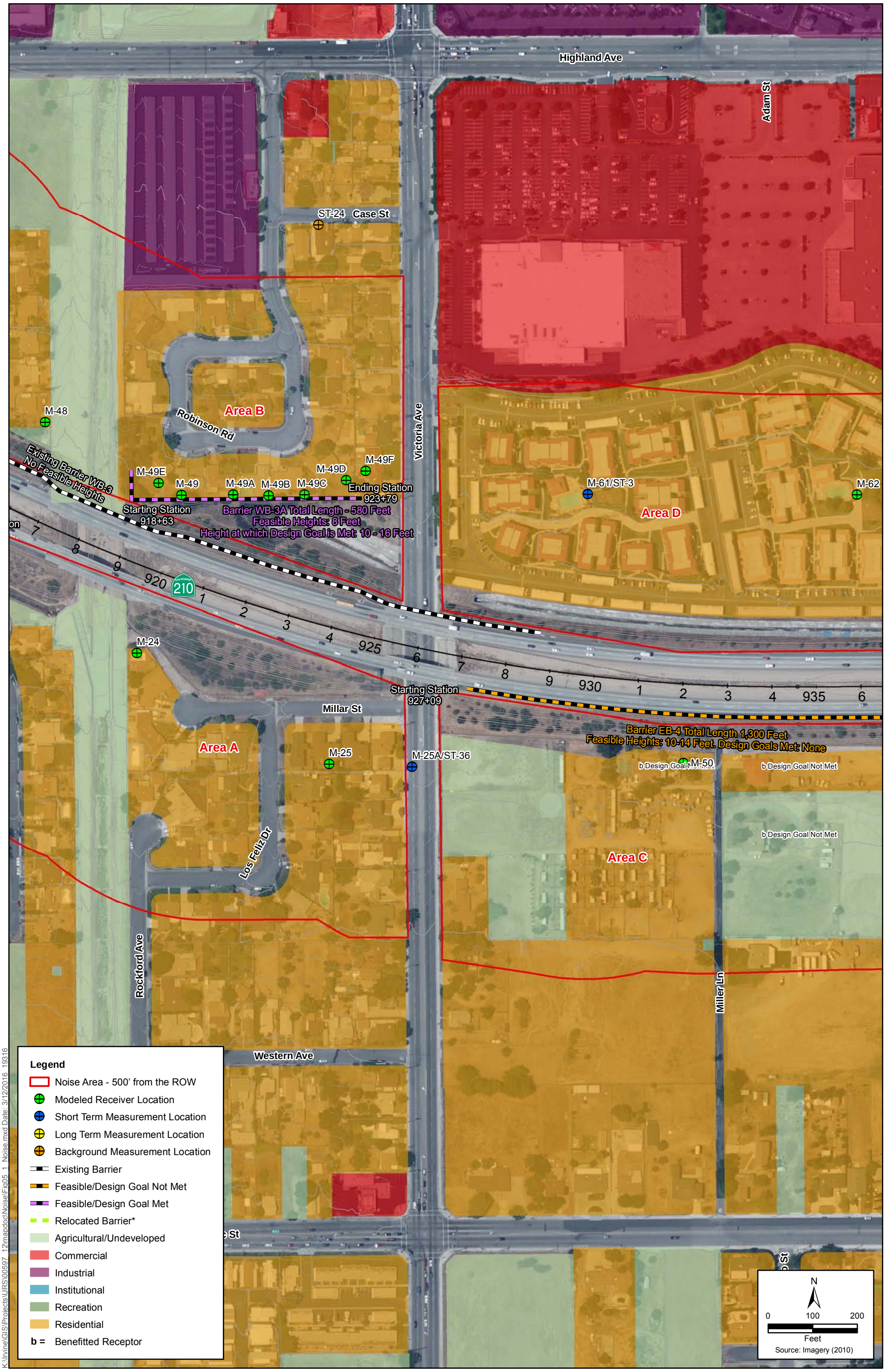

* Barrier relocated to accommodate auxiliary lane designed for the project under the build condition.

Figure 2-8

Analysis Areas, Noise Monitoring and Modeling Locations, and Locations of Evaluated Noise Barriers - Sheet 5
State Route 210 Mixed Flow Lane Addition from Highland Avenue to San Bernardino Avenue

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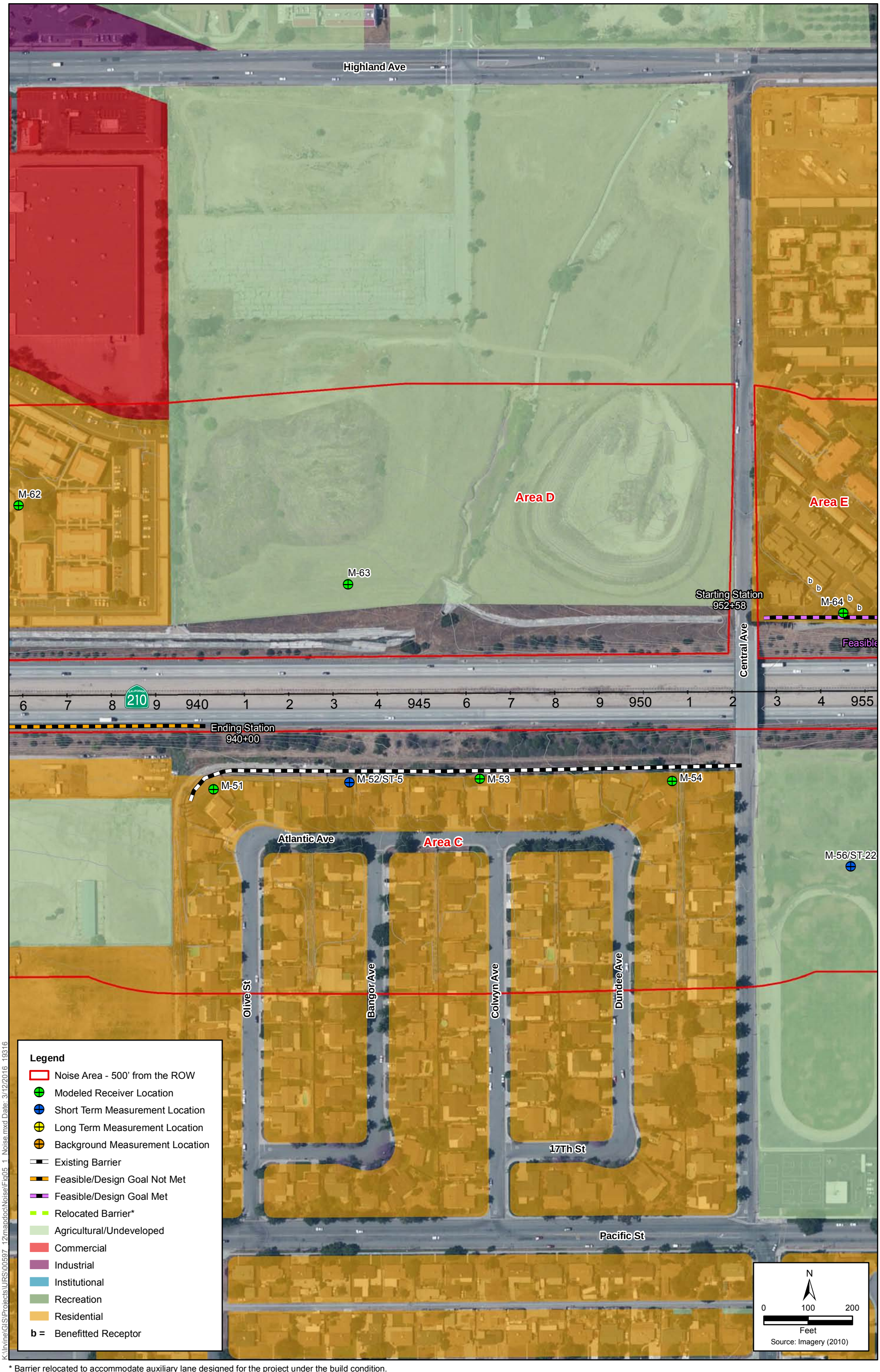

* Barrier relocated to accommodate auxiliary lane designed for the project under the build condition.

Figure 2-8

Analysis Areas, Noise Monitoring and Modeling Locations, and Locations of Evaluated Noise Barriers - Sheet 6
State Route 210 Mixed Flow Lane Addition from
Highland Avenue to San Bernardino Avenue

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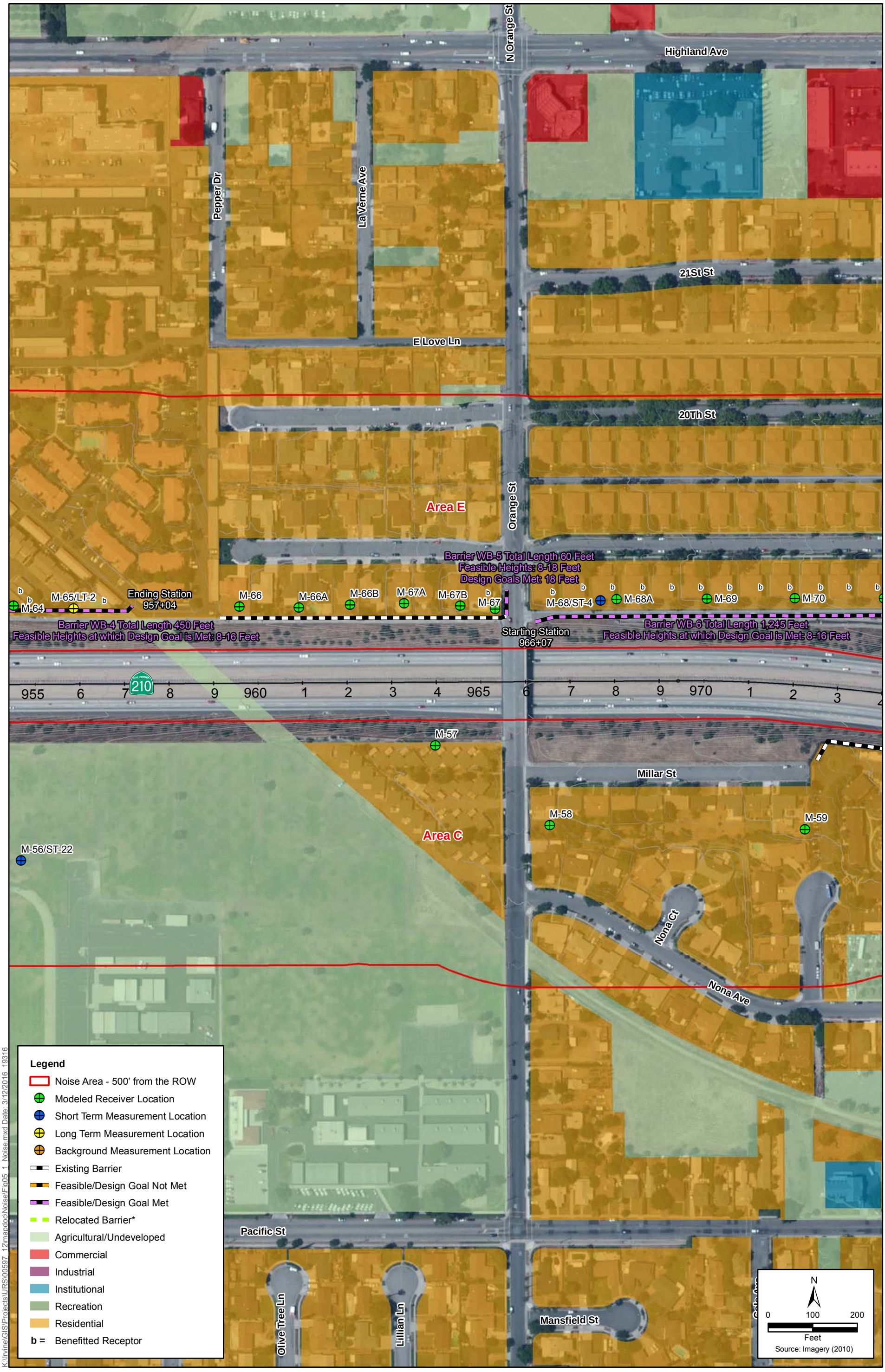

* Barrier relocated to accommodate auxiliary lane designed for the project under the build condition.

Figure 2-8

Analysis Areas, Noise Monitoring and Modeling Locations, and Locations of Evaluated Noise Barriers - Sheet 7
State Route 210 Mixed Flow Lane Addition from Highland Avenue to San Bernardino Avenue

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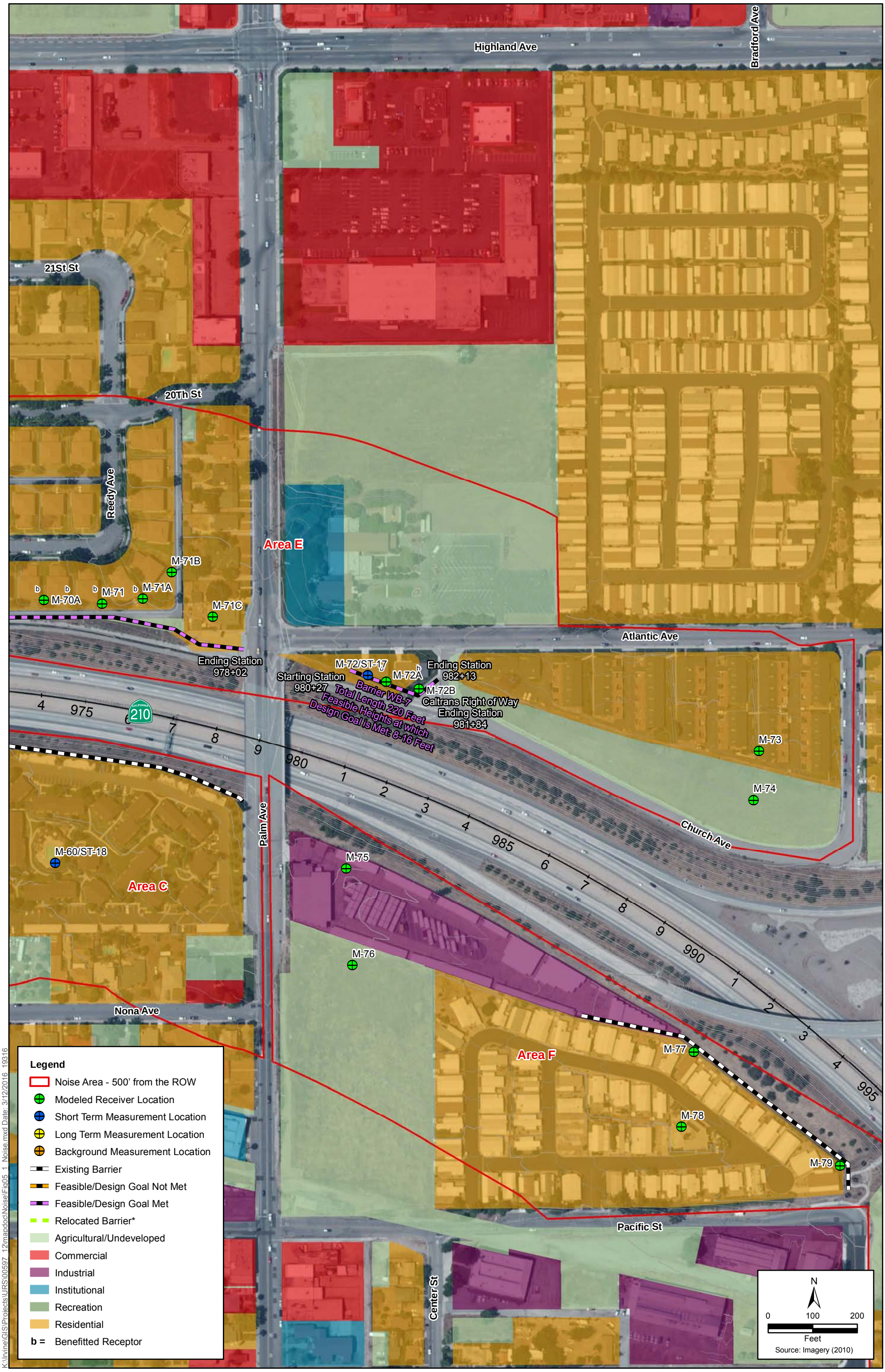

* Barrier relocated to accommodate auxiliary lane designed for the project under the build condition.

Figure 2-8

Analysis Areas, Noise Monitoring and Modeling Locations, and Locations of Evaluated Noise Barriers - Sheet 8
State Route 210 Mixed Flow Lane Addition from Highland Avenue to San Bernardino Avenue

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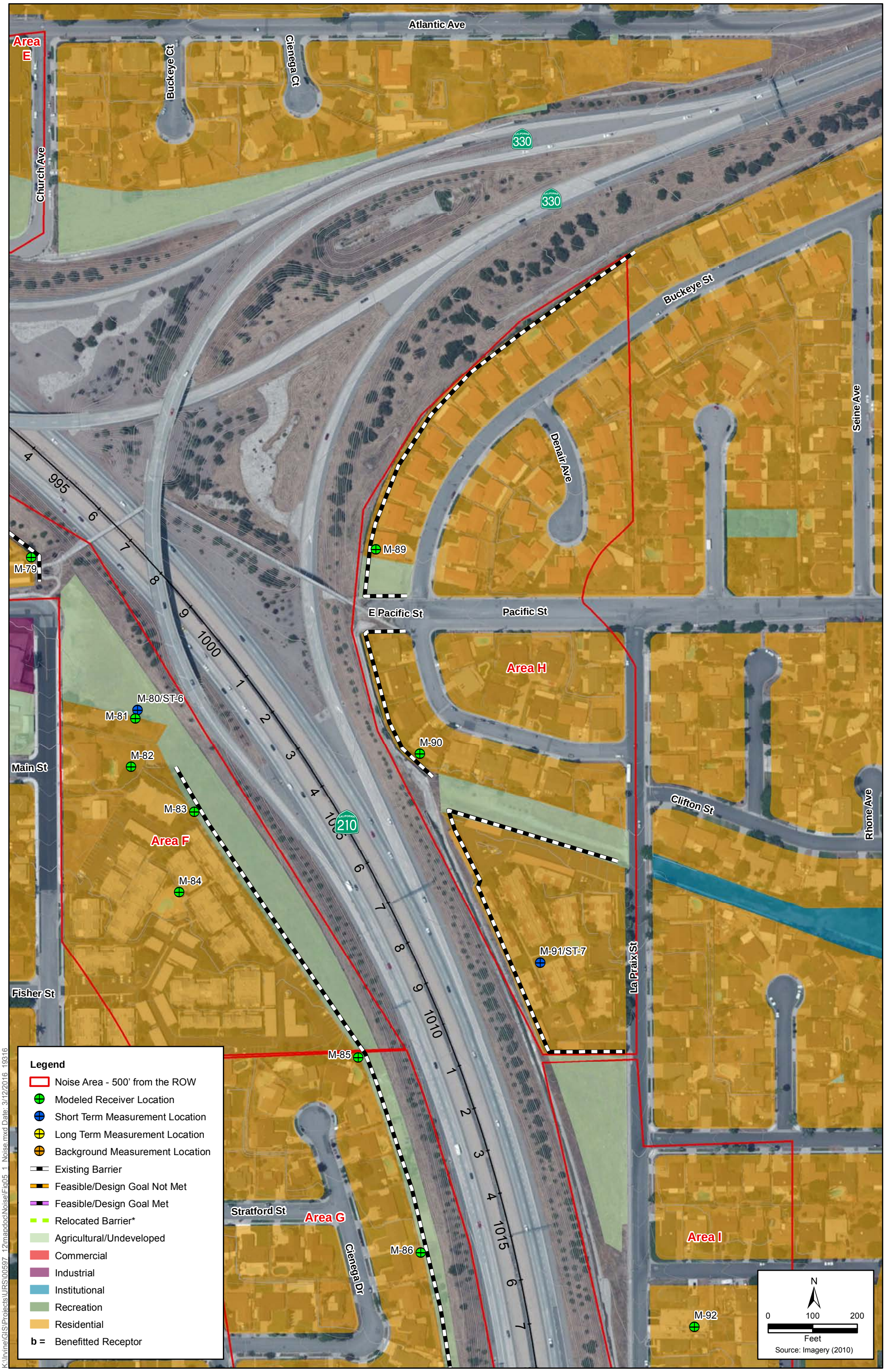

* Barrier relocated to accommodate auxiliary lane designed for the project under the build condition.

Figure 2-8

Analysis Areas, Noise Monitoring and Modeling Locations, and Locations of Evaluated Noise Barriers - Sheet 9
State Route 210 Mixed Flow Lane Addition from Highland Avenue to San Bernardino Avenue

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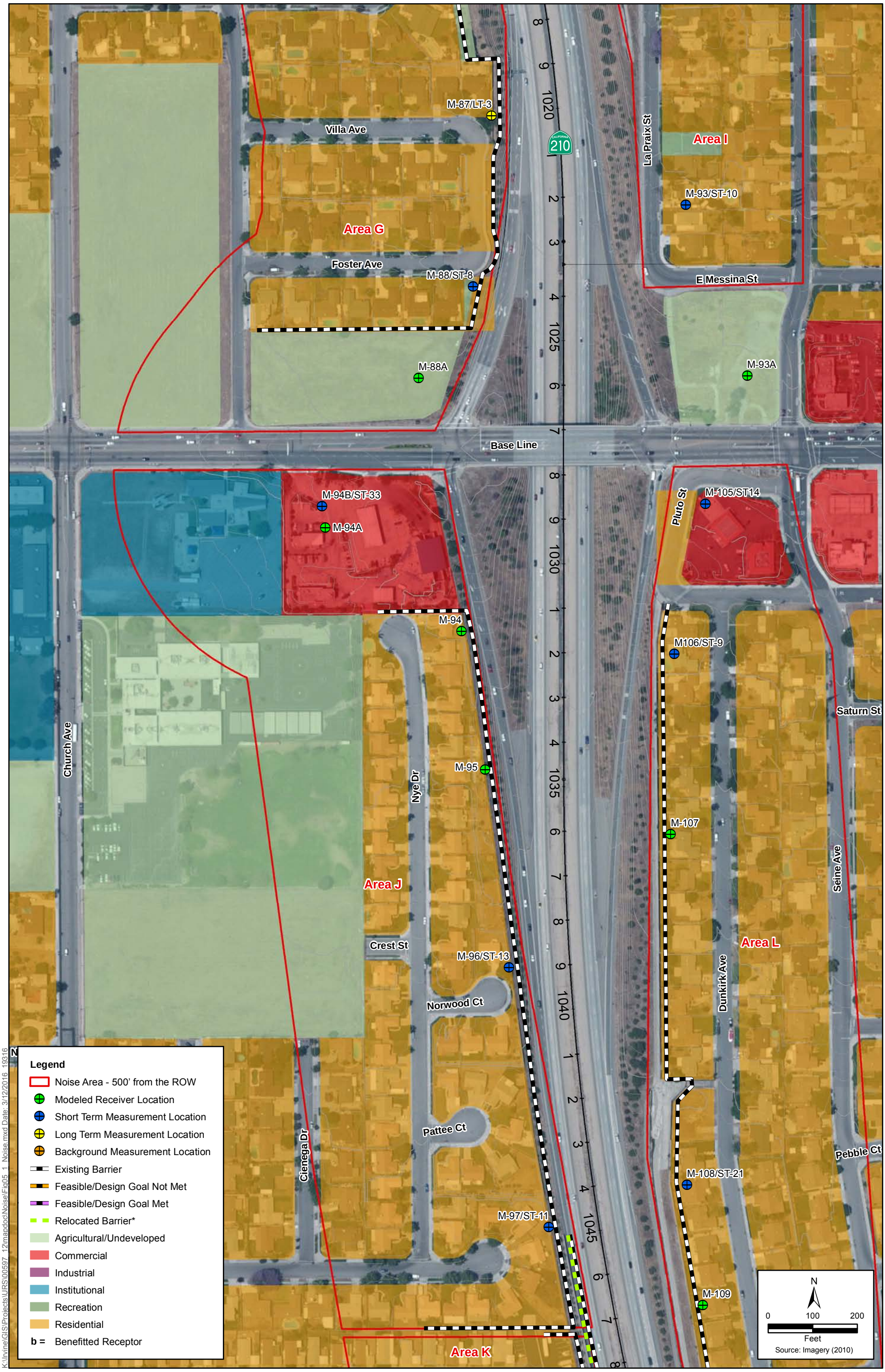

* Barrier relocated to accommodate auxiliary lane designed for the project under the build condition.

Figure 2-8

Analysis Areas, Noise Monitoring and Modeling Locations, and Locations of Evaluated Noise Barriers - Sheet 10
State Route 210 Mixed Flow Lane Addition from Highland Avenue to San Bernardino Avenue

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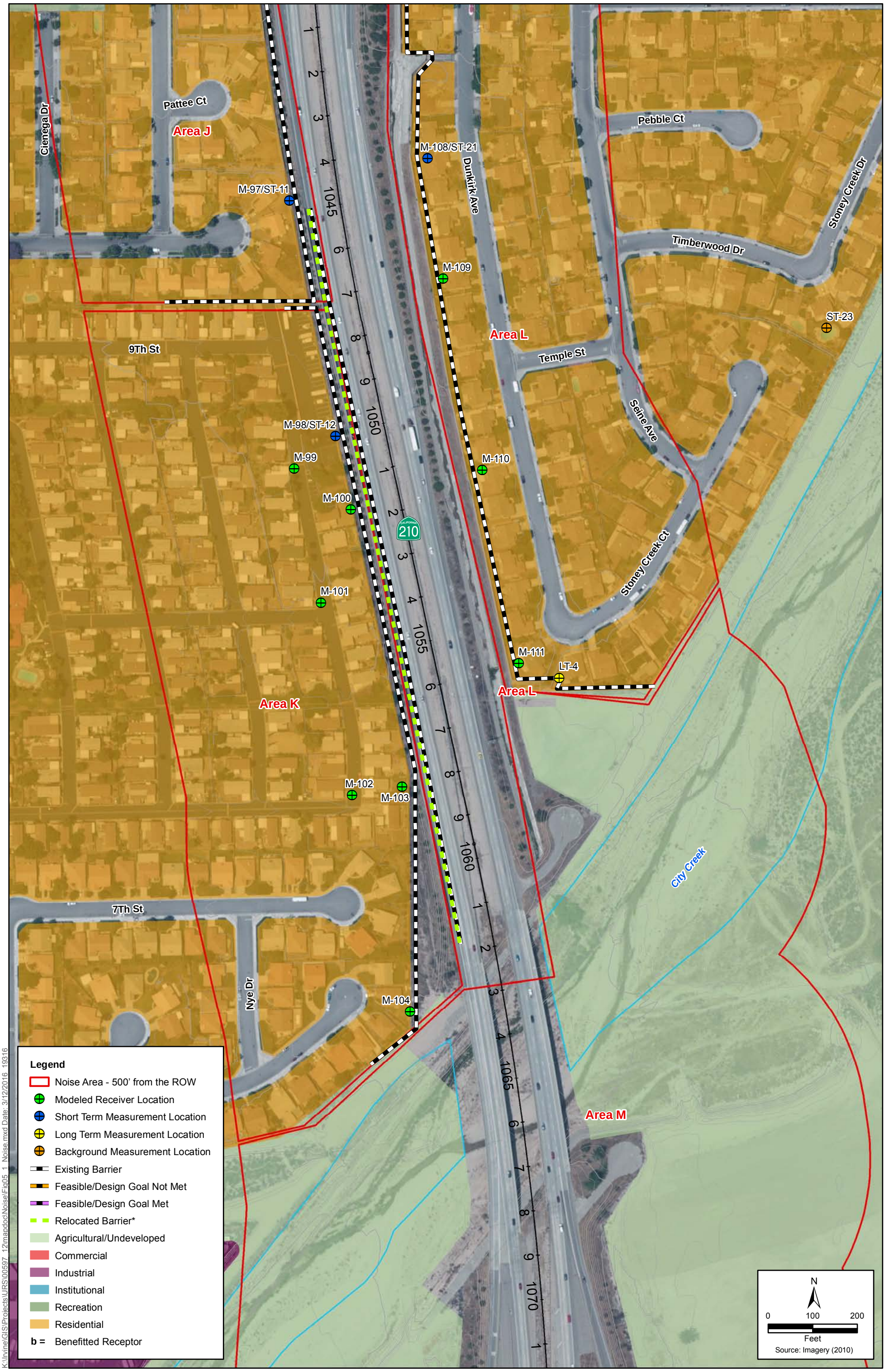

* Barrier relocated to accommodate auxiliary lane designed for the project under the build condition.

Figure 2-8

Analysis Areas, Noise Monitoring and Modeling Locations, and Locations of Evaluated Noise Barriers - Sheet 11
State Route 210 Mixed Flow Lane Addition from Highland Avenue to San Bernardino Avenue

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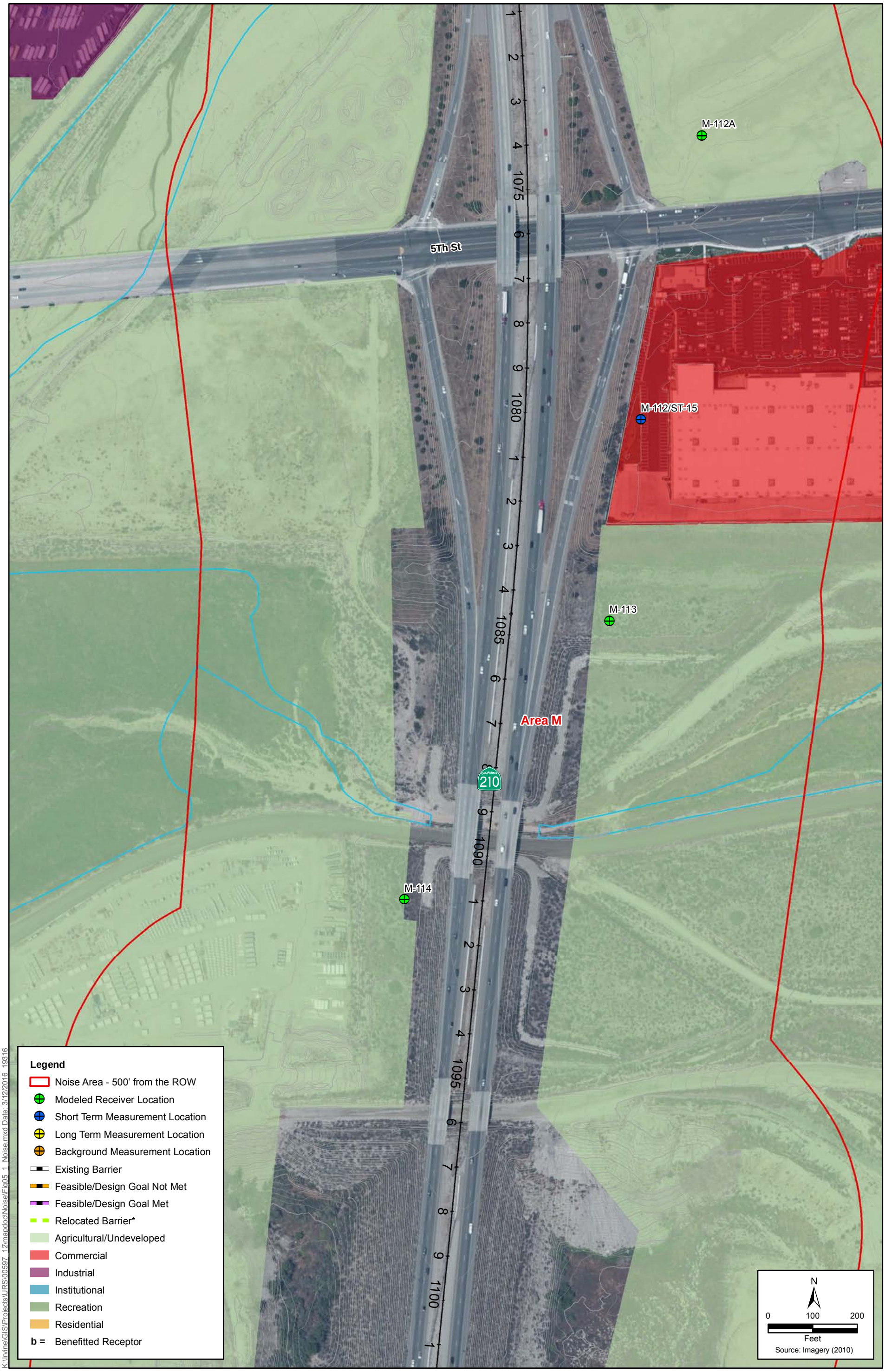

* Barrier relocated to accommodate auxiliary lane designed for the project under the build condition.

Figure 2-8

Analysis Areas, Noise Monitoring and Modeling Locations, and Locations of Evaluated Noise Barriers - Sheet 12
State Route 210 Mixed Flow Lane Addition from Highland Avenue to San Bernardino Avenue

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* Barrier relocated to accommodate auxiliary lane designed for the project under the build condition.

Figure 2-8

Analysis Areas, Noise Monitoring and Modeling Locations, and Locations of Evaluated Noise Barriers - Sheet 13
State Route 210 Mixed Flow Lane Addition from Highland Avenue to San Bernardino Avenue

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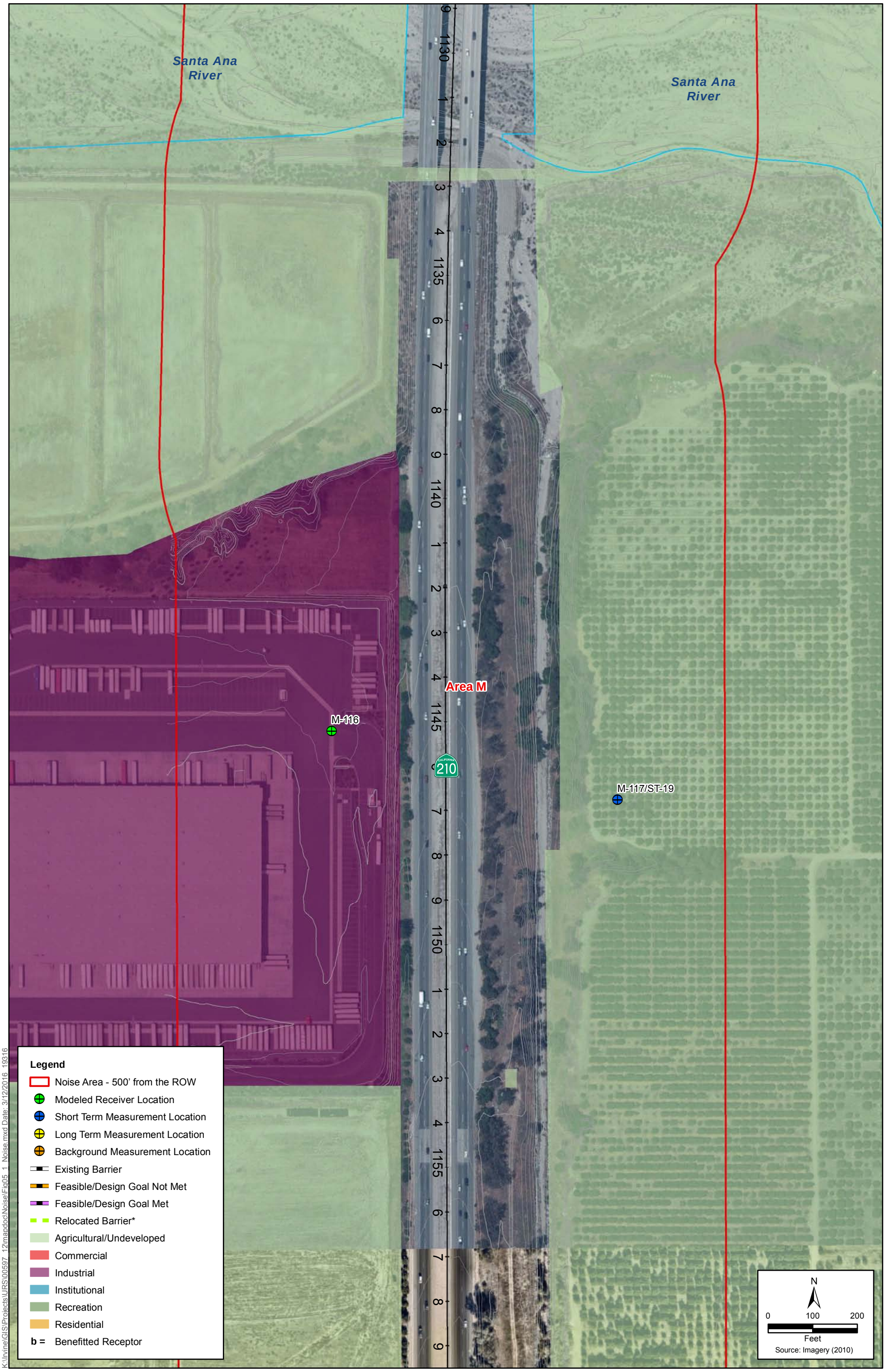

* Barrier relocated to accommodate auxiliary lane designed for the project under the build condition.

Figure 2-8

Analysis Areas, Noise Monitoring and Modeling Locations, and Locations of Evaluated Noise Barriers - Sheet 14
State Route 210 Mixed Flow Lane Addition from Highland Avenue to San Bernardino Avenue

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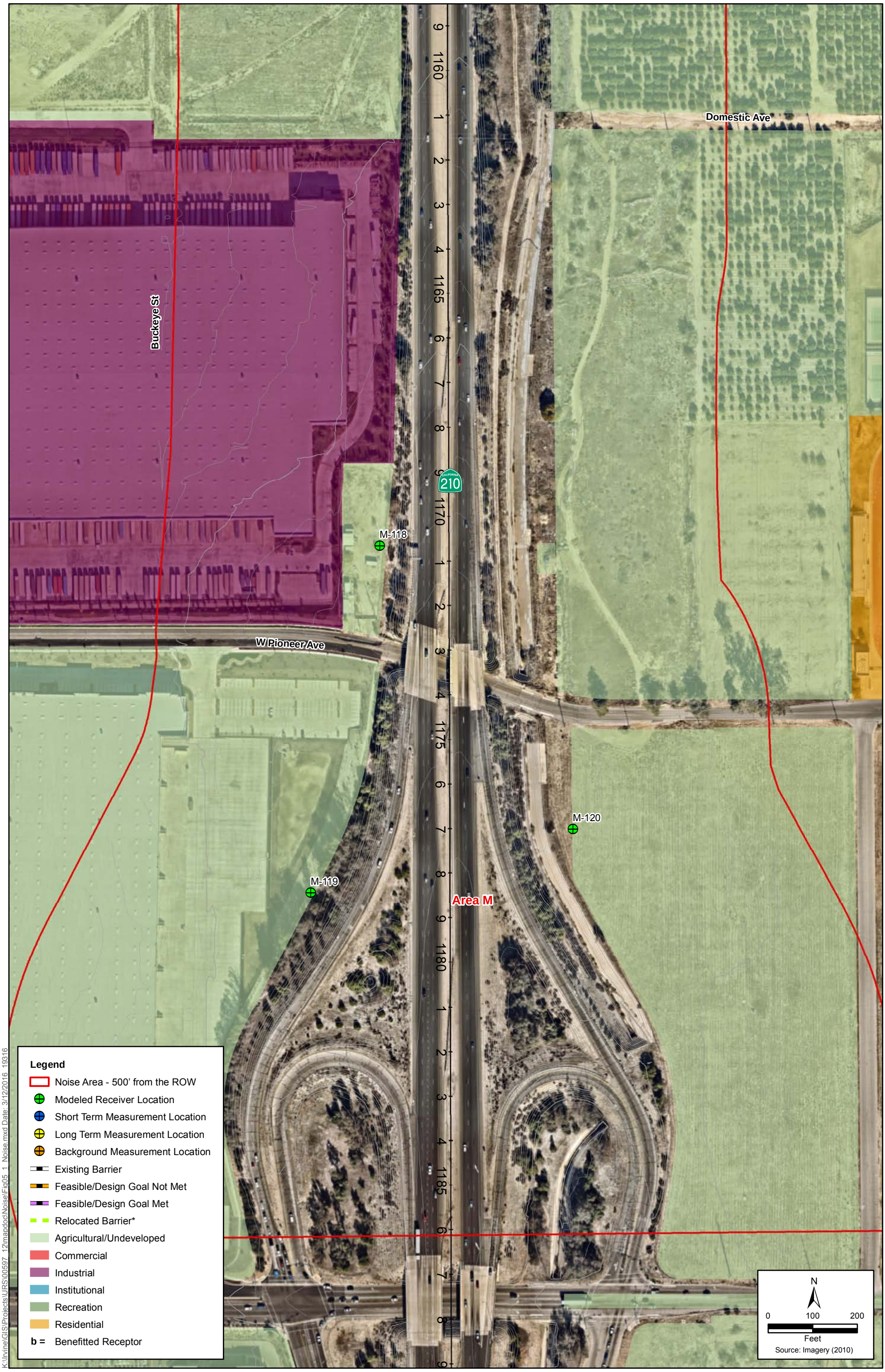

* Barrier relocated to accommodate auxiliary lane designed for the project under the build condition.

Figure 2-8

Analysis Areas, Noise Monitoring and Modeling Locations, and Locations of Evaluated Noise Barriers - Sheet 15
State Route 210 Mixed Flow Lane Addition from Highland Avenue to San Bernardino Avenue

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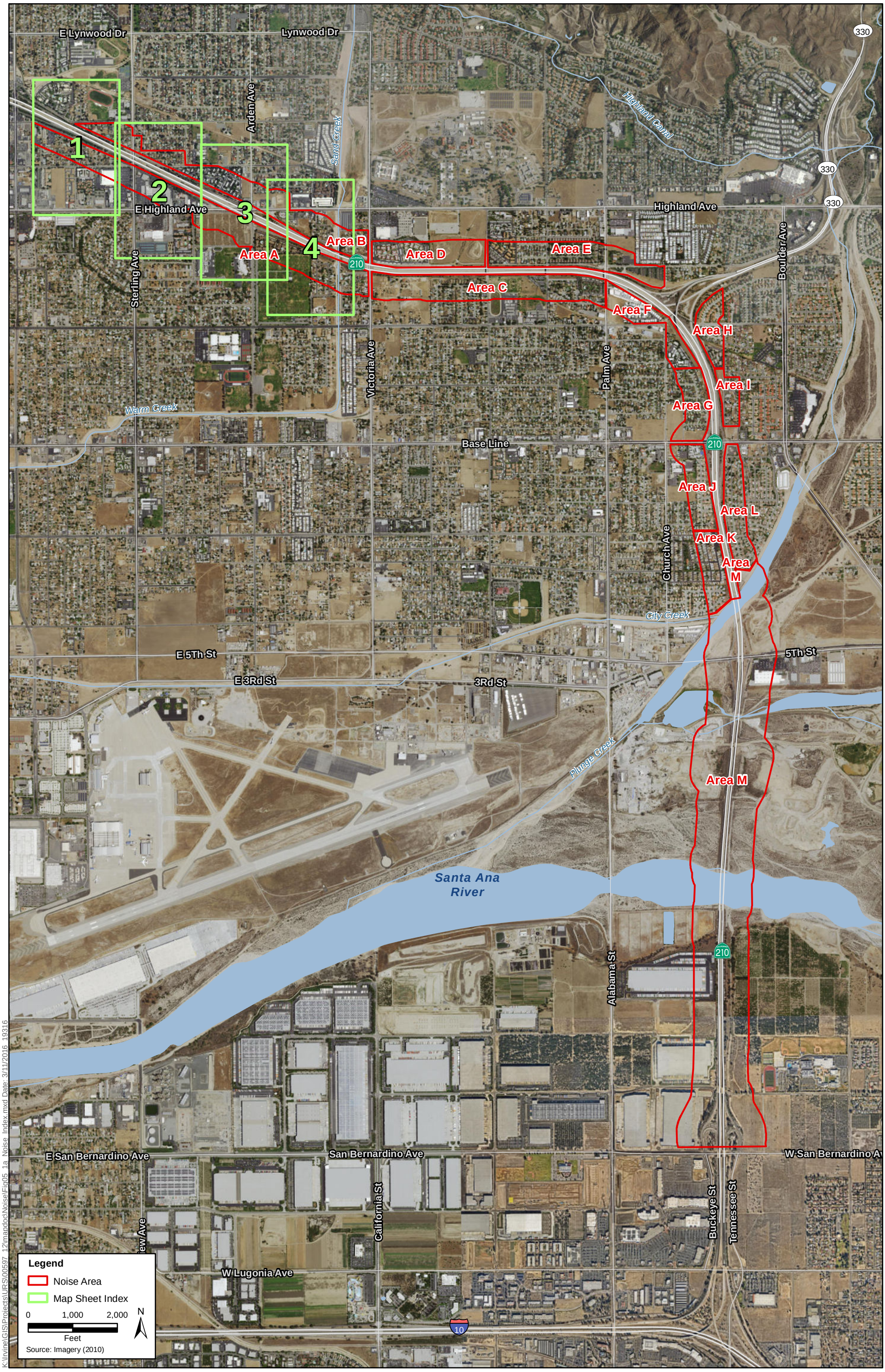

Figure 2-8a

Analysis Areas, Noise Monitoring and Modeling Locations, and Locations of Evaluated Noise Barriers - Index Map State Route 210 Mixed Flow Lane Addition from Highland Avenue to San Bernardino Avenue

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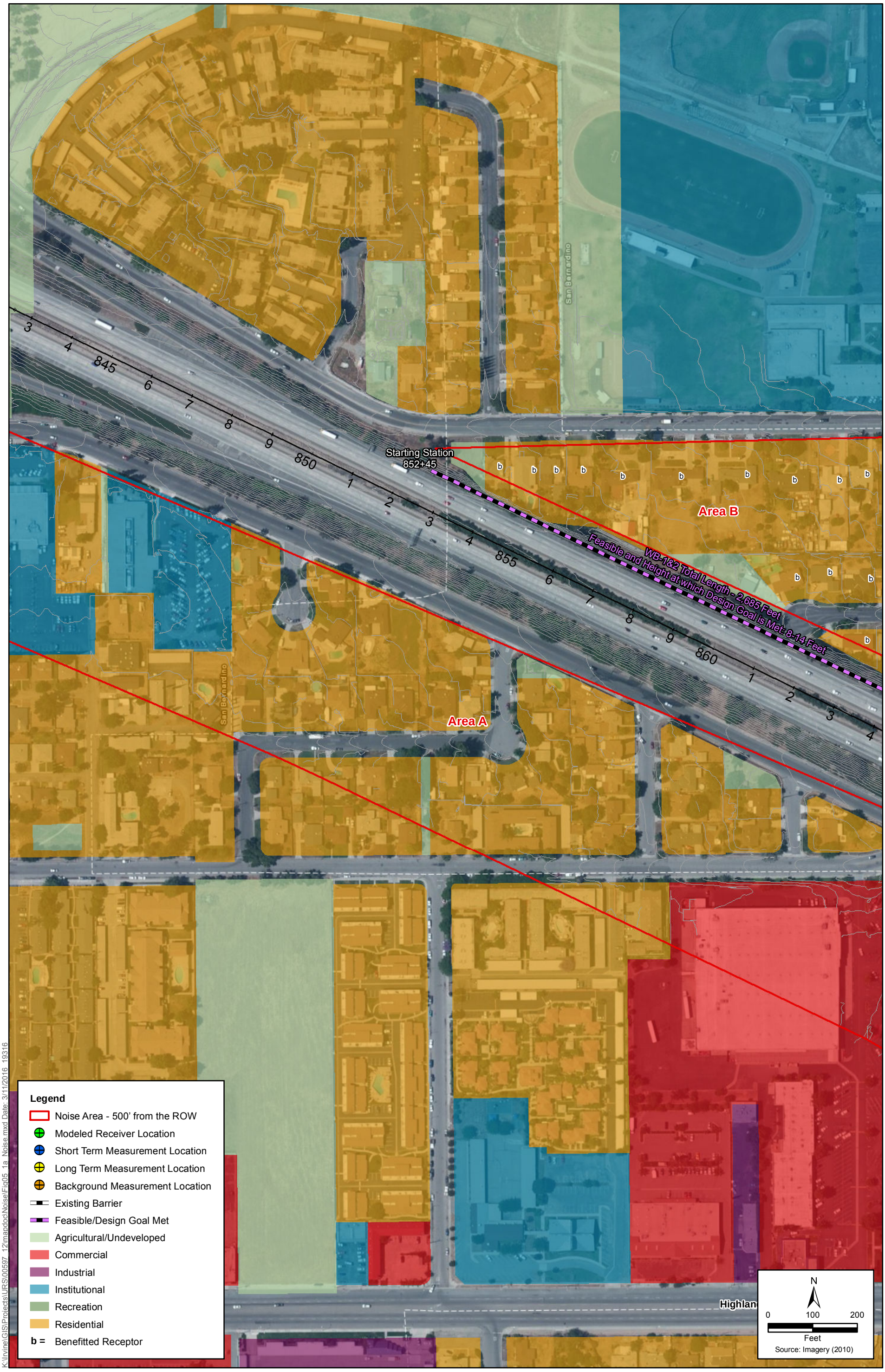

Figure 2-8a
Analysis Areas, Noise Monitoring and Modeling Locations, and Locations of Evaluated Noise Barriers - Sheet 1 State Route 210 Mixed Flow Lane Addition from Highland Avenue to San Bernardino Avenue

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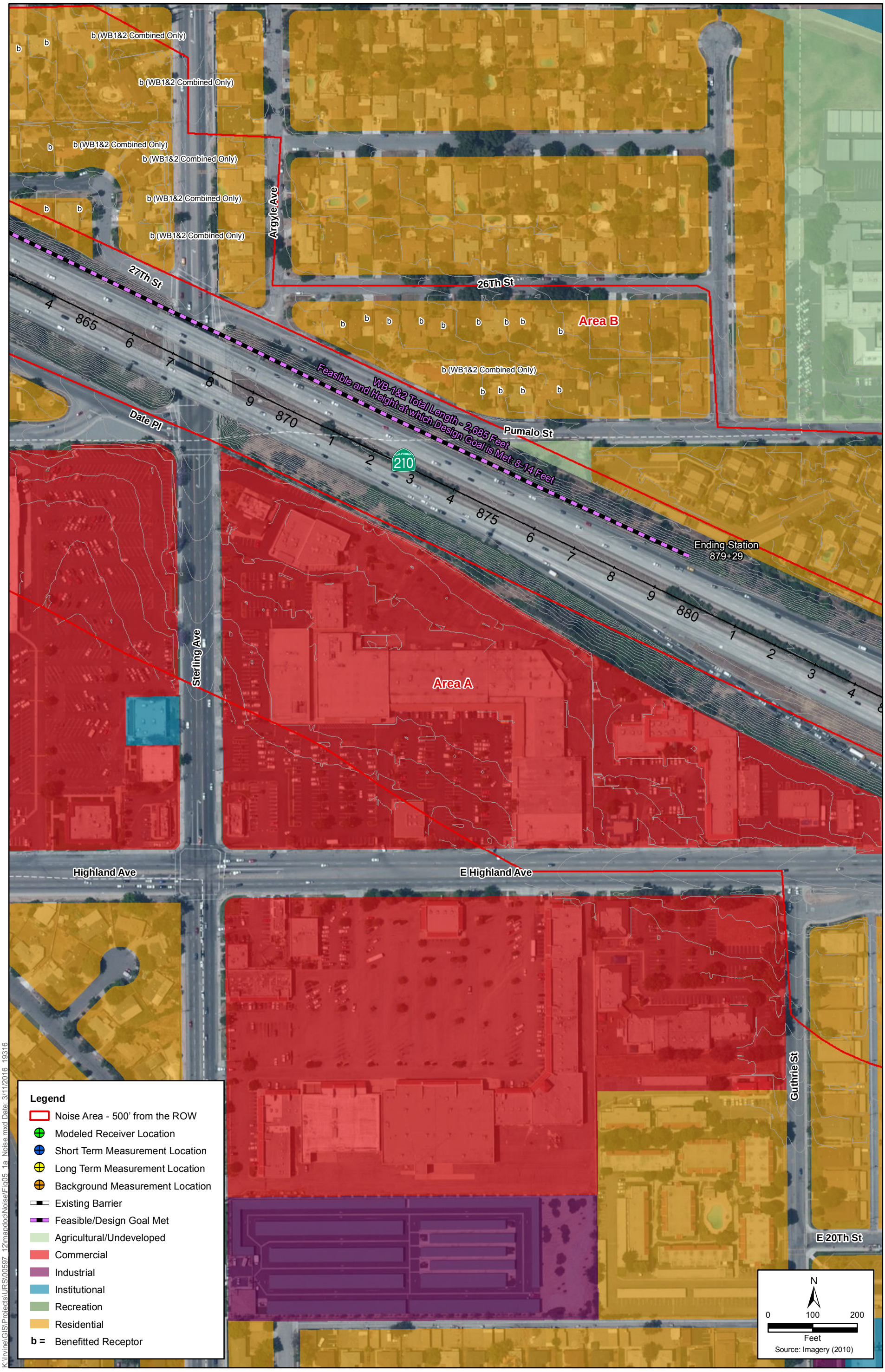

Figure 2-8a

Analysis Areas, Noise Monitoring and Modeling Locations, and Locations of Evaluated Noise Barriers - Sheet 2 State Route 210 Mixed Flow Lane Addition from Highland Avenue to San Bernardino Avenue

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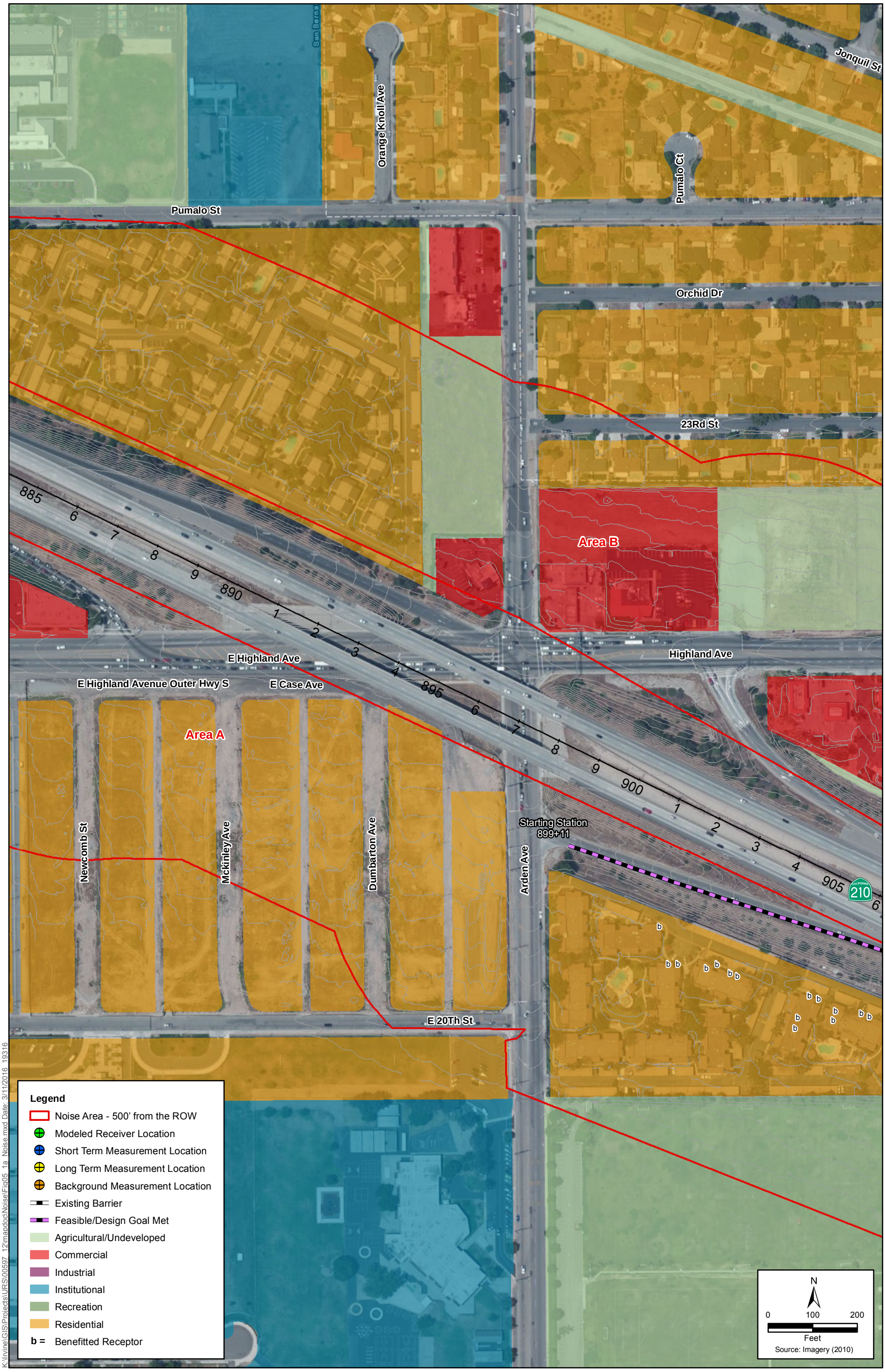

Figure 2-8a
Analysis Areas, Noise Monitoring and Modeling Locations, and Locations of Evaluated Noise Barriers - Sheet 3 State Route 210 Mixed Flow Lane Addition from Highland Avenue to San Bernardino Avenue

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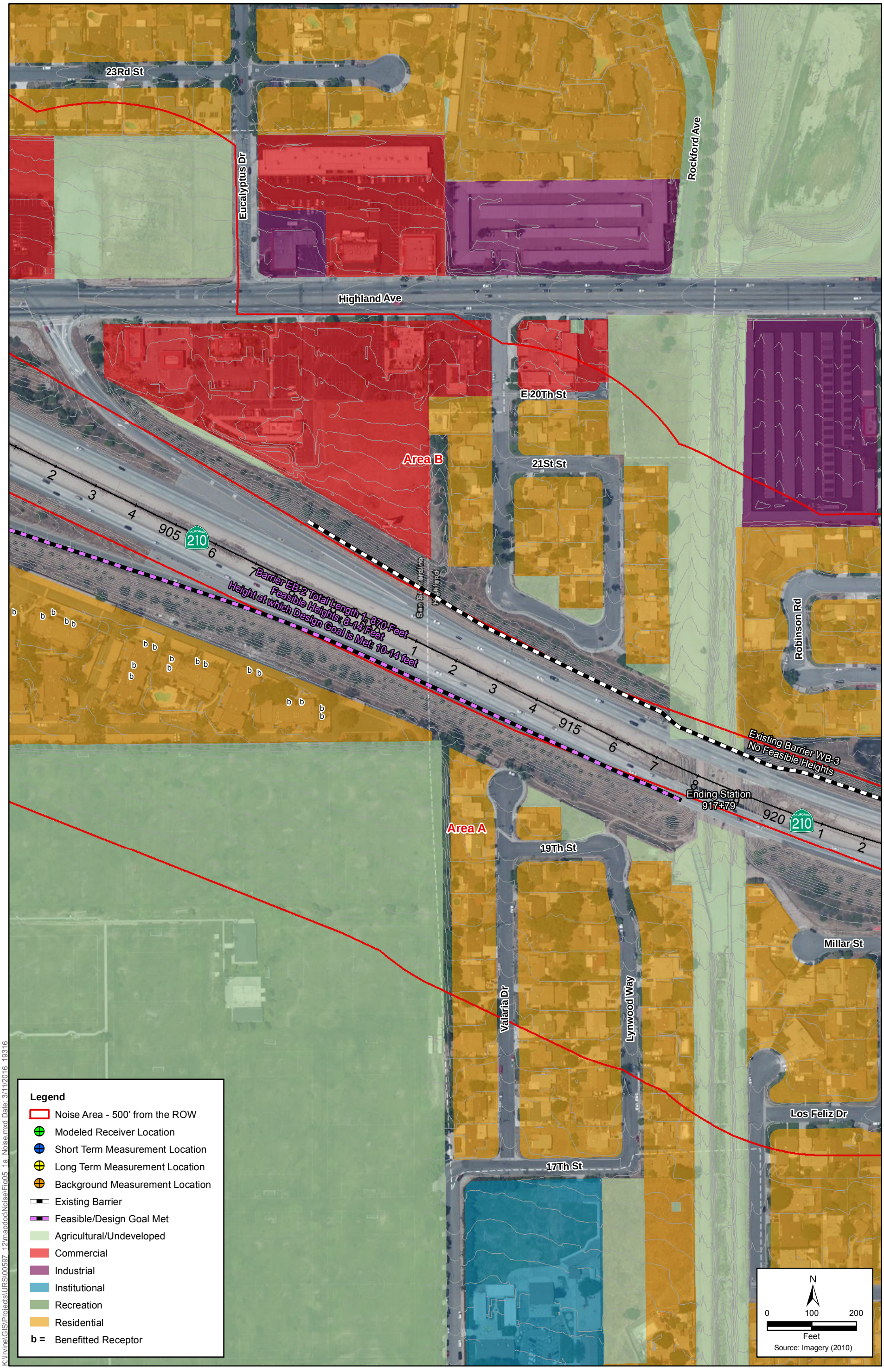

Figure 2-8a

Analysis Areas, Noise Monitoring and Modeling Locations, and Locations of Evaluated Noise Barriers - Sheet 4
State Route 210 Mixed Flow Lane Addition from
Highland Avenue to San Bernardino Avenue

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Existing Noise Measurements

As part of the traffic noise study, four long-term (24-hour [or longer]) and 32 short-term (10-minute) noise measurements were taken along the project alignment. The measurement locations are identified on Figure 2-8. In addition, four measurements were made to quantify non-project-related noise (i.e., background noise). The background noise levels were found to be more than 10 dB below SR-210 noise levels and therefore not a substantial influence on project-related noise. The highest hourly noise level at the four long-term locations ranged from 63 to 69 dBA.

Traffic Noise Model (TNM) version 2.5 was used to compare measured traffic noise levels with modeled noise levels at field measurement locations. This comparison relied on traffic count data collected at the time of the noise measurements. Table 2-13 compares measured and modeled noise levels at each measurement location. A good agreement (3 dB or less) was achieved between the measured and modeled results at all locations except two (Receptors ST-22 and ST-35). Typically, calibration results that are not in agreement with measured noise levels and are not within 3 dB are adjusted by the use of calibration constants (K-factors) for subsequent modeling of existing and future peak-noise-hour traffic noise. Table 2-13 shows that ST-35 was the sole measurement location where measured and modeled noise levels did not agree within 3 dB. Receptor ST-35 was not given a calibration constant (K-factor) because of the large distance from SR-210 and the stop-and-go traffic along Highland Avenue that results from traffic signals. An updated noise measurement was conducted on March 9, 2016 at Receptor ST-22 (where measurements were originally conducted on January 31, 2013). The new measurement at this location showed that the measured noise level was lower than the original measurement. ST-22 is an isolated measurement location that is not in the vicinity of any other modeled-only receptors. The new noise measurement was conducted to verify the noise level and the K-factor, which are identified in Table 2-13 below. In this case, the second noise measurement identified a lower noise level than the original measurement and reduced the difference between measured and modeled to a point that a K-factor was not necessary.

Table 2-13. Comparison of Measured with Modeled Peak-Noise-Hour Sound Levels

Measurement Location	Measured Existing Sound Level (dBA)	Modeled Existing Sound Level (dBA)	Measured minus Modeled (dB)	K-Factor Used
ST-1	60.1	60.9	-0.8	0
ST-2	59.5	60.0	-0.5	0
ST-3	56.5	55.7	0.8	0
ST-4	66.5	65.1	1.4	0
ST-5	57.4	58.0	-0.6	0
ST-6	62.7	61.8	0.9	0
ST-7	57.3	55.3	2.0	0
ST-8	59.7	60.4	-0.7	0
ST-9	57.7	58.2	-0.5	0
ST-10	62.0	62.4	-0.4	0
ST-11	64.4	63.4	1.0	0
ST-12	62.0	62.0	0.0	0
ST-13	64.5	62.4	2.1	0
ST-14	65.1	66.1	-1.0	0
ST-15	67.8	65.2	2.6	0
ST-16	60.2	61.8	-1.6	0
ST-17	64.1	62.3	1.8	0
ST-18	49.9	48.0	1.9	0
ST-19	67.7	70.4	-2.7	0
ST-20	63.0	62.4	0.6	0
ST-21	59.6	60.9	-1.3	0
ST-22	63.2 [1]	58.2 [1]	5.0 [1]	-- [1]
	55.4	56.5	-1.1	0
ST-27	67.3	66.7	0.6	0
ST-28	65.1	66.3	-1.2	0
ST-29	62.5	64.1	-1.6	0
ST-30	67.9	69.2	-1.3	0
ST-31	67.3	66.8	0.5	0
ST-32	67.9	67.0	0.9	0
ST-33	60.1	62.0	-1.9	0
ST-34	60.1	61.5	-1.4	0
ST-35	58.3	61.6	-3.3	0[2]
ST-36	70.5	69.9	0.6	0

Measurement Location	Measured Existing Sound Level (dBA)	Modeled Existing Sound Level (dBA)	Measured minus Modeled (dB)	K-Factor Used
[1] It is unclear why a 5 dB calibration constant was identified in the measurement on January 13th. Possible explanations—such as inconsistency in the modeling associated with the topography, atmospheric effects, speed discrepancies in the traffic flow, and/or acoustical effects associated with the traffic mix—could all play a part in a high calibration constant. Because an explanation could not be determined with certainty after all the modeling factors were taken into account, the January 13th measurement was deemed unreliable and therefore a new measurement had to be taken (consistent with TeNS guidance). A second noise measurement was conducted at the measurement site ST-22 to address the 5 dB K-factor modeled for the measurement conducted on January 31, 2013. The new measurement identified that no K-factor was necessary at this location. Therefore the 5 dB K-factor was excluded from the analysis. 2 - No calibration constant or K-factor was included for this location due to the stop-and-go nature of the traffic along Highland Avenue associated with the multiple traffic lights, and the distance to the SR-210 mainline.				

Existing and Future Modeled Noise Levels

The start of the TNM noise modeling originated at the SR-210 overcrossing (approximately Station 838+00), shown on Figure 2-8. The start of geometric improvements associated with the proposed project would be located at approximately Station 869+00 and would be associated with the widened queuing lane for the eastbound Highland Avenue off-ramp. The proposed project would also include restriping for the proposed queuing lane, which would start on the eastbound side of SR-210 at approximately Station 853+00 (see Figure 2-8).

The existing and future alignments were divided into thirteen areas, as shown on Figure 2-8.

- Area A, south of SR-210 and bounded by Victoria Avenue to the east and near Del Rosa Avenue west of Sterling Avenue.
- Area B, north of SR-210 and bounded by Victoria Avenue to the east, extending to Date Street to the north.
- Area C, south of SR-210 and bounded by Victoria Avenue to the west and Palm Avenue to the east.
- Area D, north of SR-210 and bounded by Victoria Avenue to the west and Central Avenue to the east.
- Area E, north of SR-210 and bounded by Central Avenue to the west and Church Avenue to the east.
- Area F, south of SR-210 and bounded by Palm Avenue to the west and Cienega Drive to the south.
- Area G, west of SR-210 and bounded by Cienega Drive on the north end and Base Line to the south.
- Area H, east of SR-210 and bounded by SR-330 to the north and La Praix Street to the east.
- Area I, east of SR-210 and bounded by Seine Avenue to the east and Messina Street to the south.

- Area J, west of SR-210 and bounded by Base Line to the north and Temple Street to the south.
- Area K, west of SR-210 and bounded by Temple Street to the north and Powell Drive to the south.
- Area L, east of SR-210 and bounded by Base Line to the north and Dunkirk Avenue/ Stoney Creek Court to the south.
- Area M, east and west of SR-210 and bounded by Powell Drive and Dunkirk Avenue/ Stoney Creek Court to the north and San Bernardino Avenue to the south.

Table 2-14 summarizes the traffic noise modeling results for existing conditions and Horizon Year 2040 conditions with and without the project (Build Alternative and No Build Alternative).

Table 2-14. Existing and Future (2040) Modeled Noise Levels

Receiver	Land Use/Activity Category	Number of Dwelling Units	Existing Noise Level (Leq[h] dBA)	No Build Horizon Year 2040 Noise (Leq[h] dBA)	Horizon Year 2040 Noise Level with Project (Build Alternative) (Leq[h] dBA)	Horizon Year 2040 Noise Level with Project (Build Alternative) minus Existing Conditions (Leq[h] dBA)
Area A						
M-1	Residential/B	1	63	64	65	2
M-2	Residential/B	1	59	61	61	2
M-3[1]	Residential/B	--	64	65	66	2
M-3A	**Residential/B**	**1**	**64**	**65**	**66**	**2**
M-4	Residential/B	2	58	60	61	3
M-5	Residential/B	3	61	63	63	2
M-6	Residential/B	2	62	65	64	2
M-7	**Residential/B**	**1**	**64**	**66**	**66**	**2**
M-7A	Residential/B	1	60	62	63	3
M-8[1]	Residential/B	--	65	67	67	2
M-8A	**Residential/B**	**1**	**65**	**67**	**67**	**2**
M-9	**Residential/B**	**1**	**65**	**67**	**67**	**2**
M-10	Residential/B	1	63	65	65	2
M-10A	Residential/B	1	61	63	63	2
M-11	Residential/B	1	56	58	58	2
M-12	**Residential/B**	**1**	**66**	**68**	**68**	**2**
M-12A	**Residential/B**	**1**	**65**	**67**	**67**	**2**
M-13	Residential/B	1	63	65	65	2
M-13A	Residential/B	1	61	62	63	2
M-14	**Residential/B**	**1**	**64**	**66**	**66**	**2**
M14A	Residential/B	1	**61**	63	63	2
M-15[1]	Residential/B	--	65	67	68	3
M-15A	**Residential/B**	**1**	**66**	**68**	**68**	**2**
M-16	Commercial/F	--	65	67	67	2
M-17	Commercial/F	--	62	62	62	0
M-18	Undeveloped/G	--	66	67	67	1
M-18A	Undeveloped/G	--	62	63	64	2
M-19	Residential/B	3	59	60	61	2
M-19A	**Residential/B**	**1**	**66**	**67**	**67**	**1**

Receiver	Land Use/Activity Category	Number of Dwelling Units	Existing Noise Level (Leq[h] dBA)	No Build Horizon Year 2040 Noise (Leq[h] dBA)	Horizon Year 2040 Noise Level with Project (Build Alternative) (Leq[h] dBA)	Horizon Year 2040 Noise Level with Project (Build Alternative) minus Existing Conditions (Leq[h] dBA)
M-19B	**Residential/B**	**1**	**67**	**67**	**68**	**1**
M-19C	**Residential/B**	**1**	**65**	**66**	**67**	**2**
M-19D	**Residential/B**	**1**	**65**	**66**	**67**	**2**
M-19E	Residential/B	2	62	64	64	2
M-19F	Residential/B	1	61	63	64	3
M-19G	Residential/B	1	63	64	65	2
M-19H	Residential/B	1	60	62	62	2
M-19I	Residential/B	1	62	63	64	2
M-19J	Residential/B	2	61	62	63	2
M-19K	**Residential/B**	**1**	**64**	65	66	**2**
M-19L	**Residential/B**	**1**	**64**	65	66	**2**
M-19M	Residential/B	2	60	61	62	2
M-19N	Residential/B	1	60	61	62	2
M-19O	Residential/B	1	60	61	63	3
M-19P	**Residential/B**	**1**	**64**	**65**	**66**	**2**
M-19Q	**Residential/B**	**1**	**64**	**65**	**66**	**2**
M-19R	Residential/B	1	56	57	59	3
M-19S	Residential/B	1	60	61	62	2
M-19T	Residential/B	2	59	60	61	2
M-19U	**Residential/B**	**1**	**64**	**65**	**66**	**2**
M-19V	**Residential/B**	**1**	**64**	**65**	**66**	**2**
M-19W	**Residential/B**	**1**	**64**	**65**	**66**	**2**
M-19X	**Residential/B**	**1**	**64**	**65**	**66**	**2**
M-19Y	**Residential/B**	**1**	**64**	**66**	**66**	**2**
M-19Z	**Residential/B**	**1**	**65**	**66**	**66**	**1**
M-19AA	Residential/B	4	60	61	62	2
M-19BB	**Residential/B**	**1**	**65**	**66**	**67**	**2**
M-19CC	**Residential/B**	**1**	**64**	**65**	**66**	**2**
M-19DD	Active Sports Area/C	1	54	55	56	2
M-19EE	Active Sports Area/C	1	48	49	50	2
M-20	Active Sports Area/C	2	60	61	62	2
M-21	Residential/B	2	63	64	65	2

Receiver	Land Use/Activity Category	Number of Dwelling Units	Existing Noise Level (Leq[h] dBA)	No Build Horizon Year 2040 Noise (Leq[h] dBA)	Horizon Year 2040 Noise Level with Project (Build Alternative) (Leq[h] dBA)	Horizon Year 2040 Noise Level with Project (Build Alternative) minus Existing Conditions (Leq[h] dBA)
M-22	Undeveloped/G	--	62	63	64	2
M-23	Residential/B	2	63	64	65	2
M-24	Residential/B	1	60	60	63	3
M-25	Residential/B	4	61	62	63	2
M-25A[1]	Residential/B	--	69	73	73	4
Area B						
M-26[1]	Residential/B	--	68	70	71	3
M-26A	**Residential/B**	**1**	**68**	**69**	**70**	**2**
M-26B	**Residential/B**	**1**	**67**	**69**	**70**	**3**
M-27	**Residential/B**	**1**	**68**	**70**	**70**	**2**
M-27A	**Residential/B**	**1**	**68**	**70**	**70**	**2**
M-28	**Residential/B**	**1**	**67**	**69**	**69**	**2**
M-28A	**Residential/B**	**1**	**67**	**69**	**69**	**2**
M-28B	**Residential/B**	**1**	**66**	**68**	**68**	**2**
M-29	**Residential/B**	**1**	**66**	**68**	**68**	**2**
M-30	Residential/B	1	63	65	65	2
M-30A	**Residential/B**	**1**	**65**	**67**	**67**	**2**
M-30B	**Residential/B**	**1**	**64**	**66**	**66**	**2**
M-31	Residential/B	1	61	63	63	2
M-31A	Residential/B	1	63	65	65	2
M-31B	Residential/B	1	63	65	65	2
M-31C	Residential/B	1	60	62	62	2
M-31D	Residential/B	1	60	62	62	2
M-31E	Residential/B	1	58	60	60	2
M-31F	**Residential/B**	**1**	**64**	**66**	**66**	**2**
M-32	Residential/B	1	63	65	65	2
M-33	**Residential/B**	**1**	**67**	**69**	**69**	**2**
M-33A	**Residential/B**	**1**	**69**	**71**	**71**	**2**
M-34	**Residential/B**	**1**	**69**	**71**	**71**	**2**
M-35	**Residential/B**	**1**	**69**	**71**	**71**	**2**
M-36[1]	Residential/B	--	68	70	70	2
M-37	**Residential/B**	**1**	**67**	**69**	**69**	**2**

Receiver	Land Use/Activity Category	Number of Dwelling Units	Existing Noise Level (Leq[h] dBA)	No Build Horizon Year 2040 Noise (Leq[h] dBA)	Horizon Year 2040 Noise Level with Project (Build Alternative) (Leq[h] dBA)	Horizon Year 2040 Noise Level with Project (Build Alternative) minus Existing Conditions (Leq[h] dBA)
M-37A	**Residential/B**	**1**	**67**	**69**	**69**	**2**
M-37B	**Residential/B**	**1**	**67**	**69**	**69**	**2**
M-38	**Residential/B**	**1**	**66**	**68**	**68**	**2**
M-38A	Residential/B	1	60	62	62	2
M-38B	**Residential/B**	**1**	**65**	**67**	**67**	**2**
M-39	**Residential/B**	**1**	**64**	**66**	**66**	**2**
M-39A	**Residential/B**	**1**	**66**	**68**	**68**	**2**
M-39B	Residential/B	1	63	64	65	2
M-40	**Residential/B**	**1**	**66**	**68**	**68**	**2**
M-40A	**Residential/B**	**1**	**65**	**67**	**67**	**2**
M-41	Residential/B	1	61	63	63	2
M-41A	**Residential/B**	**1**	**64**	**65**	**66**	**2**
M-41B	Residential/B	1	61	63	64	3
M-42	Active Sports Area/C	1	62	63	64	2
M-42B	Residential/B	1	62	63	64	2
M-43	Residential/B	1	54	57	57	3
M-43A	Active Sports Area/C	1	59	61	63	4
M-44	Residential/B	1	60	61	62	2
M-44A	Residential/B	1	60	61	62	2
M-44B	Residential/B	1	58	59	60	2
M-44C	Residential/B	2	61	64	65	4
M-44D	Residential/B	1	58	59	60	2
M-45	Residential/B	1	58	59	61	3
M-45A	Residential/B	2	57	59	60	3
M-45B	Residential/B	2	58	60	61	3
M-45C	Residential/B	2	59	60	62	3
M-45D	Residential/B	2	60	61	62	2
M-46	Undeveloped/G	--	69	68	69	0
M-46A	Commercial/E	--	59	59	60	1
M-46B	Commercial/E	1	62	63	64	2
M-47	Residential/B	1	61	62	63	2
M-47A	Residential/B	1	60	61	62	2

Receiver	Land Use/Activity Category	Number of Dwelling Units	Existing Noise Level (Leq[h] dBA)	No Build Horizon Year 2040 Noise (Leq[h] dBA)	Horizon Year 2040 Noise Level with Project (Build Alternative) (Leq[h] dBA)	Horizon Year 2040 Noise Level with Project (Build Alternative) minus Existing Conditions (Leq[h] dBA)
M-47B	Residential/B	1	61	62	63	2
M-48	Residential/B	1	62	63	65	3
M-49	**Residential/B**	**1**	**64**	**65**	**66 [2]**	**2**
M-49A	Residential/B	1	63	64	65 [2]	2
M-49B	Residential/B	1	63	64	65 [2]	2
M-49C	Residential/B	1	63	64	65 [2]	2
M-49D	Residential/B	1	62	64	65 [2]	3
M-49E	**Residential/B**	**1**	**64**	**65**	**67 [2]**	**3**
M-49F	Residential/B	1	58	60	61 [2]	3
Area C						
M-50	**Residential/B**	**3**	**64**	**65**	**66**	**2**
M-51	Residential/B	4	57	58	60	3
M-52	Residential/B	5	58	58	60	2
M-53	Residential/B	3	60	61	62	2
M-54	Residential/B	4	60	61	62	2
M-56	School/C	--	57	58	59	2
M-57	Residential/B	9	61	62	63	2
M-58	Residential/B	5	59	59	60	1
M-59	Residential/B	5	56	59	58	2
M-60	Residential/B	1	49	50	51	2
Area D						
M-61	Active Sports Area/C	1	56	57	59	3
M-62	Active Sports Area/C	1	57	58	60	3
M-63	Undeveloped/G	--	71	72	73	2
Area E						
M-64	Residential/B	2	62	63	64	2
M-65	**Residential/B**	3	**68**	**69**	**70**	**2**
M-66	Residential/B	2	62	62	64	2
M-66A	Residential/B	2	59	60	61	2
M-66B	Residential/B	2	59	59	61	2
M-67A	Residential/B	2	60	60	62	2
M-67B	Residential/B	1	63	63	65	2

Receiver	Land Use/Activity Category	Number of Dwelling Units	Existing Noise Level (Leq[h] dBA)	No Build Horizon Year 2040 Noise (Leq[h] dBA)	Horizon Year 2040 Noise Level with Project (Build Alternative) (Leq[h] dBA)	Horizon Year 2040 Noise Level with Project (Build Alternative) minus Existing Conditions (Leq[h] dBA)
M-67	**Residential/B**	1	**65**	**66**	**67**	**2**
M-68[1]	Residential/B	--	67	68	70	3
M-68A	**Residential/B**	**4**	**74**	**75**	**76**	**2**
M-69	**Residential/B**	**3**	**74**	**75**	**77**	**3**
M-70	**Residential/B**	**3**	**73**	**74**	**76**	**3**
M-70A	**Residential/B**	**3**	**70**	**71**	**72**	**2**
M-71	**Residential/B**	**1**	**69**	**70**	**72**	**3**
M-71A	**Residential/B**	**1**	**68**	**69**	**70**	**2**
M-71B	Residential/B	1	61	62	63	2
M-71C	Residential/B	1	59	60	61	2
M-72[1]	**Residential/B**	**--**	**64**	**66**	**67**	**3**
M-72A	**Residential/B**	**1**	**64**	**66**	**67**	**3**
M-72B	Residential/B	1	63	64	65	2
M-73	Residential/B	14	57	58	59	2
M-74	Undeveloped/G	--	60	61	62	2
Area F						
M-75	Commercial/F	--	60	61	62	2
M-76	Undeveloped/G	--	55	56	57	2
M-77	Residential/B	5	58	59	60	2
M-78	Active Sports Area/C	1	55	57	58	3
M-79	Residential/B	5	59	60	61	2
M-80	Undeveloped/G	--	63	64	65	2
M-81	Residential/B	1	62	63	63	1
M-82	Residential/B	1	56	57	58	2
M-83	Residential/B	1	55	57	58	3
M-84	Active Sports Area/C	1	51	52	53	2
Area G						
M-85	Residential/B	4	58	59	60	2
M-86	Residential/B	6	57	59	60	3
M-87	Residential/B	5	62	63	64	2
M-88	Residential/B	4	62	63	64	2
M-88A	Undeveloped/G	--	64	66	66	2

Receiver	Land Use/Activity Category	Number of Dwelling Units	Existing Noise Level (Leq[h] dBA)	No Build Horizon Year 2040 Noise (Leq[h] dBA)	Horizon Year 2040 Noise Level with Project (Build Alternative) (Leq[h] dBA)	Horizon Year 2040 Noise Level with Project (Build Alternative) minus Existing Conditions (Leq[h] dBA)
Area H						
M-89	Residential/B	2	59	60	61	2
M-90	Residential/B	4	58	59	60	2
M-91	Residential/B	12	57	58	59	2
Area I						
M-92	Residential/B	6	52	54	54	2
M-93	Residential/B	5	63	64	65	2
M-93A	Undeveloped/G	--	65	66	66	1
Area J						
M-94B	Undeveloped/G	--	65	66	66	1
M-94A	Commercial/E	1	62	64	64	2
M-94	Residential/B	6	59	60	61	2
M-95	Residential/B	5	60	61	62	2
M-96	Residential/B	4	62	63	64	2
M-97	Residential/B	6	63	64	65	2
Area K						
M-98	Active Sports Area/C	3	62	63	63	1
M-99	Residential/B	6	60	60	62	2
M-100	Residential/B	8	62	63	63	1
M-101	Residential/B	6	59	60	62	3
M-102	Residential/B	5	60	61	62	2
M-103	Residential/B	12	61	62	63	2
M-104	Residential/B	5	60	61	62	2
Area L						
M-105	Commercial/F	--	66	68	68	2
M-106	Residential/B	6	60	61	62	2
M-107	Residential/B	9	60	61	62	2
M-108	Residential/B	5	61	62	63	2
M-109	Residential/B	7	61	62	63	2
M-110	Residential/B	4	63	64	65	2
M-111	Residential/B	3	60	60	62	2

Receiver	Land Use/Activity Category	Number of Dwelling Units	Existing Noise Level (Leq[h] dBA)	No Build Horizon Year 2040 Noise (Leq[h] dBA)	Horizon Year 2040 Noise Level with Project (Build Alternative) (Leq[h] dBA)	Horizon Year 2040 Noise Level with Project (Build Alternative) minus Existing Conditions (Leq[h] dBA)
Area M						
M-112	Commercial/F	--	66	68	68	2
M112A	Undeveloped/G	--	65	67	67	2
M-113	Undeveloped/G	--	73	74	74	1
M-114	Undeveloped/G	--	67	67	67	0
M-115	Undeveloped/G	--	67	67	68	1
M-116	Industrial/F	--	64	64	66	2
M-117	Undeveloped/G	--	70	70	72	2
M-118	Undeveloped/G	--	67	68	69	2
M-119	Undeveloped/G	--	62	61	62	0
M-120	Undeveloped/G	--	66	67	68	2

Bold entry indicates noise level is predicted to exceed the Noise Abatement Criteria (NAC) in the Horizon Year 2040 under the with project condition.

[1] Eight modeled receptors (M-3, M-8, M-15, M-25A, M-26, M-36, M-68, and M-72) are representative of measurement locations (ST-32, ST-31, ST-29, ST-36, ST-30, ST-27, ST-4, and ST-17, respectively) that are not considered noise sensitive.

[2] Design year noise levels from modeled receptors M-49 – M-49F were taken from Table B1-C in Appendix B of the NSR which analyzes barrier WB-3A.

As shown in Table 2-13, existing worst-hour traffic noise levels were found to range from 48 dBA hourly equivalent sound level (Leq[h]) to 74 dBA Leq(h) at representative land uses. Traffic noise modeling results indicate that predicted traffic noise levels would approach or exceed the noise abatement criterion of 67 dBA Leq(h) for Activity Category B (residential) land uses under Horizon Year 2040 No Build conditions at 47 receptors (M-7, M-8A, M-9, M-12, M-12A, M-14, M-15A, M-19A through M-19D, M-19Y, M-19Z, M-19BB, M-26A through M-29, M-30A, M-30B, M-31F, M-33 through M-35, M-37 through M-38, M-38B, M-39, M-39A, M-40, M-40A,M-65, M-67, M-68A through M-71A, and M-72A), which are representative of 58 receivers. Seven modeled receptors (M-8, M-15, M-25A, M-26, M-36, M-68, and M-72) are representative of measurement locations (ST-31, ST-29, ST-36, ST-30, ST-27, ST-4, and ST-17, respectively) that are not considered noise sensitive. These are not included in the total above but are included in Table 2-13 for reference.

Traffic noise modeling results in Table 2-13 further indicate that predicted traffic noise levels would approach or exceed the noise abatement criterion of 67 dBA Leq(h) for Activity Category B (residential) land uses under Horizon Year 2040 Build conditions at 61 receptors (M-3A, M-7, M-8A, M-9, M-12, M-12A, M-14, M-15A, M-19A through M-19D, M-19K, M-19L, M-19P, M-19Q, M-19U through M-19Z, M-19BB, M-19CC, M-26A through M-29,

M-30A, M-30B, M-31F, M-33 through M-35, M-37 through M-38, M-38B, M-39, M-39A, M-40, M-40A, M-41A, M-49, M-49E, M-50, M-65, M-67, M-68A through M-71A, and M-72A), which are representative of 74 areas of frequent human use. These receptors are located in Areas A, B, C, and E during the Horizon Year 2040 under both scenarios. Eight modeled receptors (M-3, M-8, M-15, M-25A, M-26, M-36, M-68, and M-72) are representative of measurement locations (ST-32, ST-31, ST-29, ST-36, ST-30, ST-27, ST-4, and ST-17, respectively) that are not considered noise sensitive even though they are listed in Table 2-13 under land use category B.

Modeled Horizon Year 2040 No Build noise levels would range from 49 dBA Leq(h) at receptor M-19EE to 75 dBA Leq(h) at receptor M-69. Modeled Horizon Year 2040 Build noise levels would range from 50 dBA Leq(h) at receptor M-19EE to 77 dBA Leq(h) at receptor M-69.

No other areas are predicted to be exposed to traffic noise impacts. Area M, which does not have land uses that are classified as noise sensitive under 23 CFR 772, was included in the noise analysis with modeled receptors M-112 through M-120. These are representative of a retail location (Activity Category F), represented by receptor M-112; an agricultural land use (Undeveloped G), represented by M-117; an industrial land use (Activity Category F), represented by receptor M-116; and undeveloped land (Activity Category G), represented by receptors M-112A, M-113, M-114, M-115, and M-118 through M-120. As shown in Table 2-14, Area M would have a future build peak-hour traffic noise level ranging from 62 dBA Leq(h) at location M-119 to 74 dBA Leq(h) at M-113. In addition, receptor M-18 (undeveloped land located in Area A) would have a future build peak-hour traffic noise level of 67 dBA Leq(h).

Traffic noise impacts are predicted to occur at Activity Category B land uses in Areas A, B, C, and E within the project area; therefore, noise abatement must be considered. Under 23 CFR 772.11, noise abatement must be considered for Type I projects if the project is predicted to result in a traffic noise impact. Type I projects are defined as a proposed federal or federal-aid highway project for the construction of a highway at a new location, the physical alteration of an existing highway that significantly changes either the horizontal or vertical alignment, or an increase in the number of through traffic lanes. Type I projects include those that create a completely new noise source as well as those that increase the volume of speed of traffic or move the traffic closer to a receptor. Type I projects include those that add an interchange, ramp, auxiliary lane, or truck-climbing lane to an existing highway or widen an existing ramp by a full lane width for its entire length.

A Preliminary Noise Abatement Analysis was conducted to determine appropriate abatement measures. Noise barriers were evaluated for feasibility based on achievable noise reduction. For each noise barrier found to be acoustically feasible, reasonable cost allowances are calculated. For any noise barrier to be considered reasonable from a cost perspective, the estimated cost of the noise barrier should be equal to or less than the total cost allowance calculated for the barrier. The reasonableness from a cost perspective was evaluated in the NADR that was prepared for the proposed project. The predicted future (Horizon Year 2040) noise levels and barriers analysis results are presented in Table 2-15, Predicted Future Noise

Levels and Noise Barrier Analysis. The following is a discussion of noise abatement considered for each evaluation area where traffic noise impacts are predicted.

Table 2-15. Predicted Future (2040) Noise Levels and Barrier Analysis Results

Receiver I.D.	Measurement Location	Area	Barrier I.D.	Land Use / Activity Category	Number of Dwelling Units or Equivalent	Address	Existing Noise Level Leq(h), dBA	SR-210 Mixed Flow Lane Addition Project Future Worst Hour Noise Levels (Traffic Noise Only) - Leq(h), dBA							
								Horizon Year Noise Level without Project, Leq(h), dBA	Horizon Year Noise Level with Project, Leq(h), dBA	Horizon Year Noise Level without Project minus Existing Conditions Leq(h), dBA	Horizon Year Noise Level with Project minus No Project Conditions Leq(h), dBA	Horizon Year Noise Level with Project minus Existing Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type (None, or A/E)	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR)
															6 feet: Leq(h) / I.L. / NBR; 8 feet: Leq(h) / I.L. / NBR; 10 feet: Leq(h) / I.L. / NBR; 12 feet: Leq(h) / I.L. / NBR; 14 feet: Leq(h) / I.L. / NBR; 16 feet: Leq(h) / I.L. / NBR
M-1	--	A	EB-1	Residential/B	1	2698 Chiquita Lane San Bernardino, CA 92404	63	64	65	1	1	2	B (67)	None	-- -- -- / 61 4 0 / 60 5 1 / 60 5 1 / 60 5 1 / -- -- --
M-2	--	A		Residential/B	1	6258 Chiquita Lane San Bernardino, CA 92404	59	61	61	2	0	2	B (67)	None	-- -- -- / 59 2 0 / 58 3 0 / 58 3 0 / 58 3 0 / -- -- --
M-3	ST-32	A		Residential/B	--	2691 Chiquita Lane San Bernardino, CA 92404	64	65	66	1	1	2	B (67)	None[1]	-- -- -- / 63 3 -- / 62 4 -- / 62 4 -- / 61 5 -- / -- -- --
M-3A	**--**	**A**		**Residential/B**	**1**	**2691 Chiquita Lane San Bernardino, CA 92404**	**64**	**65**	**66**	**1**	**1**	**2**	**B (67)**	**A/E**	-- -- -- / **62 4 0** / **62 4 0** / **61 5 1** / **61 5 1** / -- -- --
M-4	--	A		Residential/B	2	6265 Chiquita Lane San Bernardino, CA 92404	58	60	61	2	1	3	B (67)	None	-- -- -- / 57 4 0 / 56 5 2 / 56 5 2 / 55 6 2 / -- -- --
M-5	--	A		Residential/B	3	25484 26TH Street San Bernardino, CA 92404	61	63	63	2	0	2	B (67)	None	-- -- -- / 59 4 0 / 58 5 3 / 57 6 3 / 57 6 3 / -- -- --
M-6	--	A	EB-1	Residential/B	2	25506 26TH Street San Bernardino, CA 92404	62	65	64	3	-1	2	B (67)	None	-- -- -- / 60 4 0 / 59 5 2 / 58 6 2 / 58 6 2 / -- -- --
M-7	**--**	**A**		**Residential/B**	**1**	**25511 Date Place San Bernardino, CA 92404**	**64**	**66**	**66**	**2**	**0**	**2**	**B (67)**	**A/E**	-- -- -- / **61 5 1** / **60 6 1** / **60 6 1** / **59 7 1** / -- -- --
M-7A	--	A		Residential/B	1	6298 Bonnie Street San Bernardino, CA 92404	60	62	63	2	1	3	B (67)	None	-- -- -- / 58 5 1 / 57 6 1 / 56 7 1 / 56 7 1 / -- -- --
M-8	ST-31	A	EB-1	Residential/B	--	6307 Bonnie Street San Bernardino, CA 92404	65	67	67	2	0	2	B (67)	None[1]	-- -- -- / 62 5 -- / 62 5 -- / 61 6 -- / 61 6 -- / -- -- --
M-8A	**--**	**A**		**Residential/B**	**1**	**6307 Bonnie Street San Bernardino, CA 92404**	**65**	**67**	**67**	**2**	**0**	**2**	**B (67)**	**A/E**	-- -- -- / **63 4 0** / **62 5 1** / **61 6 1** / **60 7 1** / -- -- --

Receiver I.D.	Measurement Location	Area	Barrier I.D.	Land Use / Activity Category	Number of Dwelling Units or Equivalent	Address	Existing Noise Level Leq(h), dBA	SR-210 Mixed Flow Lane Addition Project Future Worst Hour Noise Levels (Traffic Noise Only) - Leq(h), dBA																										
								Horizon Year Noise Level without Project, Leq(h), dBA	Horizon Year Noise Level with Project, Leq(h), dBA	Horizon Year Noise Level without Project minus Existing Conditions Leq(h), dBA	Horizon Year Noise Level with Project minus No Project Conditions Leq(h), dBA	Horizon Year Noise Level with Project minus Existing Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type (None, or A/E)	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR)																		
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet		
															Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR
M-9	--	**A**		**Residential/B**	**1**	**6284 Elm Avenue San Bernardino, CA 92404**	**65**	**67**	**67**	**2**	**0**	**2**	**B (67)**	**A/E**	--	--	--	**62**	**5**	**1**	**61**	**6**	**1**	**60**	**7**	**1**	**60**	**7**	**1**	--	--	--
M-10	--	A		Residential/B	1	6317 Bonnie Street San Bernardino, CA 92404	63	65	65	2	0	2	B (67)	None	--	--	--	60	5	1	58	7	1	57	8	1	57	8	1	--	--	--
M-10A	--	A		Residential/B	1	25535 26TH Street San Bernardino, CA 92404	61	63	63	2	0	2	B (67)	None	--	--	--	58	5	1	57	6	1	56	7	1	56	7	1	--	--	--
M-11	--	A		Residential/B	1	6296 Elm Avenue San Bernardino, CA 92404	56	58	58	2	0	2	B (67)	None	--	--	--	55	3	0	55	3	0	54	4	0	54	4	0	--	--	--
M-12	--	**A**		**Residential/B**	**1**	**6295 Elm Avenue San Bernardino, CA 92404**	**66**	**68**	**68**	**2**	**0**	**2**	**B (67)**	**A/E**	--	--	--	**63**	**5**	**1**	**62**	**6**	**1**	**61**	**7**	**1**	**60**	**8**	**1**	--	--	--
M-12A	--	**A**	**EB-1**	**Residential/B**	**1**	**6303 Elm Avenue San Bernardino, CA 92404**	**65**	**67**	**67**	**2**	**0**	**2**	**B (67)**	**A/E**	--	--	--	**61**	**6**	**1**	**60**	**7**	**1**	**59**	**8**	**1**	**58**	**9**	**1**	--	--	--
M-13	--	A		Residential/B	1	6315 Elm Avenue San Bernardino, CA 92404	63	65	65	2	0	2	B (67)	None	--	--	--	59	6	1	58	7	1	57	8	1	56	9	1	--	--	--
M-13A	--	A		Residential/B	1	25586 Pumalo Street San Bernardino, CA 92404	61	62	63	1	1	2	B (67)	None	--	--	--	57	6	1	57	6	1	56	7	1	55	8	1	--	--	--
M-14	--	**A**		**Residential/B**	**1**	**6314 Rosena Avenue San Bernardino, CA 92404**	**64**	**66**	**66**	**2**	**0**	**2**	**B (67)**	**A/E**	--	--	--	**60**	**6**	**1**	**58**	**8**	**1**	**57**	**9**	**1**	**57**	**9**	**1**	--	--	--
M14A	--	A		Residential/B	1	6326 Rosena Avenue San Bernardino, CA 92404	61	63	63	2	0	2	B (67)	None	--	--	--	57	6	1	56	7	1	55	8	1	54	9	1	--	--	--
M-15	ST-29	A	**EB-1**	Residential/B	--	6325 Rosena Avenue San Bernardino, CA 92404	65	67	68	2	1	3	B (67)	None[1]	--	--	--	63	5	--	62	6	--	61	7	--	61	7	--	--	--	--
M-15A	--	**A**		**Residential/B**	**1**	**6325 Rosena Avenue San Bernardino, CA 92404**	**66**	**68**	**68**	**2**	**0**	**2**	**B (67)**	**A/E**	--	--	--	**63**	**5**	**1**	**63**	**5**	**1**	**62**	**6**	**1**	**62**	**6**	**1**	--	--	--

Receiver I.D.	Measurement Location	Area	Barrier I.D.	Land Use / Activity Category	Number of Dwelling Units or Equivalent	Address	Existing Noise Level Leq(h), dBA	Horizon Year Noise Level without Project, Leq(h), dBA	Horizon Year Noise Level with Project, Leq(h), dBA	Horizon Year Noise Level without Project minus Existing Conditions Leq(h), dBA	Horizon Year Noise Level with Project minus No Project Conditions Leq(h), dBA	Horizon Year Noise Level with Project minus Existing Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type (None, or A/E)	SR-210 Mixed Flow Lane Addition Project Future Worst Hour Noise Levels (Traffic Noise Only) - Leq(h), dBA																
															Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR)																	
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet		
															Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR
M-16	--	A		Commercial/F	--	2380Sterling Avenue San Bernardino, CA 92404	65	67	67	2	0	2	F (--)	None	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-17	--	A		Commercial/F	--	2210 E Highland Avenue San Bernardino, CA 92404	62	62	62	0	0	0	F (--)	None	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-18	--	A		Undeveloped/G	--	NA	66	67	67	1	0	1	G (--)	None	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-18A	ST-35	A		Undeveloped/G	--	NA	62	63	64	1	1	2	G (--)	None	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-19	ST-1	A	EB-2/ EB-3	Residential/B	3	2011 Arden Avenue Highland, CA 92346	59	60	61	1	1	2	B (67)	None	--	--	--	59	2	0	58	3	0	57	4	0	57	4	0	--	--	--
M-19A	**--**	**A**		**Residential/B**	**1**	**2011 Arden Avenue Highland, CA 92346**	**66**	**67**	**67**	**1**	**0**	**1**	**B (67)**	**A/E**	--	--	--	**64**	**3**	**0**	**64**	**3**	**0**	**64**	**3**	**0**	**64**	**3**	**0**	--	--	--
M-19B	**--**	**A**	**EB-2/ EB-3**	**Residential/B**	**1**	**2011 Arden Avenue Highland, CA 92346**	**67**	**67**	**68**	**0**	**1**	**1**	**B (67)**	**A/E**	--	--	--	**64**	**4**	**0**	**64**	**4**	**0**	**64**	**4**	**0**	**64**	**4**	**0**	--	--	--
M-19C	**--**	**A**		**Residential/B**	**1**	**2011 Arden Avenue Highland, CA 92346**	**65**	**66**	**67**	**1**	**1**	**2**	**B (67)**	**A/E**	--	--	--	**62**	**5**	**1**	**62**	**5**	**1**	**61**	**6**	**1**	**61**	**6**	**1**	--	--	--
M-19D	**--**	**A**		**Residential/B**	**1**	**2011 Arden Avenue Highland, CA 92346**	**65**	**66**	**67**	**1**	**1**	**2**	**B (67)**	**A/E**	--	--	--	**62**	**5**	**1**	**62**	**5**	**1**	**61**	**6**	**1**	**61**	**6**	**1**	--	--	--
M-19E	--	A		Residential/B	2	2011 Arden Avenue Highland, CA 92346	62	64	64	2	0	2	B (67)	None	--	--	--	59	5	4	58	6	4	58	6	4	57	7	4	--	--	--
M-19F	--	A		Residential/B	1	2011 Arden Avenue Highland, CA 92346	61	63	64	2	1	3	B (67)	None	--	--	--	58	6	1	58	6	1	56	8	1	55	9	1	--	--	--
M-19G	--	A		Residential/B	1	2011 Arden Avenue Highland, CA 92346	63	64	65	1	1	2	B (67)	None	--	--	--	59	6	1	58	7	1	57	8	1	56	9	1	--	--	--
M-19H	--	A		Residential/B	1	2011 Arden Avenue Highland, CA 92346	60	62	62	2	0	2	B (67)	None	--	--	--	56	6	1	56	6	1	55	7	1	54	8	1	--	--	--
M-19I	--	A	EB-2/ EB-3	Residential/B	1	2011 Arden Avenue Highland, CA 92346	62	63	64	1	1	2	B (67)	None	--	--	--	58	6	1	58	6	1	57	7	1	56	8	1	--	--	--
M-19J	--	A		Residential/B	2	2011 Arden Avenue Highland, CA 92346	61	62	63	1	1	2	B (67)	None	--	--	--	59	4	0	58	5	2	57	6	2	57	6	2	--	--	--
M-19K	**--**	**A**		**Residential/B**	**1**	**2011 Arden Avenue Highland, CA 92346**	**64**	**65**	**66**	**1**	**1**	**2**	**B (67)**	**A/E**	--	--	--	**61**	**5**	**1**	**60**	**6**	**1**	**60**	**6**	**1**	**59**	**7**	**1**	--	--	--

Receiver I.D.	Measurement Location	Area	Barrier I.D.	Land Use / Activity Category	Number of Dwelling Units or Equivalent	Address	Existing Noise Level Leq(h), dBA	SR-210 Mixed Flow Lane Addition Project Future Worst Hour Noise Levels (Traffic Noise Only) - Leq(h), dBA							
								Horizon Year Noise Level without Project, Leq(h), dBA	Horizon Year Noise Level with Project, Leq(h), dBA	Horizon Year Noise Level without Project minus Existing Conditions Leq(h), dBA	Horizon Year Noise Level with Project minus No Project Conditions Leq(h), dBA	Horizon Year Noise Level with Project minus Existing Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type (None, or A/E)	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR)
															6 feet
															Leq(h) / I.L. / NBR
M-19L	--	**A**		**Residential/B**	**1**	**2011 Arden Avenue Highland, CA 92346**	**64**	**65**	**66**	**1**	**1**	**2**	**B (67)**	**A/E**	-- / -- / --
M-19M	--	A		Residential/B	2	2011 Arden Avenue Highland, CA 92346	60	61	62	1	1	2	B (67)	None	-- / -- / --
M-19N	--	A	**EB-2/ EB-3**	Residential/B	1	2011 Arden Avenue Highland, CA 92346	60	61	62	1	1	2	B (67)	None	-- / -- / --
M-19O	--	A		Residential/B	1	2011 Arden Avenue Highland, CA 92346	60	61	63	1	2	3	B (67)	None	-- / -- / --
M-19P	--	**A**		**Residential/B**	**1**	**2011 Arden Avenue Highland, CA 92346**	**64**	**65**	**66**	**1**	**1**	**2**	**B (67)**	**A/E**	-- / -- / --
M-19Q	--	**A**		**Residential/B**	**1**	**2011 Arden Avenue Highland, CA 92346**	**64**	**65**	**66**	**1**	**1**	**2**	**B (67)**	**A/E**	-- / -- / --
M-19R	--	A		Residential/B	1	2011 Arden Avenue Highland, CA 92346	56	57	59	1	2	3	B (67)	None	-- / -- / --
M-19S	--	A	**EB-2/ EB-3**	Residential/B	1	2011 Arden Avenue Highland, CA 92346	60	61	62	1	1	2	B (67)	None	-- / -- / --
M-19T	--	A		Residential/B	2	2011 Arden Avenue Highland, CA 92346	59	60	61	1	1	2	B (67)	None	-- / -- / --
M-19U	--	**A**		**Residential/B**	**1**	**2011 Arden Avenue Highland, CA 92346**	**64**	**65**	**66**	**1**	**1**	**2**	**B (67)**	**A/E**	-- / -- / --
M-19V	--	**A**		**Residential/B**	**1**	**2011 Arden Avenue Highland, CA 92346**	**64**	**65**	**66**	**1**	**1**	**2**	**B (67)**	**A/E**	-- / -- / --
M-19W	--	**A**		**Residential/B**	**1**	**2011 Arden Avenue Highland, CA 92346**	**64**	**65**	**66**	**1**	**1**	**2**	**B (67)**	**A/E**	-- / -- / --
M-19X	--	**A**	**EB-2/ EB-3**	**Residential/B**	**1**	**2011 Arden Avenue Highland, CA 92346**	**64**	**65**	**66**	**1**	**1**	**2**	**B (67)**	**A/E**	-- / -- / --
M-19Y	--	**A**		**Residential/B**	**1**	**2011 Arden Avenue Highland, CA 92346**	**64**	**66**	**66**	**2**	**0**	**2**	**B (67)**	**A/E**	-- / -- / --
M-19Z	--	**A**		**Residential/B**	**1**	**2011 Arden Avenue Highland, CA 92346**	**65**	**66**	**66**	**1**	**0**	**1**	**B (67)**	**A/E**	-- / -- / --
M-19AA	--	A	**EB-2/ EB-3**	Residential/B	4	2011 Arden Avenue Highland, CA 92346	60	61	62	1	1	2	B (67)	None	-- / -- / --
M-19BB	--	**A**		**Residential/B**	**1**	**2011 Arden Avenue Highland, CA 92346**	**65**	**66**	**67**	**1**	**1**	**2**	**B (67)**	**A/E**	-- / -- / --

Receiver I.D.	8 feet			10 feet			12 feet			14 feet			16 feet		
	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR
M-19L	**61**	**5**	**1**	**60**	**6**	**1**	**59**	**7**	**1**	**59**	**7**	**1**	--	--	--
M-19M	58	4	0	57	5	2	57	5	2	56	6	2	--	--	--
M-19N	58	4	0	56	6	1	56	6	1	55	7	1	--	--	--
M-19O	57	6	1	55	8	1	54	9	1	53	10	1	--	--	--
M-19P	**60**	**6**	**1**	**59**	**7**	**1**	**58**	**8**	**1**	**58**	**8**	**1**	--	--	--
M-19Q	**60**	**6**	**1**	**59**	**7**	**1**	**58**	**8**	**1**	**58**	**8**	**1**	--	--	--
M-19R	54	5	1	53	6	1	52	7	1	51	8	1	--	--	--
M-19S	56	6	1	55	7	1	55	7	1	54	8	1	--	--	--
M-19T	59	2	0	58	3	0	57	4	0	57	4	0	--	--	--
M-19U	**60**	**6**	**1**	**59**	**7**	**1**	**59**	**7**	**1**	**58**	**8**	**1**	--	--	--
M-19V	**60**	**6**	**1**	**59**	**7**	**1**	**59**	**7**	**1**	**58**	**8**	**1**	--	--	--
M-19W	**61**	**5**	**1**	**60**	**6**	**1**	**60**	**6**	**1**	**59**	**7**	**1**	--	--	--
M-19X	**61**	**5**	**1**	**60**	**6**	**1**	**60**	**6**	**1**	**59**	**7**	**1**	--	--	--
M-19Y	**61**	**5**	**1**	**60**	**6**	**1**	**59**	**7**	**1**	**58**	**8**	**1**	--	--	--
M-19Z	**61**	**5**	**1**	**60**	**6**	**1**	**59**	**7**	**1**	**58**	**8**	**1**	--	--	--
M-19AA	60	2	0	59	3	0	59	3	0	58	4	0	--	--	--
M-19BB	**62**	**5**	**1**	**61**	**6**	**1**	**60**	**7**	**1**	**60**	**7**	**1**	--	--	--

Receiver I.D.	Measurement Location	Area	Barrier I.D.	Land Use / Activity Category	Number of Dwelling Units or Equivalent	Address	Existing Noise Level Leq(h), dBA	SR-210 Mixed Flow Lane Addition Project Future Worst Hour Noise Levels (Traffic Noise Only) - Leq(h), dBA																										
								Horizon Year Noise Level without Project, Leq(h), dBA	Horizon Year Noise Level with Project, Leq(h), dBA	Horizon Year Noise Level without Project minus Existing Conditions Leq(h), dBA	Horizon Year Noise Level with Project minus No Project Conditions Leq(h), dBA	Horizon Year Noise Level with Project minus Existing Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type (None, or A/E)	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR)																	
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet		
															Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR
M-19CC	--	**A**		**Residential/B**	**1**	**2011 Arden Avenue Highland, CA 92346**	**64**	**65**	**66**	**1**	**1**	**2**	**B (67)**	**A/E**	--	--	--	**61**	**5**	**1**	**60**	**6**	**1**	**60**	**6**	**1**	**59**	**7**	**1**	--	--	--
M-19DD	--	A		Active Sports Area/C	1	2011 Arden Avenue Highland, CA 92346	54	55	56	1	1	2	C (67)	None	--	--	--	52	4	0	52	4	0	51	5	1	51	5	1	--	--	--
M-19EE	--	A		Active Sports Area/C	1	2011 Arden Avenue Highland, CA 92346	48	49	50	1	1	2	C (67)	None	--	--	--	48	2	0	47	3	0	47	3	0	47	3	0	--	--	--
M-20	--	A		Active Sports Area/C	2	San Bernardino Gardens San Bernardino, CA 92404	60	61	62	1	1	2	C (67)	None	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-21	--	A		Residential/B	2	6660 Valaria Drive Highland, CA 92346	63	64	65	1	1	2	B (67)	None	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-22	LT-1	A		Undeveloped/G	--	NA	62	63	64	1	1	2	G (--)	None	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-23	ST-16	A		Residential/B	2	6667 Valaria Drive Highland, CA 92346	63	64	65	1	1	2	B (67)	None	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-24	--	A		Residential/B	1	26326 Millar Street Highland, CA 92404	60	60	63	1	3	4	B (67)	None	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-25	--	A		Residential/B	4	26471 Millar Street Highland, CA 92346	61	62	63	1	1	2	B (67)	None	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-25A	ST-36	A		Residential/B	--	6738 Victoria Avenue Highland, CA 92346	69	73	73	4	0	4	B (67)	None[1]	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-26	ST-30	B		Residential/B	--	25521 Date Place San Bernardino, CA 92404	68	70	71	2	1	3	B (67)	None[1]	--	--	--	69	2	--	69	2	--	69	2	--	69	2	--	--	--	--
M-26A	**--**	**B**	**WB-1/ WB-2**	**Residential/B**	**1**	**25521 Date Place San Bernardino, CA 92404**	**68**	**69**	**70**	**1**	**1**	**2**	**B (67)**	**A/E**	--	--	--	**65**	**5**	**1**	**64**	**6**	**1**	**63**	**7**	**1**	**63**	**7**	**1**	--	--	--
M-26B	**--**	**B**		**Residential/B**	**1**	**25531 Date Place San Bernardino, CA 92404**	**67**	**69**	**70**	**2**	**1**	**3**	**B (67)**	**A/E**	--	--	--	**64**	**6**	**1**	**63**	**7**	**1**	**63**	**7**	**1**	**62**	**8**	**1**	--	--	--
M-27	**--**	**B**	**WB-1/ WB-2**	**Residential/B**	**1**	**25549 Date Place San Bernardino, CA 92404**	**68**	**70**	**70**	**2**	**0**	**2**	**B (67)**	**A/E**	--	--	--	**65**	**5**	**1**	**64**	**6**	**1**	**63**	**7**	**1**	**62**	**8**	**1**	--	--	--

Receiver I.D.	Measurement Location	Area	Barrier I.D.	Land Use / Activity Category	Number of Dwelling Units or Equivalent	Address	Existing Noise Level Leq(h), dBA	Horizon Year Noise Level without Project, Leq(h), dBA	Horizon Year Noise Level with Project, Leq(h), dBA	Horizon Year Noise Level without Project minus Existing Conditions Leq(h), dBA	Horizon Year Noise Level with Project minus No Project Conditions Leq(h), dBA	Horizon Year Noise Level with Project minus Existing Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type (None, or A/E)	SR-210 Mixed Flow Lane Addition Project Future Worst Hour Noise Levels (Traffic Noise Only) - Leq(h), dBA																	
															Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR)																	
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet		
															Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR
M-27A	--	**B**		**Residential/B**	**1**	**25541 Date Street San Bernardino, CA 92404**	**68**	**70**	**70**	**2**	**0**	**2**	**B (67)**	**A/E**	--	--	--	**64**	**6**	**1**	**63**	**7**	**1**	**63**	**7**	**1**	**62**	**8**	**1**	--	--	--
M-28	--	**B**		**Residential/B**	**1**	**25583 Date Place San Bernardino, CA 92404**	**67**	**69**	**69**	**2**	**0**	**2**	**B (67)**	**A/E**	--	--	--	**64**	**5**	**1**	**63**	**6**	**1**	**62**	**7**	**1**	**61**	**8**	**1**	--	--	--
M-28A	--	**B**		**Residential/B**	**1**	**25563 Date Place San Bernardino, CA 92404**	**67**	**69**	**69**	**2**	**0**	**2**	**B (67)**	**A/E**	--	--	--	**64**	**5**	**1**	**63**	**6**	**1**	**62**	**7**	**1**	**62**	**7**	**1**	--	--	--
M-28B	--	**B**		**Residential/B**	**1**	**25609 Date Place San Bernardino, CA 92404**	**66**	**68**	**68**	**2**	**0**	**2**	**B (67)**	**A/E**	--	--	--	**63**	**5**	**1**	**62**	**6**	**1**	**61**	**7**	**1**	**60**	**8**	**1**	--	--	--
M-29	--	**B**	**WB-1/ WB-2**	**Residential/B**	**1**	**25626 27th Street San Bernardino, CA 92404**	**66**	**68**	**68**	**2**	**0**	**2**	**B (67)**	**A/E**	--	--	--	**62**	**6**	**1**	**61**	**7**	**1**	**60**	**8**	**1**	**59**	**9**	**1**	--	--	--
M-30	--	B		Residential/B	1	25647 Date Place San Bernardino, CA 92404	63	65	65	2	0	2	B (67)	None	--	--	--	60	5	1	60	5	1	59	6	1	59	6	1	--	--	--
M-30A	--	**B**		**Residential/B**	**1**	**25621 Date Place San Bernardino, CA 92404**	**65**	**67**	**67**	**2**	**0**	**2**	**B (67)**	**A/E**	--	--	--	**62**	**5**	**1**	**61**	**6**	**1**	**60**	**7**	**1**	**60**	**7**	**1**	--	--	--
M-30B	--	**B**		**Residential/B**	**1**	**25637 Date Place San Bernardino, CA 92404**	**64**	**66**	**66**	**2**	**0**	**2**	**B (67)**	**A/E**	--	--	--	**61**	**5**	**1**	**60**	**6**	**1**	**59**	**7**	**1**	**59**	**7**	**1**	--	--	--
M-31	--	B		Residential/B	1	25626 27th Street San Bernardino, CA 92404	61	63	63	2	0	2	B (67)	None	--	--	--	60	3	0	60	3	0	59	4	0	59	4	0	--	--	--
M-31A	--	B	**WB-1/ WB-2**	Residential/B	1	25665 Date Place San Bernardino, CA 92404	63	65	65	2	0	2	B (67)	None	--	--	--	61	4	0	60	5	1	59	6	1	59	6	1	--	--	--
M-31B	--	B		Residential/B	1	6290 Sterling Avenue San Bernardino, CA 92404	63	65	65	2	0	2	B (67)	None	--	--	--	61	4	0	60	5	1	59	6	1	59	6	1	--	--	--
M-31C	--	B		Residential/B	1	25636 27th Street San Bernardino, CA 92404	60	62	62	2	0	2	B (67)	None	--	--	--	58	4	0	58	4	0	57	5	1	57	5	1	--	--	--

Receiver I.D.	Measurement Location	Area	Barrier I.D.	Land Use / Activity Category	Number of Dwelling Units or Equivalent	Address	Existing Noise Level Leq(h), dBA	SR-210 Mixed Flow Lane Addition Project Future Worst Hour Noise Levels (Traffic Noise Only) - Leq(h), dBA																										
								Horizon Year Noise Level without Project, Leq(h), dBA	Horizon Year Noise Level with Project, Leq(h), dBA	Horizon Year Noise Level without Project minus Existing Conditions Leq(h), dBA	Horizon Year Noise Level with Project minus No Project Conditions Leq(h), dBA	Horizon Year Noise Level with Project minus Existing Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type (None, or A/E)	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR)																		
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet		
															Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR
M-31D	--	B		Residential/B	1	25648 27th Street San Bernardino, CA 92404	60	62	62	2	0	2	B (67)	None	--	--	--	58	4	0	57	5	1	57	5	1	56	6	1	--	--	--
M-31E	--	B		Residential/B	1	25660 27th Street San Bernardino, CA 92404	58	60	60	2	0	2	B (67)	None	--	--	--	57	3	0	56	4	0	56	4	0	55	5	1	--	--	--
M-31F	**--**	**B**		**Residential/B**	**1**	**6245 Newbury Avenue San Bernardino, CA 92404**	**64**	**66**	**66**	**2**	**0**	**2**	**B (67)**	**A/E**	--	--	--	**61**	**5**	**1**	**61**	**5**	**1**	**60**	**6**	**1**	**59**	**7**	**1**	--	--	--
M-32	--	B		Residential/B	1	6253 Newbury Avenue San Bernardino, CA 92404	63	65	65	2	0	2	B (67)	None	--	--	--	61	4	0	61	4	0	60	5	1	60	5	1	--	--	--
M-33	**ST-28**	**B**	**WB-1/ WB-2**	**Residential/B**	**1**	**6258 Newbury Avenue San Bernardino, CA 92404**	**67**	**69**	**69**	**2**	**0**	**2**	**B (67)**	**A/E**	--	--	--	**64**	**5**	**1**	**63**	**6**	**1**	**62**	**7**	**1**	**61**	**8**	**1**	--	--	--
M-33A	**--**	**B**		**Residential/B**	**1**	**25645 27th Street San Bernardino, CA 92404**	**69**	**71**	**71**	**2**	**0**	**2**	**B (67)**	**A/E**	--	--	--	**65**	**6**	**1**	**64**	**7**	**1**	**63**	**8**	**1**	**62**	**9**	**1**	--	--	--
M-34	**--**	**B**		**Residential/B**	**1**	**6265 Newbury Avenue San Bernardino, CA 92404**	**69**	**71**	**71**	**2**	**0**	**2**	**B (67)**	**A/E**	--	--	--	**67**	**4**	**0**	**66**	**5**	**1**	**65**	**6**	**1**	**65**	**6**	**1**	--	--	--
M-35	**--**	**B**	**WB-1/ WB-2**	**Residential/B**	**1**	**6306 Argyle Avenue San Bernardino, CA 92404**	**69**	**71**	**71**	**2**	**0**	**2**	**B (67)**	**A/E**	--	--	--	**68**	**3**	**0**	**67**	**4**	**0**	**67**	**4**	**0**	**67**	**4**	**0**	--	--	--
M-36	ST-27	B		Residential/B	--	25757 26th Street San Bernardino, CA 92404	68	70	70	2	0	2	B (67)	None[1]	--	--	--	65	5	--	64	6	--	63	7	--	63	7	--	--	--	--
M-37	**--**	**B**		**Residential/B**	**1**	**25757 26th Street San Bernardino, CA 92404**	**67**	**69**	**69**	**2**	**0**	**2**	**B (67)**	**A/E**	--	--	--	**64**	**5**	**1**	**63**	**6**	**1**	**62**	**7**	**1**	**61**	**8**	**1**	--	--	--
M-37A	**--**	**B**		**Residential/B**	**1**	**25747 26th Street San Bernardino, CA 92404**	**67**	**69**	**69**	**2**	**0**	**2**	**B (67)**	**A/E**	--	--	--	**65**	**4**	**0**	**63**	**6**	**1**	**63**	**6**	**1**	**62**	**7**	**1**	--	--	--

Receiver I.D.	Measurement Location	Area	Barrier I.D.	Land Use / Activity Category	Number of Dwelling Units or Equivalent	Address	Existing Noise Level Leq(h), dBA	Horizon Year Noise Level without Project, Leq(h), dBA	Horizon Year Noise Level with Project, Leq(h), dBA	Horizon Year Noise Level without Project minus Existing Conditions Leq(h), dBA	Horizon Year Noise Level with Project minus No Project Conditions Leq(h), dBA	Horizon Year Noise Level with Project minus Existing Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type (None, or A/E)	SR-210 Mixed Flow Lane Addition Project Future Worst Hour Noise Levels (Traffic Noise Only) - Leq(h), dBA																	
															Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR)																		
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet		
															Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR
M-37B	--	**B**		**Residential/B**	**1**	**25765 26th Street San Bernardino, CA 92404**	**67**	**69**	**69**	**2**	**0**	**2**	**B (67)**	**A/E**	--	--	--	**64**	**5**	**1**	**63**	**6**	**1**	**62**	**7**	**1**	**61**	**8**	**1**	--	--	--
M-38	--	**B**		**Residential/B**	**1**	**25773 26th Street San Bernardino, CA 92404**	**66**	**68**	**68**	**2**	**0**	**2**	**B (67)**	**A/E**	--	--	--	**63**	**5**	**1**	**62**	**6**	**1**	**60**	**8**	**1**	**60**	**8**	**1**	--	--	--
M-38A	--	B		Residential/B	1	25780 Pumalo Street San Bernardino, CA 92404	60	62	62	2	0	2	B (67)	None	--	--	--	58	4	0	57	5	1	57	5	1	56	6	1	--	--	--
M-38B	--	**B**	**WB-1/ WB-2**	**Residential/B**	**1**	**25765 26th Street San Bernardino, CA 92404**	**65**	**67**	**67**	**2**	**0**	**2**	**B (67)**	**A/E**	--	--	--	**61**	**6**	**1**	**60**	**7**	**1**	**59**	**8**	**1**	**59**	**8**	**1**	--	--	--
M-39	--	**B**		**Residential/B**	**1**	**25792 Pumalo Street San Bernardino, CA 92404**	**64**	**66**	**66**	**2**	**0**	**2**	**B (67)**	**A/E**	--	--	--	**60**	**6**	**1**	**59**	**7**	**1**	**58**	**8**	**1**	**57**	**9**	**1**	--	--	--
M-39A	--	**B**		**Residential/B**	**1**	**25791 26th Street San Bernardino, CA 92404**	**66**	**68**	**68**	**2**	**0**	**2**	**B (67)**	**A/E**	--	--	--	**61**	**7**	**1**	**61**	**7**	**1**	**60**	**8**	**1**	**59**	**9**	**1**	--	--	--
M-39B	--	B		Residential/B	1	25802 Pumalo Street San Bernardino, CA 92404	63	64	65	1	1	2	B (67)	None	--	--	--	59	6	1	59	6	1	58	7	1	57	8	1	--	--	--
M-40	--	**B**		**Residential/B**	**1**	**25801 26th Street San Bernardino, CA 92404**	**66**	**68**	**68**	**2**	**0**	**2**	**B (67)**	**A/E**	--	--	--	**62**	**6**	**1**	**61**	**7**	**1**	**60**	**8**	**1**	**59**	**9**	**1**	--	--	--
M-40A	--	**B**	**WB-1/ WB-2**	**Residential/B**	**1**	**25809 26th Street San Bernardino, CA 92404**	**65**	**67**	**67**	**2**	**0**	**2**	**B (67)**	**A/E**	--	--	--	**61**	**6**	**1**	**61**	**6**	**1**	**60**	**7**	**1**	**59**	**8**	**1**	--	--	--
M-41	--	B		Residential/B	1	25810 Pumalo Street San Bernardino, CA 92404	61	63	63	2	0	2	B (67)	None	--	--	--	58	5	1	57	6	1	57	6	1	56	7	1	--	--	--
M-41A	--	**B**		**Residential/B**	**1**	**25819 26th Street San Bernardino, CA 92404**	**64**	**65**	**66**	**1**	**1**	**2**	**B (67)**	**A/E**	--	--	--	**60**	**6**	**1**	**60**	**6**	**1**	**59**	**7**	**1**	**59**	**7**	**1**	--	--	--

Receiver I.D.	Measurement Location	Area	Barrier I.D.	Land Use / Activity Category	Number of Dwelling Units or Equivalent	Address	Existing Noise Level Leq(h), dBA	SR-210 Mixed Flow Lane Addition Project Future Worst Hour Noise Levels (Traffic Noise Only) - Leq(h), dBA							
								Horizon Year Noise Level without Project, Leq(h), dBA	Horizon Year Noise Level with Project, Leq(h), dBA	Horizon Year Noise Level without Project minus Existing Conditions Leq(h), dBA	Horizon Year Noise Level with Project minus No Project Conditions Leq(h), dBA	Horizon Year Noise Level with Project minus Existing Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type (None, or A/E)	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR)
															6 feet
															Leq(h) / I.L. / NBR
M-41B	--	B	WB-1/ WB-2	Residential/B	1	25820 Pumalo Street San Bernardino, CA 92404	61	63	64	2	1	3	B (67)	None	-- / -- / --
M-42	ST-20	B		Active Sports Area/C	1	2225 Pumalo Street San Bernardino, CA 92404	62	63	64	1	1	2	B (67)	None	-- / -- / --
M-42B	--	B		Residential/B	1	2225 Pumalo Street San Bernardino, CA 92404	62	63	64	1	1	2	B (67)	None	-- / -- / --
M-43	--	B		Residential/B	1	2225 Pumalo Street San Bernardino, CA 92404	54	57	57	3	0	3	B (67)	None	-- / -- / --
M-43A	--	B		Active Sports Area/C	1	2225 Pumalo Street San Bernardino, CA 92404	59	61	63	2	2	4	B (67)	None	-- / -- / --
M-44	--	B		Residential/B	1	2225 Pumalo Street San Bernardino, CA 92404	60	61	62	1	1	2	B (67)	None	-- / -- / --
M-44A	--	B		Residential/B	1	2225 Pumalo Street San Bernardino, CA 92404	60	61	62	1	1	2	B (67)	None	-- / -- / --
M-44B	--	B		Residential/B	1	2225 Pumalo Street San Bernardino, CA 92404	58	59	60	1	1	2	B (67)	None	-- / -- / --
M-44C	--	B		Residential/B	2	2225 Pumalo Street San Bernardino, CA 92404	61	64	65	3	1	4	B (67)	None	-- / -- / --
M-44D	--	B		Residential/B	1	2225 Pumalo Street San Bernardino, CA 92404	58	59	60	1	1	2	B (67)	None	-- / -- / --
M-45	--	B		Residential/B	1	26185 23rd Street Highland, CA 92346	58	59	61	1	2	3	B (67)	None	-- / -- / --
M-45A	--	B		Residential/B	2	26111 23rd Street Highland, CA 92346	57	59	60	2	1	3	B (67)	None	-- / -- / --
M-45B	--	B		Residential/B	2	26135 23rd Street Highland, CA 92346	58	60	61	2	1	3	B (67)	None	-- / -- / --

Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR)																													
8 feet			10 feet			12 feet			14 feet			16 feet																	
Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR															
58	6	1	58	6	1	57	7	1	56	8	1	--	--	--															
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Receiver I.D.	Measurement Location	Area	Barrier I.D.	Land Use / Activity Category	Number of Dwelling Units or Equivalent	Address	Existing Noise Level Leq(h), dBA	Horizon Year Noise Level without Project, Leq(h), dBA	Horizon Year Noise Level with Project, Leq(h), dBA	Horizon Year Noise Level without Project minus Existing Conditions Leq(h), dBA	Horizon Year Noise Level with Project minus No Project Conditions Leq(h), dBA	Horizon Year Noise Level with Project minus Existing Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type (None, or A/E)	SR-210 Mixed Flow Lane Addition Project Future Worst Hour Noise Levels (Traffic Noise Only) - Leq(h), dBA																
															Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR)																	
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet		
															Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR
M-45C	--	B		Residential/B	2	26161 23rd Street Highland, CA 92346	59	60	62	1	2	3	B (67)	None	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-45D	--	B		Residential/B	2	26223 23rd Street, Highland, CA 92346	60	61	62	1	1	2	B (67)	None	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-46	--	B		Undeveloped/G	2	NA	69	68	69	-1	1	0	G (--)	None	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-46A	--	B		Commercial/E	--	2565 Highland Avenue Highland, CA 92346	59	59	60	0	1	1	E (72)	None	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-46B	ST-34	B		Commercial/E	1	2575 Highland Avenue Highland, CA 92346	62	63	64	1	1	2	E (72)	None	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-47	ST-2	B		Residential/B	1	6587 Valaria Drive Highland, CA, 92346	61	62	63	1	1	2	B (67)	None	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-47A	--	B		Residential/B	1	6588 Valaria Drive Highland, CA, 92346	60	61	62	1	1	2	B (67)	None	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-47B	--	B		Residential/B	1	6598 Lynwood Way Highland, CA, 92346	61	62	63	1	1	2	B (67)	None	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-48	--	B		Residential/B	1	6615 Lynwood Way Highland, CA, 92346	62	63	65	1	2	3	B (67)	None	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-49	**--**	**B**	**WB-3A**	**Residential/B**	**1**	**6688 Robinson Road Highland, CA, 92346**	**64**	**65**	**66 [2]**	**1**	**1**	**2**	**B (67)**	**A/E**	**66**	**0**	**0**	**66**	**0**	**0**	**63**	**3**	**0**	**61**	**5**	**1**	**59**	**7**	**1**	**58**	**8**	**1**
M-49A	--	B		Residential/B	1	6698 Robinson Road Highland, CA, 92346	63	64	65 [2]	1	1	2	B (67)	None	65	0	0	65	0	0	61	4	0	59	6	1	58	7	1	57	8	1
M-49B	--	B		Residential/B	1	6697 Robinson Road Highland, CA, 92346	63	64	65 [2]	1	1	2	B (67)	None	65	0	0	64	1	0	60	5	1	58	7	1	57	8	1	56	9	1
M-49C	--	B		Residential/B	1	6689 Robinson Road Highland, CA, 92346	63	64	65 [2]	1	1	2	B (67)	None	65	0	0	63	2	0	59	6	1	58	7	1	57	8	1	56	9	1
M-49D	--	B		Residential/B	1	6679 Robinson Road Highland, CA, 92346	62	64	65 [2]	2	1	3	B (67)	None	65	0	0	65	0	0	63	2	0	62	3	0	61	4	0	60	5	1
M-49E	**--**	**B**		**Residential/B**	**1**	**6678 Robinson Road Highland, CA, 92346**	**64**	**65**	**67 [2]**	**1**	**2**	**3**	**B (67)**	**A/E**	**67**	**0**	**0**	**67**	**0**	**0**	**66**	**1**	**0**	**64**	**3**	**0**	**62**	**5**	**1**	**60**	**7**	**1**
M-49F	--	B		Residential/B	1	6636 Victoria Avenue Highland, CA, 92346	58	60	61 [2]	2	1	3	B (67)	None	61	0	0	61	0	0	61	0	0	61	0	0	60	1	0	60	1	0

Receiver I.D.	Measurement Location	Area	Barrier I.D.	Land Use / Activity Category	Number of Dwelling Units or Equivalent	Address	Existing Noise Level Leq(h), dBA	Horizon Year Noise Level without Project, Leq(h), dBA	Horizon Year Noise Level with Project, Leq(h), dBA	Horizon Year Noise Level without Project minus Existing Conditions Leq(h), dBA	SR-210 Mixed Flow Lane Addition Project Future Worst Hour Noise Levels (Traffic Noise Only) - Leq(h), dBA				
											Horizon Year Noise Level with Project minus No Project Conditions Leq(h), dBA	Horizon Year Noise Level with Project minus Existing Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type (None, or A/E)	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR)
															6 feet
															Leq(h) / I.L. / NBR
M-50	--	**C**	**EB-4**	**Residential/B**	**3**	**6740 Miller Lane Highland, CA, 92346**	**64**	**65**	**66**	**1**	**1**	**2**	**B (67)**	**A/E**	-- / -- / --
M-51	--	C		Residential/B	4	3044 Atlantic Avenue Highland, CA, 92346	57	58	60	1	2	3	B (67)	None	-- / -- / --
M-52	ST-5	C		Residential/B	5	3084 Atlantic Avenue Highland, CA, 92346	58	58	60	0	2	2	B (67)	None	-- / -- / --
M-53	--	C		Residential/B	3	3130 Atlantic Avenue Highland, CA, 92346	60	61	62	1	1	2	B (67)	None	-- / -- / --
M-54	--	C		Residential/B	4	3184 Atlantic Avenue Highland, CA, 92346	60	61	62	1	1	2	B (67)	None	-- / -- / --
M-56	ST-22	C		School/C	--	3340 Pacific Street Highland, CA, 92346	57	58	59	1	1	2	C (67)	None	-- / -- / --
M-57	--	C		Residential/B	9	6784 Orange Street Highland, CA, 92346	61	62	63	1	1	2	B (67)	None	-- / -- / --
M-58	--	C		Residential/B	5	27111 Millar Street Highland, CA, 92346	59	59	60	0	1	1	B (67)	None	-- / -- / --
M-59	--	C		Residential/B	5	27211 Millar Street Highland, CA, 92346	56	59	58	3	-1	2	B (67)	None	-- / -- / --
M-60	ST-18	C		Residential/B	1	6787 Cole Avenue Highland, CA, 92346	49	50	51	1	1	2	B (67)	None	-- / -- / --
M-61	ST-3	D		Active Sports Area/C	1	6601 Victoria Avenue Highland, CA, 92346	56	57	59	1	2	3	C (67)	None	-- / -- / --
M-62	--	D		Active Sports Area/C	1	6601 Victoria Avenue Highland, CA, 92346	57	58	60	1	2	3	C (67)	None	-- / -- / --
M-63	--	D		Undeveloped/G	--	NA	71	72	73	1	1	2	G (--)	None	-- / -- / --
M-64	--	E	**WB-4**	Residential/B	6	1991 Central Avenue Highland, CA, 92346	62	63	64	1	1	2	B (67)	None	-- / -- / --
M-65	**LT-2**	**E**		**Residential/B**	**5**	**1991 Central Avenue Highland, CA, 92346**	**68**	**69**	**70**	**1**	**1**	**2**	**B (67)**	**A/E**	-- / -- / --
M-66	--	E		Residential/B	2	3305 Rainbow Lane Highland, CA, 92346	62	62	64	0	2	2	B (67)	None	-- / -- / --

Receiver I.D.	8 feet			10 feet			12 feet			14 feet			16 feet		
	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR
M-50	**62**	**4**	**0**	**61**	**5**	**3**	**60**	**6**	**3**	**60**	**6**	**3**	--	--	--
M-51	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-52	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-53	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-54	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-56	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-57	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-58	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-59	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-60	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-61	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-62	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-63	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-64	63	1	0	62	2	0	61	3	0	60	4	0	59	5	6
M-65	**62**	**8**	**5**	**61**	**9**	**5**	**60**	**10**	**5**	**59**	**11**	**5**	**58**	**12**	**5**
M-66	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Receiver I.D.	Measurement Location	Area	Barrier I.D.	Land Use / Activity Category	Number of Dwelling Units or Equivalent	Address	Existing Noise Level Leq(h), dBA	SR-210 Mixed Flow Lane Addition Project Future Worst Hour Noise Levels (Traffic Noise Only) - Leq(h), dBA																										
								Horizon Year Noise Level without Project, Leq(h), dBA	Horizon Year Noise Level with Project, Leq(h), dBA	Horizon Year Noise Level without Project minus Existing Conditions Leq(h), dBA	Horizon Year Noise Level with Project minus No Project Conditions Leq(h), dBA	Horizon Year Noise Level with Project minus Existing Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type (None, or A/E)	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR)																		
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet		
															Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR
M-66A	--	E		Residential/B	2	3325 Rainbow Lane Highland, CA, 92346	59	60	61	1	1	2	B (67)	None	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-66B	--	E		Residential/B	2	3345 Rainbow Lane Highland, CA, 92346	59	59	61	0	2	2	B (67)	None	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-67A	--	E		Residential/B	2	3365 Rainbow Lane Highland, CA, 92346	60	60	62	0	2	2	B (67)	None	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-67B	--	E		Residential/B	1	3385 Rainbow Lane Highland, CA, 92346	63	63	65	0	2	2	B (67)	None	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-67	**--**	**E**	**WB-5**	**Residential/B**	**1**	**3395 Rainbow Lane Highland, CA, 92346**	**65**	**66**	**67**	**1**	**1**	**2**	**B (67)**	**A/E**	--	--	--	**62**	**5**	**1**	**62**	**5**	**1**	**61**	**6**	**1**	**61**	**6**	**1**	**61**	**6**	**1**
M-68	ST-4	E	WB-6	Residential/B	--	3431 Rainbow Lane Highland, CA, 92346	67	68	70	1	2	3	B (67)	None[1]	--	--	--	63	7	--	62	8	--	62	8	--	61	9	--	60	10	--
M-68A	**--**	**E**		**Residential/B**	**4**	**3431 Rainbow Lane Highland, CA, 92346**	**74**	**75**	**76**	**1**	**1**	**2**	**B (67)**	**A/E**	--	--	--	**72**	**4**	**0**	**69**	**7**	**4**	**66**	**10**	**4**	**64**	**12**	**4**	**63**	**13**	**4**
M-69	**--**	**E**		**Residential/B**	**3**	**3461 Rainbow Lane Highland, CA, 92346**	**74**	**75**	**77**	**1**	**2**	**3**	**B (67)**	**A/E**	--	--	--	**73**	**4**	**0**	**70**	**7**	**3**	**67**	**10**	**3**	**65**	**12**	**3**	**63**	**14**	**3**
M-70	**--**	**E**	**WB-6**	**Residential/B**	**3**	**3491 Rainbow Lane Highland, CA, 92346**	**73**	**74**	**76**	**1**	**2**	**3**	**B (67)**	**A/E**	--	--	--	**73**	**3**	**0**	**70**	**6**	**3**	**67**	**9**	**3**	**65**	**11**	**3**	**63**	**13**	**3**
M-70A	**--**	**E**		**Residential/B**	**3**	**3523 Rainbow Lane Highland, CA, 92346**	**70**	**71**	**72**	**1**	**1**	**2**	**B (67)**	**A/E**	--	--	--	**68**	**4**	**0**	**66**	**6**	**3**	**64**	**8**	**3**	**63**	**9**	**3**	**61**	**11**	**3**
M-71	**--**	**E**		**Residential/B**	**1**	**3549 Rainbow Lane Highland, CA, 92346**	**69**	**70**	**72**	**1**	**2**	**3**	**B (67)**	**A/E**	--	--	--	**71**	**1**	**0**	**67**	**5**	**1**	**64**	**8**	**1**	**63**	**9**	**1**	**62**	**10**	**1**
M-71A	**--**	**E**		**Residential/B**	**1**	**3563 Rainbow Lane Highland, CA, 92346**	**68**	**69**	**70**	**1**	**1**	**2**	**B (67)**	**A/E**	--	--	--	**68**	**2**	**0**	**65**	**5**	**1**	**63**	**7**	**1**	**61**	**9**	**1**	**60**	**10**	**1**
M-71B	--	E		Residential/B	1	1911 Reedy Avenue Highland, CA, 92346	61	62	63	1	1	2	B (67)	None	--	--	--	60	3	0	60	3	0	60	3	0	60	3	0	59	4	0
M-71C	--	E		Residential/B	1	1902 Palm Avenue Highland, CA, 92346	59	60	61	1	1	2	B (67)	None	--	--	--	58	3	0	57	4	0	57	4	0	57	4	0	57	4	0
M-72	ST-17	E	WB-7	Residential/B	--	3657 Atlantic Avenue Highland, CA, 92346	64	66	67	2	1	3	B (67)	None[1]	--	--	--	57	10	--	57	10	--	55	12	--	55	12	--	54	13	--
M-72A	**--**	**E**		**Residential/B**	**1**	**3657 Atlantic Avenue Highland, CA, 92346**	**64**	**66**	**67**	**2**	**1**	**3**	**B (67)**	**A/E**	--	--	--	**59**	**8**	**1**	**57**	**10**	**1**	**56**	**11**	**1**	**56**	**11**	**1**	**55**	**12**	**1**

Receiver I.D.	Measurement Location	Area	Barrier I.D.	Land Use / Activity Category	Number of Dwelling Units or Equivalent	Address	Existing Noise Level Leq(h), dBA	Horizon Year Noise Level without Project, Leq(h), dBA	Horizon Year Noise Level with Project, Leq(h), dBA	Horizon Year Noise Level without Project minus Existing Conditions Leq(h), dBA	Horizon Year Noise Level with Project minus No Project Conditions Leq(h), dBA	Horizon Year Noise Level with Project minus Existing Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type (None, or A/E)	SR-210 Mixed Flow Lane Addition Project Future Worst Hour Noise Levels (Traffic Noise Only) - Leq(h), dBA																	
															Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR)																		
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet		
															Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR
M-72B	--	E		Residential/B	1	3657 Atlantic Avenue Highland, CA, 92346	63	64	65	1	1	2	B (67)	None	--	--	--	60	5	1	59	6	1	59	6	1	58	7	1	58	7	1
M-73	--	E		Residential/B	14	3795 Atlantic Avenue Highland, CA, 92346	57	58	59	1	1	2	B (67)	None	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-74	--	E		Undeveloped/G	--	NA	60	61	62	1	1	2	G (--)	None	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-75	--	F		Commercial/F	--	1775 Palm Ave Highland, CA, 92346	60	61	62	1	1	2	F (--)	None	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-76	--	F		Undeveloped/G	--	NA	55	56	57	1	1	2	G (--)	None	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-77	--	F		Residential/B	5	3734 Pacific Street Highland, CA, 92346	58	59	60	1	1	2	B (67)	None	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-78	--	F		Active Sports Area/C	1	3734 Pacific Street Highland, CA, 92346	55	57	58	2	1	3	C (67)	None	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-79	--	F		Residential/B	5	3734 Pacific Street Highland, CA, 92346	59	60	61	1	1	2	B (67)	None	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-80	ST-6	F		Undeveloped/G	--	NA	63	64	65	1	1	2	G (--)	None	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-81	--	F		Residential/B	1	6947 Church Avenue Highland, CA, 92346	62	63	63	1	0	1	B (67)	None	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-82	--	F		Residential/B	1	6969 Church Avenue Highland, CA, 92346	56	57	58	1	1	2	B (67)	None	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-83	--	F		Residential/B	1	7001 Church Avenue Highland, CA, 92346	55	57	58	2	1	3	B (67)	None	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-84	--	F		Active Sports Area/C	1	7001 Church Avenue Highland, CA, 92346	51	52	53	1	1	2	C (67)	None	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-85	--	G		Residential/B	4	7069 Cienega Drive Highland, CA, 92346	58	59	60	1	1	2	B (67)	None	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-86	--	G		Residential/B	6	7129 Cienega Drive Highland, CA, 92346	57	59	60	2	1	3	B (67)	None	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-87	LT-3	G		Residential/B	5	27640 Villa Avenue Highland, CA 92346	62	63	64	1	1	2	B (67)	None	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-88	ST-8	G		Residential/B	4	27631 Foster Avenue Highland, CA, 92346	62	63	64	1	1	2	B (67)	None	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-88A	--	G		Undeveloped/G	--	NA	64	66	66	2	0	2	G (--)	None	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Receiver I.D.	Measurement Location	Area	Barrier I.D.	Land Use / Activity Category	Number of Dwelling Units or Equivalent	Address	Existing Noise Level Leq(h), dBA	Horizon Year Noise Level without Project, Leq(h), dBA	Horizon Year Noise Level with Project, Leq(h), dBA	Horizon Year Noise Level without Project minus Existing Conditions Leq(h), dBA	Horizon Year Noise Level with Project minus No Project Conditions Leq(h), dBA	Horizon Year Noise Level with Project minus Existing Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type (None, or A/E)	SR-210 Mixed Flow Lane Addition Project Future Worst Hour Noise Levels (Traffic Noise Only) - Leq(h), dBA																	
															Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR)																	
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet		
															Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR
M-89	--	H		Residential/B	2	1614 Buckeye Street Highland, CA, 92346	59	60	61	1	1	2	B (67)	None	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-90	--	H		Residential/B	4	1578 Buckeye Street Highland, CA, 92346	58	59	60	1	1	2	B (67)	None	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-91	ST-7	H		Residential/B	12	7000 La Praix Street Highland, CA, 92346	57	58	59	1	1	2	B (67)	None	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-92	--	I		Residential/B	6	7145 La Praix Street Highland, CA, 92346	52	54	54	2	0	2	B (67)	None	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-93	ST-10	I		Residential/B	5	7125 La Praix Street Highland, CA, 92346	63	64	65	1	1	2	B (67)	None	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-93A	--	G		Undeveloped/G	--	NA	65	66	66	1	0	1	G (--)	None	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-94B	--	G		Undeveloped/G	--	NA	65	66	66	1	0	1	G (--)	None	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-94A	--	J		Commercial/E	1	27615 Base Line Highland, CA 92346	62	64	64	2	0	2	E (72)	None	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-94	--	J		Residential/B	6	7361 Nye Drive Highland, CA, 92346	59	60	61	1	1	2	B (67)	None	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-95	--	J		Residential/B	5	7411 Nye Drive Highland, CA, 92346	60	61	62	1	1	2	B (67)	None	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-96	ST-13	J		Residential/B	4	27644 Norwood Court Highland, CA, 92346	62	63	64	1	1	2	B (67)	None	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-97	ST-11	J		Residential/B	6	27650 Temple Street Highland, CA, 92346	63	64	65	1	1	2	B (67)	None	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-98	ST-12	K		Active Sports Area/C	3	7717 Church Avenue Highland, CA, 92346	62	63	63	1	0	1	C (67)	None	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-99	--	K		Residential/B	6	7717 Church Avenue Highland, CA, 92346	60	60	62	0	2	2	B (67)	None	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-100	--	K		Residential/B	8	7717 Church Avenue Highland, CA, 92346	62	63	63	1	0	1	B (67)	None	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-101	--	K		Residential/B	6	7717 Church Avenue Highland, CA, 92346	59	60	62	1	2	3	B (67)	None	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-102	--	K		Residential/B	5	7717 Church Avenue Highland, CA, 92346	60	61	62	1	1	2	B (67)	None	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Receiver I.D.	Measurement Location	Area	Barrier I.D.	Land Use / Activity Category	Number of Dwelling Units or Equivalent	Address	Existing Noise Level Leq(h), dBA	Horizon Year Noise Level without Project, Leq(h), dBA	Horizon Year Noise Level with Project, Leq(h), dBA	Horizon Year Noise Level without Project minus Existing Conditions Leq(h), dBA	Horizon Year Noise Level with Project minus No Project Conditions Leq(h), dBA	Horizon Year Noise Level with Project minus Existing Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type (None, or A/E)	SR-210 Mixed Flow Lane Addition Project Future Worst Hour Noise Levels (Traffic Noise Only) - Leq(h), dBA																	
															Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR)																	
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet		
															Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR
M-103	--	K		Residential/B	12	7717 Church Avenue Highland, CA, 92346	61	62	63	1	1	2	B (67)	None	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-104	--	K		Residential/B	5	27691 Powell Drive Highland, CA, 92346	60	61	62	1	1	2	B (67)	None	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-105	ST-14	L		Commercial/F	--	27727 Base Line Street Highland, CA, 92346	66	68	68	2	0	2	F (--)	None	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-106	ST-9	L		Residential/B	6	7374 Dunkirk Avenue Highland, CA, 92346	60	61	62	1	1	2	B (67)	None	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-107	--	L		Residential/B	9	7440 Dunkirk Avenue Highland, CA, 92346	60	61	62	1	1	2	B (67)	None	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-108	ST-21	L		Residential/B	5	7550 Dunkirk Avenue Highland, CA, 92346	61	62	63	1	1	2	B (67)	None	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-109	--	L		Residential/B	7	7590 Dunkirk Avenue Highland, CA, 92346	61	62	63	1	1	2	B (67)	None	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-110	--	L		Residential/B	4	7660 Dunkirk Avenue Highland, CA, 92346	63	64	65	1	1	2	B (67)	None	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-111	--	L		Residential/B	3	7720 Dunkirk Avenue Highland, CA, 92346	60	60	62	0	2	2	B (67)	None	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-112	ST-15	M		Commercial/F	--	27847 Greenspot Road Highland, CA 92346	66	68	68	2	0	2	F (--)	None	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M112A	--	M		Undeveloped/G	--	NA	65	67	67	2	0	2	G (--)	None	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-113	--	M		Undeveloped/G	--	NA	73	74	74	1	0	1	G (--)	None	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-114	--	M		Undeveloped/G	--	NA	67	67	67	0	0	0	G (--)	None	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-115	--	M		Undeveloped/G	--	NA	67	67	68	0	1	1	G (--)	None	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-116	--	M		Industrial/F	--	NA	64	64	66	0	2	2	F (--)	None	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-117	ST-19	M		Undeveloped/G	--	27352 River Bluff Avenue Highland, CA, 92346	70	70	72	0	2	2	G (--)	None	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Receiver I.D.	Measurement Location	Area	Barrier I.D.	Land Use / Activity Category	Number of Dwelling Units or Equivalent	Address	Existing Noise Level Leq(h), dBA	Horizon Year Noise Level without Project, Leq(h), dBA	Horizon Year Noise Level with Project, Leq(h), dBA	Horizon Year Noise Level without Project minus Existing Conditions Leq(h), dBA	Horizon Year Noise Level with Project minus No Project Conditions Leq(h), dBA	Horizon Year Noise Level with Project minus Existing Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type (None, or A/E)	SR-210 Mixed Flow Lane Addition Project Future Worst Hour Noise Levels (Traffic Noise Only) - Leq(h), dBA																	
															Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receivers (NBR)																		
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet		
															Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR
M-118	--	M		Undeveloped/G	--	NA	67	68	69	1	1	2	G (--)	None	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-119	--	M		Undeveloped/G	--	NA	62	61	62	-1	1	0	G (--)	None	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M-120	--	M		Undeveloped/G	--	NA	66	67	68	1	1	2	G (--)	None	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Bold entry indicates noise level is predicted to exceed the Noise Abatement Criteria (NAC) in the Horizon Year (2040) under the with project condition.

1 Eight modeled receptors (M-3, M-8, M-15, M-25A, M-26, M-36, M-68, and M-72) are representative of measurement locations (ST-32, ST-31, ST-29, ST-36, ST-30, ST-27, ST-4, and ST-17, respectively) that are not considered noise sensitive.

2 Design year noise levels from modeled receptors M-49 – M-49F were taken from Table B1-C in Appendix B of the NSR which analyzes barrier WB-3A.

Area A

The predicted noise level under Horizon Year conditions is predicted to approach or exceed the noise abatement criterion (67 dBA Leq[h]) at 24 receptors (M-3A, M-7, M-8A, M-9, M-12, M-12A, M-14, M-15A, M-19A through M-19D, M-19K, M-19L, M-19P, M-19Q, M-19U through M-19Z, M-19BB, and M-19CC). Therefore, a traffic noise impact is predicted to occur at this location, and noise abatement must be considered. Four modeled receptors (M-3, M-8, M-15, and M-25A) are representative of measurement locations (ST-32, ST-31, ST-29, and ST-36, respectively) that are not considered noise sensitive. All receptors that approach or exceed the noise abatement criteria in Area A are located on the south side of SR-210, west of Sterling Avenue, and represent a total of 24 impacted receptors in Area A. Modeled receptors M-1, M-2, M-4 through M-6, M-7A, M-10, M-10A, M-11, M-13, M-13A, M-14A, M-19, M-19E through M-19J, M-19M through M-19O, M-19R through M-19T, M-19AA, M-19DD, and M-19EE were also included in the analysis, even though these receptor locations did not approach or exceed the noise abatement criterion (67 dBA Leq[h]). These modeled receptors represent 41 non-impacted receptors.

Detailed modeling analysis was conducted for three barriers located at the edge of the shoulder (EOS), which, because of the source-receptor geometry, is the only location where a noise barrier would be effective. The barriers evaluated are identified as barriers EB-1, EB-2, and EB-3 on Figure 2-8 (Sheets 1 through 4). Additional analysis evaluated two design scenarios for the receivers surrounding barriers EB-2 and EB-3. Design scenario 1 evaluated both barriers modeled at the EOS along the eastbound Highland Avenue on-ramp and mainline SR-210, respectively, and design scenario 2 evaluated only barrier EB-2 along the eastbound Highland on-ramp. Barrier heights from 8 to 14 feet were evaluated in two-foot increments. Tables 2-16 through 2-20 summarize the calculated noise reductions and reasonable allowances for each barrier height and each design scenario that was found to be feasible and capable of meeting the design goal (7 dB insertion loss).

Barrier EB-1

Barrier EB-1 would start on the west along the SR-210 mainline at Station 846+51 and terminate at Station 867+00, a total length of approximately 2,050 feet. Barrier heights from 8 to 14 feet were evaluated in two-foot increments.[16] Table 2-16 summarizes the calculated noise reductions and reasonable allowances for each barrier height that were found to be feasible and capable of meeting the design goal (7 dB insertion loss).

Based on the studies completed to date, Caltrans intends to incorporate noise abatement in the form of a barrier at EB-1, with respective lengths and average heights of 2,050 feet in length at a height of 12 feet. Calculations based on preliminary design data show that the barrier will reduce noise levels by 5 to 9 dBA for 22 benefited residences at a cost of $1,323,000. If during final design conditions have substantially changed, noise abatement may not be necessary. The final decision on noise abatement will be made upon completion of the project design and the public involvement processes.

[16] A barrier height of 16 feet was not evaluated due to Caltrans design requirements, which stipulate that a barrier at the EOS cannot exceed 14 feet with a standard 10-foot shoulder.

Table 2-16. Summary of Reasonableness Allowances—Area A, Barrier EB-1

Barrier I.D. and Location	**EB-1 – Edge of Shoulder Wall EB Lanes**				
Predicted Sound Level without Barrier					
Design Receiver	M-14				
Horizon-Year Noise Level, dBA Leq(h)	66 dBA				
Horizon-Year Noise Level minus Existing Noise Level	2 dBA				
Horizon Year 2040 with Barrier	**8-Foot[1] Barrier**	**10-Foot Barrier**	**12-Foot Barrier**	**14-Foot Barrier**	**16-Foot Barrier[2]**
Barrier Noise Reduction	6 dBA	8 dBA	9 dBA	9 dBA	--
Number of Benefited Residences	12	21	22	22	--
Reasonable Allowance per Benefited Residence	$80,000	$80,000	$80,000	$80,000	--
Total Reasonable Allowance	$960,000	$1,680,000	$1,760,000	$1,760,000	--
Estimated Barrier Construction Cost	n/a	$1,213,000	$1,323,000	$1,427,000	--
Estimated Cost Less than Allowance	n/a	Yes	Yes	Yes	--

Note: Estimated costs obtained from the NADR for the project.
[1] Barrier heights that do not meet the design goal of 7 dB insertion loss.
[2] A barrier height of 16 feet was not evaluated due to Caltrans design requirements, which stipulate that a barrier at the EOS cannot exceed 14 feet with a standard 10-foot shoulder

Scenario 1: Barrier EB-2 and EB-3

Design scenario 1 includes barriers EB-2 and EB-3. EB-2 would start to the west of Arden Avenue along the eastbound Highland Avenue on-ramp at Station 900+60 and terminate to the east at Station 915+04 along the eastbound SR-210 mainline. EB-3 would start to the west of the bridge over Highland Avenue and Arden Avenue along the eastbound SR-210 mainline at Station 898+57 and would terminate at Station 904+72. The total lengths of EB-2 and EB-3 would be approximately 1,450 and 615 feet, respectively. Barrier heights from 8 to 14 feet were evaluated in two-foot increments for barrier EB-2. For the purposes of this analysis, barrier EB-3 was analyzed at a static 10 feet in height.

Table 2-17 summarizes the calculated noise reductions and reasonable allowances for each barrier height that was found to be feasible and capable of meeting the design goal (7 dB insertion loss). Barrier heights that did not meet the design goal have been included in Table 2-17 for informational purposes only. A barrier height of 8 feet was found to be feasible, but did not meet the design goal of 7 dB insertion loss and therefore was not considered in the NADR. Barrier heights ranging from 10 feet to 14 feet were determined to be feasible and met the design goal of 7 dB insertion loss. A barrier height of 16 feet was not considered due to Caltrans design standards for barriers located at the EOS. With respect to the recommendation to block line of sight of an 11.5-foot truck stack outlined in the Caltrans Highway Design Manual, Table C-2 in Appendix C of the NSR shows barrier heights that block line of sight for each modeled receptor. Barrier heights of 12 and 14 feet would block line of sight for all modeled receptors, with some individual receptors achieving the recommendation at 10 feet. Barrier heights of 10–14 feet were all found to be feasible and meet the design goal and therefore were considered in the NADR.

Table 2-17. Summary of Reasonableness Allowances—Area A, Barriers EB-2 and EB-3

Barrier I.D. and Location	**EB-2 and EB-3 – Edge of Shoulder Wall EB Lanes**				
Predicted Sound Level without Barrier					
Design Receiver	M-19P				
Horizon-Year Noise Level, dBA Leq(h)	66 dBA				
Horizon-Year Noise Level minus Existing Noise Level	2 dBA				
Horizon Year 2040 with Barrier	**8-Foot[1] Barrier**	**10-Foot Barrier**	**12-Foot Barrier**	**14-Foot Barrier**	**16-Foot [2] Barrier**
Barrier Noise Reduction	6 dBA	7 dBA	8 dBA	8 dBA	--
Number of Benefited Residences	23	28	29	29	--
Reasonable Allowance per Benefited Residence	$80,000	$80,000	$80,000	$80,000	--
Total Reasonable Allowance	$1,840,000	$2,240,000	$2,320,000	$2,320,000	--
Estimated Barrier Construction Cost	n/a	$1,112,000	$1,189,000	$1,260,000	--
Estimated Cost Less than Allowance	n/a	Yes	Yes	Yes	

Note: An NADR will be prepared that will identify noise barrier construction cost information and the noise barriers that are reasonable from a cost perspective.
[1] Barrier heights that do not meet the design goal of 7 dB insertion loss.
[2] Barrier height of 16 feet has not been included for any barriers that were modeled at the EOS.

Scenario 2: Barrier EB-2

Design scenario two includes barrier EB-2 solely and removes barrier EB-3 from the analysis. EB-2 would start to the west of Arden Avenue along the eastbound Highland Avenue on-ramp at Station 899+11 and terminate to the east at Station 917+79 along the eastbound SR-210 mainline. The total length of EB-2 would be approximately 1,875 feet. Barrier heights from 8 to 14 feet were evaluated in two-foot increments for barrier EB-2.

Table 2-18 summarizes the calculated noise reductions and reasonable allowances for each barrier height that was found to be feasible and capable of meeting the design goal (7 dB insertion loss). Barrier heights that did not meet the design goal have been included in Table 2-18 for informational purposes only. A barrier height of 8 feet was found to be feasible, but did not meet the design goal of 7 dB insertion loss and therefore was not considered in the NADR. Barrier heights ranging from 10 feet to 14 feet were determined to be feasible and met the design goal of 7 dB insertion loss. A barrier height of 16 feet was not considered due to Caltrans design standards for barriers located at the EOS. With respect to the recommendation to block line of sight of an 11.5-foot truck stack outlined in the Caltrans Highway Design Manual, Table C-3 in Appendix C of the NSR shows barrier heights that block line of sight for each modeled receptor. Barrier heights of 12 and 14 feet would block line of sight for all modeled receptors, with some individual receptors achieving the recommendation at 10 feet. Barrier heights of 10–14 feet were all found to be feasible and meet the design goal and therefore were considered in the NADR.

Table 2-18. Summary of Reasonableness Allowances—Area A, Barrier EB-2

Barrier I.D. and Location	**EB-2 – Edge of Shoulder Wall EB Lanes**				
Predicted Sound Level without Barrier					
Design Receiver	M-19BB				
Horizon-Year Noise Level, dBA Leq(h)	67 dBA				
Horizon-Year Noise Level minus Existing Noise Level	2 dBA				
Horizon Year 2040 with Barrier	**8-Foot[1] Barrier**	**10-Foot Barrier**	**12-Foot Barrier**	**14-Foot Barrier**	**16-Foot Barrier**
Barrier Noise Reduction	6 dBA	7 dBA	8 dBA	8 dBA	--
Number of Benefited Residences	12	15	18	23	--
Reasonable Allowance per Benefited Residence	$80,000	$80,000	$80,000	$80,000	--
Total Reasonable Allowance	$960,000	$1,200,000	$1,440,000	$1,840,000	--
Estimated Barrier Construction Cost	n/a	$1,005,000	$1,106,000	$1,200,000	--
Estimated Cost Less than Allowance	n/a	Yes	Yes	Yes	--

Note: An NADR will be prepared that will identify noise barrier construction cost information and the noise barriers that are reasonable from a cost perspective.
[1] Barrier heights that do not meet the design goal of 7 dB insertion loss.

Based on the studies completed to date, Caltrans intends to incorporate noise abatement in the form of a barrier at EB-2 and EB-3, with respective lengths and average heights of 1,450 and 615 feet in length at a height of 12 feet for EB-2 and 10 feet for EB-3. Calculations based on preliminary design data show that the barrier will reduce noise levels by 5 to 9 dBA for 29 residences at a cost of $1,189,000. If during final design conditions have substantially changed, noise abatement may not be necessary. The final decision on noise abatement will be made upon completion of the project design and the public involvement processes.

Area B

The noise level under Horizon Year (2040) conditions is predicted to approach or exceed the noise abatement criterion (67 dBA Leq[h]) at 27 receptors (M-26A through M-29, M-30A, M-30B, M-31F, M-33 through M-35, M-37 through M-38, M-38B, M-39, M39A, M-40, M-40A, M-41A, and M-49). Therefore, a traffic noise impact is predicted to occur at these locations, and noise abatement must be considered. Two modeled receptors (M-26 and M-36) are representative of measurement locations (ST-30 and ST-27, respectively) that are not considered noise sensitive. Noise abatement was also considered for receptors M-30, M-31 through M-31E, M-32, M-38A, M-39B, M-41, M-41B, and M-49A though M-49D, even though these modeled receptors did not approach or exceed the noise abatement criterion (67 dBA Leq[h]). These receptors represent 17 non-impacted receptors.

Detailed modeling analysis was conducted for two barriers located at the EOS, west of Sterling Avenue, along the westbound on-ramp from Highland Avenue and along a portion of the SR-210 mainline, which, because of the source-receptor geometry, are the only locations where noise barriers would be effective. The barriers evaluated are identified as barriers WB-1 and WB-2 on Figure 2-8 (Sheets 1 through 2). Barrier heights from 8 to 14

feet were evaluated in two-foot increments. These barriers were modeled in two different design scenarios, which are discussed in detail below.

Scenario 1: Barrier WB-1 and WB-2 standalone barriers

Design scenario one analyzes barrier WB-1 and WB-2 as standalone barriers. Barrier WB-1 would be located on the north side of SR-210 and would start at (from west to east) Station 852+45 and would terminate at Station 866+35, a total length of approximately 1,390 feet. Table 2-19 summarizes the calculated noise reductions and reasonable allowances for each barrier height that was found to be feasible and capable of meeting the design goal (7 dB insertion loss). Barrier WB-1 was found to be feasible but was not analyzed in the NADR because it was determined that barrier WB-1 did not provide benefit for all modeled receptors and that the combination of barriers WB-1 and WB-2 (discussed below) would provide greater benefit.

Table 2-19. Summary of Reasonableness Allowances—Area B, Barrier WB-1

Barrier I.D. and Location	**WB-1 – Edge of Shoulder Wall WB Lanes**				
Predicted Sound Level without Barrier					
Design Receiver	M-27A				
Horizon-Year Noise Level, dBA Leq(h)	70 dBA				
Horizon-Year Noise Level minus Existing Noise Level	2 dBA				
Horizon Year 2040 with Barrier	**8-Foot Barrier** [1]	**10-Foot Barrier**	**12-Foot Barrier**	**14-Foot Barrier**	**16-Foot Barrier**[2]
Barrier Noise Reduction	6 dBA	7 dBA	7 dBA	8 dBA	--
Number of Benefited Residences	12	13	15	15	--
Reasonable Allowance per Benefited Residence	$80,000	$80,000	$80,000	$80,000	--
Total Reasonable Allowance	$960,000	$1,040,000	$1,200,000	$1,200,000	--

Note: Estimated costs obtained from the NADR for the project.
[1] Barrier heights that do not meet the design goal of 7 dB insertion loss.
[2] A barrier height of 16 feet was not evaluated due to Caltrans design requirements, which stipulate that a barrier at the EOS cannot exceed 14 feet with a standard 10-foot shoulder.

Barrier WB-2 would be located on the north side of SR-210. Barrier WB-2 would start (from west to east) at Station 868+13 and would terminate at Station 879+27, a total length of approximately 1,115 feet.

Table 2-20 summarizes the calculated noise reductions and reasonable allowances for barrier WB-2 as a standalone, and identifies barrier heights that were found to be feasible and capable of meeting the design goal (7 dB insertion loss). Barrier heights of 8–14 feet were found to be feasible; however, a barrier height of 8 feet did not meet the design goal of 7 dB insertion loss. Barrier WB-1 was found to be feasible but was not analyzed in the NADR because it was determined that barrier WB-1 did not provide benefit for all modeled receptors and that the combination of barriers WB-1 and WB-2 (discussed below) would provide greater benefit.

Table 2-20. Summary of Reasonableness Allowances—Area B, Barrier WB-2

Barrier I.D. and Location	**WB-2 – Edge of Shoulder Walls WB Lanes**				
Predicted Sound Level without Barrier					
Design Receiver	M-39				
Horizon-Year Noise Level, dBA Leq(h)	66 dBA				
Horizon-Year Noise Level minus Existing Noise Level	2 dBA				
Horizon Year 2040 with Barrier	**8-Foot Barrier** [1]	**10-Foot Barrier**	**12-Foot Barrier**	**14-Foot Barrier**	**16-Foot Barrier**[2]
Barrier Noise Reduction	6 dBA	7 dBA	8 dBA	9 dBA	--
Number of Benefited Residences	10	11	12	13	--
Reasonable Allowance per Benefited Residence	$80,000	$80,000	$80,000	$80,000	--
Total Reasonable Allowance	$800,000	$880,000	$960,000	$1,040,000	--

Note: Estimated costs obtained from the NADR for the project.
[1] Barrier heights that do not meet the design goal of 7 dB insertion loss.
[2] A barrier height of 16 feet was not evaluated due to Caltrans design requirements, which stipulate that a barrier at the EOS cannot exceed 14 feet with a standard 10-foot shoulder.

Scenario 2: Barriers WB-1 and WB-2 combined

Barriers WB-1 and WB-2 would be in the same location (on the north side of SR-210) as the standalone barriers, the same starting station (Station 868+14), and the same termination Station (Station 879+27). The barrier would cross over the Sterling Avenue overcrossing. Table 2-21 summarizes the calculated noise reductions and reasonable allowances for each barrier height that was found to be feasible and capable of meeting the design goal (7 dB insertion loss). Barrier heights of 8–14 feet were found to be feasible and meet the design goal of 7 dB.

Table 2-21. Summary of Reasonableness Allowances—Area B, Barriers WB-1 and WB-2 Combined

Barrier I.D. and Location	**WB-1 & WB-2 Combined – Edge of Shoulder Wall WB Lanes**				
Predicted Sound Level without Barrier					
Design Receiver	M-39A				
Horizon-Year Noise Level, dBA Leq(h)	68 dBA				
Horizon-Year Noise Level minus Existing Noise Level	2 dBA				
Horizon Year 2040 with Barrier	**8-Foot Barrier** [1]	**10-Foot Barrier**	**12-Foot Barrier**	**14-Foot Barrier**	**16-Foot Barrier** [1]
Barrier Noise Reduction	7 dBA	7 dBA	8 dBA	9 dBA	--
Number of Benefited Residences	26	32	34	35	--
Reasonable Allowance per Benefited Residence	$80,000	$80,000	$80,000	$80,000	--
Total Reasonable Allowance	$2,080,000	$2,560,000	$2,720,000	$2,800,000	--
Estimated Barrier Construction Cost	$1,474,000	$1,604,000	$1,739,000	$1,866,000	--
Estimated Cost Less than Allowance	Yes	Yes	Yes	Yes	--

Note: Estimated costs obtained from the NADR for the project.
[1] A barrier height of 16 feet was not evaluated due to Caltrans design requirements, which stipulate that a barrier at the EOS cannot exceed 14 feet with a standard 10-foot shoulder

The NADR determined that combined barriers WB-1 and WB-2 would provide the greatest benefit of the two scenarios evaluated. Based on the studies completed to date, Caltrans intends to incorporate noise abatement in the form of a barrier at WB-1 and WB-2 with respective lengths and average heights of 2,685 feet in length at a height of 14 feet. Calculations based on preliminary design data show that the barrier will reduce noise levels by 5 to 9 dBA for 35 residences at a cost of $1,739,000. If during final design conditions have substantially changed, noise abatement may not be necessary. The final decision on noise abatement will be made upon completion of the project design and the public involvement processes.

Barriers WB-3 and WB-3A

Detailed modeling analysis was conducted for two other barriers in Area B—one located at the EOS and one located at the existing Caltrans right of way, which, because of the source-receptor geometry, are the only locations where a noise barrier would be effective. Barrier WB-3 is in the same location as the existing barrier spanning across the Victoria Avenue overcrossing. The barrier would provide shielding for receivers M-49 though M-49F. The barrier evaluated is identified as barrier WB-3 on Figure 2-8 (Sheets 4 and 5). Barrier heights from 8 to 14 feet were evaluated in two-foot increments. Barrier WB-3 was found to be feasible but did not meet the design goal of 7 dB. Barrier WB-3 was not considered in the NADR and will not be included as abatement for the project.

WB-3A is located along the existing Caltrans right of way downslope from the westbound lanes of SR-210. The barrier would provide shielding for receivers M-49 through M-49F. The barrier evaluated is identified as barrier WB-3A on Figure 2-8 (Sheets 4 and 5). Table 2-22 summarizes the results of the barrier WB-3A analysis for each receptor location in that

portion of Area B. Barrier WB-3A would be located on the north side of SR-210. The initial starting portion of the barrier would extend north along the wash for approximately 66 feet to a small portion of return barrier to shield the westernmost receiver from traffic along the westbound lanes. Barrier WB-3A would then join the existing Caltrans right of way (from west to east) at Station 918+63 and would terminate at Station 913+79. The total length of WB-3A would be approximately 580 feet. Barrier heights from 6 to 16 feet were evaluated in two-foot increments. Results of this analysis are included in Tables B-1C and C-7 in Appendices B and C of the NSR, respectively.

Table 2-22 summarizes the calculated noise reductions and reasonable allowances for each barrier height that was found to be feasible and capable of meeting the design goal (7 dB insertion loss). Barrier heights of 10–16 feet were found to be feasible, but barrier heights of 12–16 were the only heights that met the design goal of 7 dB. With respect to the recommendation to block line of sight of an 11.5-foot truck stack outlined in the Caltrans Highway Design Manual, Table C-7 in Appendix C of the NSR shows barrier heights that block line of sight for each modeled receptor. Barrier heights of 10–16 feet would block line of sight for most modeled receptors, with some individual receptors achieving the line of sight recommendation at six and eight feet. The ability to block the line of sight at six and eight feet is accomplished by the existing barrier located on the EOS. Barrier heights of 12–16 feet were all found to be feasible and meet the design goal and therefore were considered in the NADR.

Table 2-22. Summary of Reasonableness Allowances—Area B, Barrier WB-3A

Barrier I.D. and Location	**WB-3A – Right of Way Wall WB Lanes**					
Predicted Sound Level without Barrier						
Design Receiver	M-49					
Horizon-Year Noise Level, dBA Leq(h)	66 dBA					
Horizon-Year Noise Level minus Existing Noise Level	2 dBA					
Horizon Year 2040 with Barrier	**8-Foot Barrier**	**8-Foot Barrier**	**10-Foot Barrier**	**12-Foot Barrier**	**14-Foot Barrier**	**16-Foot Barrier**
Barrier Noise Reduction	--	--	3 dBA [1]	5 dBA [2]	7 dBA	8 dBA
Number of Benefited Residences	--	--	2	4	5	6
Reasonable Allowance per Benefited Residence	--	--	$80,000	$80,000	$80,000	$80,000
Total Reasonable Allowance	--	--	$160,000	$320,000	$400,000	$480,000
Estimated Barrier Construction Cost	--	--	n/a	$341,000	$370,000	$400,000
Estimated Cost Less than Allowance	--	--	n/a	No	Yes	Yes

Note: Estimated costs obtained from the NADR for the project.

[1] A 10-foot barrier height did not meet the feasibility requirement or design goal of 7 dB at the design receiver; however, one other receptor does meet the feasibility requirement goal. Therefore, a 10-foot barrier height was included for informational purposes only.

[2] A 12-foot barrier height met the feasibility requirement but did not achieve the design goal of 7 dB at the design receiver; however, the 12-foot barrier height did meet the design goal at two different receivers (M-49B and M-49C). Therefore, this barrier height will be included in the NADR.

Based on the studies completed to date, Caltrans intends to incorporate noise abatement in the form of a barrier at WB-3A that is 580 feet long and an average height of 16 feet. Calculations based on preliminary design data show that the barrier will reduce noise levels by 5 to 12 dBA for six residences at a cost of $400,000. If during final design conditions have substantially changed, noise abatement may not be necessary. The final decision on noise abatement will be made upon completion of the project design and the public involvement processes.

Area C

The traffic noise modeling results in Table 2-15 indicate that traffic noise levels at residential (land use Activity Category B) land uses within Area C are predicted to range from 51 to 66 dBA Leq(h) in the Horizon Year 2040. The results also indicate that the increase in traffic noise between existing conditions and the Horizon Year 2040 at Activity Category B land uses is predicted to range from 1 dB at receptor M-58 to 3 dB at receptor M-51. Traffic noise modeling results in Table 2-14 also indicate that traffic noise levels at the school (land use Activity Category C), represented by modeled receptor M-56, during the Horizon Year 2040 would be 65 dBA Leq(h), with an increase of 2 dB over the existing conditions. The noise level during the Horizon Year 2040 is predicted to approach or exceed the noise abatement criterion (67 dBA Leq[h]) at one receptor (M-50). Therefore, a traffic noise impact is predicted to occur at modeled receptor M-50 and noise abatement must be considered. Receptor M-50 represents a total of three impacted receptors in Area C.

Detailed modeling analysis was conducted for a barrier located at the EOS, which, because of the source-receptor geometry, is the only location where a noise barrier would be effective. The barrier evaluated is identified as barrier EB-2 on Figure 2-8 (Sheets 3 and 4). Barrier EB-2 would start at Station 900+60 and would terminate at Station 915+04, a total length of approximately 1,450 feet. Barrier heights from 8 to 14 feet were evaluated in two-foot increments. Barrier heights of 10–14 feet were found to be feasible; however, these barrier heights would not meet the design goal of 7 dB insertion loss and therefore are included in the reasonableness tables for informational purposes only. Table 2-23 summarizes the calculated noise reductions and reasonable allowances for each barrier height that was found to be feasible. In this case, no barrier height was determined to be feasible and meet the design goal of 7 dB insertion loss. Therefore, barrier EB-2 was not be considered in the NADR and will not be included as abatement as part of the project.

Table 2-23. Summary of Reasonableness Allowances—Area C, Barrier EB-4

Barrier I.D. and Location	**EB-4 – Edge of Shoulder Wall EB Lanes**				
Predicted Sound Level without Barrier					
Design Receiver	M-50				
Horizon-Year Noise Level, dBA Leq(h)	66 dBA				
Horizon-Year Noise Level minus Existing Noise Level	1 dBA				
Horizon Year 2040with Barrier	**8-foot Barrier**	**10-foot Barrier**	**12-foot Barrier**	**14-foot Barrier**	**16-foot Barrier**
Barrier Noise Reduction	--	5 dBA	6 dBA	6 dBA	--
Number of Benefited Residences	--	3	3	3	--
Reasonable Allowance per Benefited Residence	--	$80,000	$80,000	$80,000	--
Total Reasonable Allowance	--	$240,000	$240,000	$240,000	--
Estimated Barrier Construction Cost	--	n/a	n/a	n/a	--

Area D

The traffic noise modeling results in Table 2-15 indicate that traffic noise levels at active sport area (land use Activity Category C) land uses within Area D are predicted to range from 59 to 60 dBA Leq(h) in the Horizon Year 2040. Traffic noise modeling results in Table 2-14 also indicate that traffic noise levels at modeled receptor M-63 during the Horizon Year 2040 would be 73 dBA Leq(h). This location is undeveloped (land use Activity Category G). The results also indicate that the increase in traffic noise between existing conditions and the Horizon Year 2040 is predicted to increase 2 dB at M-63 and 3 dB at all other modeled receptors. The predicted noise level in the Horizon Year 2040 is not predicted to approach or exceed the noise abatement criterion (67 dBA Leq[h]); therefore, noise abatement was not considered.

Area E

The traffic noise modeling results in Table 2-15 indicate that traffic noise levels at residential (land use Activity Category B) land uses within Area E are predicted to range from 59 dBA Leq(h) at modeled receptor M-73 to 77 dBA Leq(h) at modeled receptor M-69 during the Horizon Year 2040. Modeled receptors M-68A through M-71B are representative of second-story balconies facing SR-210. Traffic noise modeling results in Table 2-14 also indicate that traffic noise levels at modeled receptor M-74 during the Horizon Year 2040 would be 62 dBA Leq(h). This location is undeveloped (land use Activity Category G). The results also indicate that the increase in traffic noise between existing conditions and the Horizon Year 2040 is predicted to be between 2 dB at all modeled receptors, with the exception of a 3 dB increase at receptors M-69 through M-71 and M-72 and M-72A. The predicted noise level during the Horizon Year 2040 is predicted to approach or exceed the NAC (67 dBA Leq[h]) at nine receptors (M-65, M-67, M-68A through M-71A, and M-72A). Therefore, traffic noise impacts are predicted to occur at these locations and noise abatement must be considered. The nine receptors represent 20 impacted receptors in Area E. Two modeled receptors (M-68 and M-72) are representative of measurement locations (ST-4 and

ST-17, respectively) that are not considered noise sensitive. These are not included in the total above but are included in Table 2-14. Noise abatement was considered for non-impacted receptors M-64, M-71B, and M-72B as well, which represent five receptors.

Detailed modeling analysis was conducted for three barriers located at the right of way and one barrier along the City right of way, which, because of the source-receptor geometry, were the only locations where a noise barrier would be effective. Barriers evaluated in the area are identified as barriers WB-4, WB-5, WB-6, and WB-7 along the rights of way and barrier WB-5 along private property on Figure 2-8 (Sheets 4 through 8). Barrier heights from 8 to 16 feet were evaluated in two-foot increments. Tables 2-24 through 2-27 summarize the calculated noise reductions and reasonable allowances for each feasible barrier height.

Barrier WB-4

Receptor M-65 represents a total of three impacted receptors in Area E. Detailed modeling analysis was conducted for a barrier located at the right of way, which, because of the source-receptor geometry, is the only location where a noise barrier would be effective. A small portion of barrier WB-4 (approximately 25 feet) is along the same location as the existing developer's wall that separates the condo complex from the Caltrans maintenance slope down to SR-210. This barrier segment was included to avoid following the right of way, which would have restrained access to the slope. The barrier evaluated is identified as barrier WB-4 on Figure 2-8 (Sheets 6 and 7). Barrier WB-4 would start at Station 952+58 and would terminate at Station 957+04, a length of approximately 450 feet. Barrier heights from 8 to 16 feet were evaluated in two-foot increments.

Table 2-24 summarizes the calculated noise reductions and reasonable allowances for each barrier height that was found to be feasible and capable of meeting the design goal (7 dB insertion loss). In this case, barriers ranging from 8 to 16 feet in height were determined to be feasible and meet the design goal.

Table 2-24. Summary of Reasonableness Allowances—Area E, Barrier WB-4

Barrier I.D. and Location	**WB-4 – Right of Way Wall WB Lanes**				
Predicted Sound Level without Barrier					
Design Receiver	M-65				
Horizon-Year Noise Level, dBA Leq(h)	70 dBA				
Horizon-Year Noise Level minus Existing Noise Level	2 dBA				
Horizon Year 2040 with Barrier	**8-foot Barrier**	**10-foot Barrier**	**12-foot Barrier**	**14-foot Barrier**	**16-foot Barrier**
Barrier Noise Reduction	8 dBA	9 dBA	10 dBA	11 dBA	12 dBA
Number of Benefited Residences	3	3	3	3	5
Reasonable Allowance per Benefited Residence	$80,000	$80,000	$80,000	$80,000	$80,000
Total Reasonable Allowance	$240,000	$240,000	$240,000	$240,000	$400,000
Estimated Barrier Construction Cost	$217,000	$256,000	$281,000	$304,000	$328,000
Estimated Cost Less than Allowance	Yes	No	No	No	Yes
Note: Estimated costs obtained from the NADR for the project.					

Based on the studies completed to date, Caltrans intends to incorporate noise abatement in the form of a barrier at WB-4 with length and height of 450 feet in length at a height of 16 feet. Calculations based on preliminary design data show that the barrier will reduce noise levels by 5 to 12 dBA for five residences at a cost of $328,000. If during final design conditions have substantially changed, noise abatement may not be necessary. The final decision on noise abatement will be made upon completion of the project design and the public involvement processes.

Homes represented by modeled receptors M-66 through M-67 currently have a 14-foot barrier providing shielding. However, noise levels at modeled receptor M-67 would still approach or exceed the NAC during the Horizon Year 2040 due to the lack of shielding located on the east side of the receptor along Orange Street. Therefore, abatement was considered by evaluating a barrier extension that runs north to south along the existing fence line on the private property line for the receptor, which is represented by M-67. The barrier is referred to as WB-5 in the modeling and is on Figure 2-8 (Sheet 7). Barrier WB-5 would run in a north/south direction along the private property line at Station 965+43, for an approximate length of 60 feet. Barrier heights from 6 to 18 feet were evaluated in two-foot increments.

Table 2-25 summarizes the calculated noise reductions and reasonable allowances for each barrier height that was found to be feasible and capable of meeting the design goal (7 dB insertion loss). In this case, barriers ranging from 6 to 18 feet in height were evaluated for feasibility and the design goal. A barrier height of 6 feet was not found to be feasible, and barrier heights of 8 feet up to 16 feet were determined to be feasible but did not meet the design goal. A barrier height of 18 feet was found to be feasible and meet the design goal.

Table 2-25. Summary of Reasonableness Allowances—Area E, Barrier WB-5

Barrier I.D. and Location	**WB-5 – Private Property**						
Predicted Sound Level without Barrier							
Design Receiver	M-67						
Horizon-Year Noise Level, dBA Leq(h)	67 dBA						
Horizon-Year Noise Level minus Existing Noise Level	2 dBA						
Horizon Year 2040 with Barrier	**6-foot Barrier**	**8-foot Barrier**	**10-foot Barrier**	**12-foot Barrier**	**14-foot Barrier**	**16-foot Barrier**	**18-foot Barrier**
Barrier Noise Reduction	--	5 dBA	5 dBA	6 dBA	6 dBA	6 dBA	7 dBA
Number of Benefited Residences	--	1	1	1	1	1	1
Reasonable Allowance per Benefited Residence	--	$80,000	$80,000	$80,000	$80,000	$80,000	$80,000
Total Reasonable Allowance	--	$80,000	$80,000	$80,000	$80,000	$80,000	$80,000
Estimated Barrier Construction Cost	--	n/a	n/a	n/a	n/a	n/a	$47,000
Estimated Cost Less than Allowance	--	n/a	n/a	n/a	n/a	n/a	Yes
Note: Estimated costs obtained from the NADR for the project.							

Based on the studies completed to date, Caltrans intends to incorporate noise abatement in the form of a barrier at WB-5 with length and height of 60 feet in length at a height of 18 feet. Calculations based on preliminary design data show that the barrier will reduce noise levels by 7 dBA for one residence at a cost of $47,000. If during final design conditions have substantially changed, noise abatement may not be necessary. The final decision on noise abatement will be made upon completion of the project design and the public involvement processes.

Receptor M-70A represents a total of three impacted receptors in Area E. Detailed modeling analysis was conducted for a barrier located at the right of way, which, because of the source-receptor geometry, is the only location where a noise barrier would be effective. The barrier evaluated is identified as barrier WB-6 on Figure 2-8 (Sheets 7 and 8). Barrier WB-6 would start at Station 966+07 and would terminate at Station 978+02, a total length of approximately 1,245 feet. Barrier heights from 8 to 16 feet were evaluated in two-foot increments.

Table 2-26 summarizes the calculated noise reductions and reasonable allowances for each barrier height that was found to be feasible and capable of meeting the design goal (7 dB insertion loss). In this case, barriers ranging from 8 to 16 feet in height were determined to be feasible and reasonable.

Table 2-26. Summary of Reasonableness Allowances—Area E, Barrier WB-6

Barrier I.D. and Location	**WB-6 – Right of Way Wall WB Lanes**				
Predicted Sound Level without Barrier					
Design Receiver	M-70A				
Horizon-Year Noise Level, dBA Leq(h)	73 dBA				
Horizon-Year Noise Level minus Existing Noise Level	3 dBA				
Horizon Year 2040 with Barrier	**8-foot Barrier**	**10-foot Barrier**	**12-foot Barrier**	**14-foot Barrier**	**16-foot Barrier**
Barrier Noise Reduction	--	7 dBA	9 dBA	10 dBA	12 dBA
Number of Benefited Residences	--	15	15	15	15
Reasonable Allowance per Benefited Residence	--	$80,000	$80,000	$80,000	$80,000
Total Reasonable Allowance	--	$1,200,000	$1,200,000	$1,200,000	$1,200,000
Estimated Barrier Construction Cost	--	$728,000	$798,000	$861,000	$926 ,000
Estimated Cost Less than Allowance	--	Yes	Yes	Yes	Yes
Note: Estimated costs obtained from the NADR for the project.					

Based on the studies completed to date, Caltrans intends to incorporate noise abatement in the form of a barrier at WB-6 with length and height of 1,245 feet in length at a height of 14 feet. Calculations based on preliminary design data show that the barrier will reduce noise levels by 9 to 12 dBA for 15 residences at a cost of $861,000. If during final design conditions have substantially changed, noise abatement may not be necessary. The final decision on noise abatement will be made upon completion of the project design and the public involvement processes.

Receptor M-72A represents one impacted receptor in Area E. Detailed modeling analysis was conducted for a barrier located at the right of way, which, because of the source-receptor geometry, is the only location where a noise barrier would be effective. The barrier evaluated is identified as barrier WB-7 on Figure 2-8 (Sheet 8). Barrier WB-7 would start at Station 980+27 and would terminate at Station 982+13, a length of approximately 220 feet. Barrier heights from 8 to 16 feet were evaluated in two-foot increments. Table 2-27 summarizes the calculated noise reductions and reasonable allowances for each barrier height that was found to be feasible and capable of meeting the design goal (7 dB insertion loss). In this case, barriers ranging from 8 to 16 feet in height were determined to be feasible and reasonable.

Table 2-27. Summary of Reasonableness Allowances—Area E, Barrier WB-7

Barrier I.D. and Location	**WB-7 – Right of Way Wall WB Lanes**				
Predicted Sound Level without Barrier					
Design Receiver	M-72A				
Horizon-Year Noise Level, dBA Leq(h)	67 dBA				
Horizon-Year Noise Level minus Existing Noise Level	3 dBA				
Horizon Year 2040 with Barrier	**8-foot Barrier**	**10-foot Barrier**	**12-foot Barrier**	**14-foot Barrier**	**16-foot Barrier**
Barrier Noise Reduction	8 dBA	10 dBA	11 dBA	11 dBA	12 dBA
Number of Benefited Residences	1	1	2	2	2
Reasonable Allowance per Benefited Residence	$80,000	$80,000	$80,000	$80,000	$80,000
Total Reasonable Allowance	$80,000	$80,000	$160,000	$160,000	$160,000
Estimated Barrier Construction Cost	$111,000	$121,000	$134,000	$144,000	$156,000
Estimated Cost Less than Allowance	No	No	Yes	Yes	Yes
Note: Estimated costs obtained from the NADR for the project.					

Based on the studies completed to date, Caltrans intends to incorporate noise abatement in the form of a barrier at WB-7 with length and height of 220 feet in length at a height of 12 feet. Calculations based on preliminary design data show that the barrier will reduce noise levels by 5 and 11 dBA for two residences at a cost of $134,000. If during final design conditions have substantially changed, noise abatement may not be necessary. The final decision on noise abatement will be made upon completion of the project design and the public involvement processes.

Area F

The traffic noise modeling results in Table 2-15 indicate that traffic noise levels at residential (land use Activity Category B) land uses within Area F are predicted to range from 58 dBA Leq(h) at modeled receptor M-83 to 63 dBA Leq(h) at modeled receptor M-81 during the Horizon Year 2040. Modeled receptors M-78 and M-84 represent active sport areas (Activity Category C). Modeled noise levels during the Horizon Year 2040 are predicted to be 58 and 53 dBA Leq(h), respectively. One modeled receptor (M-75) was modeled to represent an Activity Category F land use. The noise level for this location was 62 dBA Leq(h). There is no noise abatement criterion for Activity Category F; therefore, receptor M-75 would not be affected. Two other receptor locations (M-76 and M-80) were modeled to represent Activity Category G land uses. Receptor M-80 was a measurement location (ST-6), which was measured to represent modeled receptor M-81 due to access constraints to the residential land use. There is no noise abatement criterion for Activity Category G; therefore, neither receptor (M-76 and M-80) would be affected. The results also indicate that the increase in traffic noise between existing conditions and the Horizon Year 2040 is predicted to be 1–3 dB at the modeled receptors in Area F. The predicted noise levels in the Horizon Year 2040 are not predicted to approach or exceed the noise abatement criterion (67 dBA Leq[h]) at noise-sensitive receptors or result in a substantial increase in

noise. Therefore, traffic noise impacts are not predicted and noise abatement was not considered.

Area G

The traffic noise modeling results in Table 2-15 indicate that traffic noise levels at residential (land use Activity Category B) land uses within Area G are predicted to range from 60 to 64 dBA Leq(h) in the Horizon Year 2040. The results also indicate that the increase in traffic noise between existing conditions and the Horizon Year 2040 is predicted to be 2 dB at all receptors, with the exception of receiver M-86, at which noise would increase by 3 dB. The predicted noise levels in the Horizon Year 2040 are not predicted to approach or exceed the noise abatement criterion (67 dBA Leq[h]) or result in a substantial increase in noise. Therefore, traffic noise impacts are not predicted to occur and noise abatement was not considered.

Area H

The traffic noise modeling results in Table 2-15 indicate that traffic noise levels at residential (land use Activity Category B) land uses within Area H are predicted to range from 59 to 61 dBA Leq(h) in the Horizon Year 2040. The results also indicate that the increase in traffic noise between existing conditions and the Horizon Year 2040 is predicted to be 2 dB at all receptors. The predicted noise levels in the Horizon Year 2040 are not predicted to approach or exceed the noise abatement criterion (67 dBA Leq[h]) or result in a substantial increase in noise. Therefore, traffic noise impacts are not predicted to occur and noise abatement was not considered.

Area I

The traffic noise modeling results in Table 2-15 indicate that traffic noise levels at residential (land use Activity Category B) land uses within Area I are predicted to be 54 to 65 dBA Leq(h) in the Horizon Year 2040. Noise modeling location M-93A, representative of an Activity Category G land use, is predicted to be 66 dBA Leq(h) in the Horizon Year 2040. There is no noise abatement criterion for Activity Category G; therefore, receptor M-93A would not be affected. The results also indicate that the increase in traffic noise between existing conditions and the Horizon Year 2040 is predicted to range between 1–2 dB at all receptors. The predicted noise levels in the Horizon Year 2040 are not predicted to approach or exceed the noise abatement criterion (67 dBA Leq[h]) or result in a substantial increase in noise. Therefore, traffic noise impacts are not predicted to occur and noise abatement was not considered.

Area J

The traffic noise modeling results in Table 2-15 indicate that traffic noise levels at residential (land use Activity Category B) land uses within Area J are predicted to range from 61 to 65 dBA Leq(h) in the Horizon Year 2040. Two other modeling receptors were modeled in Area J, receptors M-94A and M-94B. M-94B is a measurement location that is representative of modeling location M-94A. The noise level at M-94B (land use Activity Category G) is predicted to be 66 dBA Leq(h) in the Horizon Year 2040 and the noise level at M-94A (land use Activity Category E) is predicted to be 64 dBA Leq(h) in the Horizon Year 2040. Land use Activity Category G does not have an NAC and land use Activity Category E has an

NAC of 72; therefore, no impacts would occur at either of these receptor locations. The results also indicate that the change in traffic noise between existing conditions and the Horizon Year 2040 is predicted to range from 1 to 2 dB at all receptors. The noise levels in the Horizon Year 2040 are not predicted to approach or exceed the noise abatement criterion (67 dBA Leq[h]) or result in a substantial increase in noise. Therefore, traffic noise impacts are not predicted to occur and noise abatement was not considered.

Area K

The traffic noise modeling results in Table 2-15 indicate that traffic noise levels at residential (land use Activity Category B) and recreational (land use Activity Category C) land uses within Area K are predicted to range from 62 to 63 dBA Leq(h) in the Horizon Year 2040. The results also indicate that the increase in traffic noise between existing conditions and the Horizon Year 2040 is predicted to range from 1 to 3 dB at all receptors. Predicted noise levels during the Horizon Year 2040 are not predicted to approach or exceed the noise abatement criterion (67 dBA Leq[h]) at any modeled receptors. Therefore, traffic noise impacts are not predicted to occur, and noise abatement was not considered.

Area L

The traffic noise modeling results in Table 2-15 indicate that traffic noise levels at residential land uses (land use Activity Category B) within Area L are predicted to range from 62 to 65 dBA Leq(h) in the Horizon Year 2040. The results also indicate that the increase in traffic noise between existing conditions and the Horizon Year 2040 is predicted to be 2 dB at all modeled residential receptors. Traffic noise levels at modeled receptor M-105 (land use Activity Category F) are predicted to be 68 dBA Leq(h) in the Horizon Year 2040. There is no NAC for land use Activity Category F; therefore, no impact would occur. The noise level in the Horizon Year 2040 is not predicted to approach or exceed the noise abatement criterion (67 dBA Leq[h]) or result in a substantial increase in noise. Therefore, noise abatement was not considered.

Area M

The traffic noise modeling results in Table 2-15 indicate that traffic noise levels at land use areas within Area M are predicted to range from 62 to 74 dBA Leq(h) in the Horizon Year 2040. The results also indicate that the increase in traffic noise between existing conditions and the Horizon Year 2040 are predicted to be 0 to 2 dB at all receptors. Area M consists of Activity Category F and Activity Category G land uses. No noise abatement criteria exist for these land uses because they are not considered noise sensitive. Furthermore, the proposed project would not result in a substantial increase in noise. Therefore, noise abatement was not considered.

The preliminary noise abatement decision presented in this report is based on preliminary project alignments and profiles, which may be subject to change. As such, the physical characteristics of noise abatement described herein also may be subject to change. If pertinent parameters change substantially during the final project design, the preliminary noise abatement decision may be changed or eliminated from the final project design. A final decision to construct noise abatement will be made upon completion of the project design.

Construction Noise

As detailed in the Noise Study Report, there would be two types of short-term construction noise under the Build Alternative. During construction of the project, noise from construction activities may intermittently dominate the noise environment in the immediate area of construction. Construction noise is regulated by Caltrans' provisions in Section 14-8.02, "Noise Control," of the 2010 Standard Specifications and Special Provisions (SSP 14-8.02). The Standard Special Provision (SSP) will be edited specifically for this project during the plans, specifications, and estimates phase.

Two types of short-term noise impacts would occur during project construction. The first type would be from construction crew commutes and the transport of construction equipment and materials to the project site, which would incrementally raise noise levels on access roads leading to the site. The pieces of heavy equipment for grading and construction activities would be moved on site, would remain for the duration of each construction phase, and would not add to the daily traffic volume in the project vicinity. A high single-event noise exposure potential at a maximum level of 87 dBA maximum noise level (Lmax) from trucks passing at 50 feet would exist. However, the projected construction traffic would be minimal when compared with existing traffic volumes on SR-210 and other affected streets, and the associated long-term noise level change would not be perceptible. Therefore, construction-related worker commutes and equipment transport noise impacts would be short term and would not be adverse.

The second type of short-term noise impact would be from construction activities. Construction is performed in distinct steps, each of which has its own mix of equipment and consequently its own noise characteristics. These various sequential phases would change the character of the noise generated and the noise levels along the project alignment as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase. Table 2-28 lists typical construction equipment noise levels (Lmax) recommended for noise impact assessments, based on a distance of 50 feet between the equipment and a noise receptor.

Typical noise levels at 50 feet from an active construction area could reach 91 dBA Lmax during the noisiest construction phases. The site preparation phase, which includes grading and paving, tends to generate the highest noise levels because the noisiest construction equipment is earthmoving equipment. Earthmoving equipment includes excavation machinery such as backfillers, bulldozers, and front loaders. Earthmoving and compacting equipment includes compactors, scrapers, and graders. Typical operating cycles for these types of construction equipment may involve one or two minutes of full-power operation followed by three or four minutes at lower power settings.

Table 2-28. Typical Construction Equipment Noise Levels

Type of Equipment	Range of Maximum Sound Levels (dBA L_{max} at 50 feet)	Suggested Maximum Sound Levels for Analysis (dBA L_{max} at 50 feet)
Pile Drivers	81 to 96	93
Rock Drills	83 to 99	96
Jackhammers	75 to 85	82
Pneumatic Tools	78 to 88	85
Pumps	74 to 84	80
Scrapers	83 to 91	87
Haul Trucks	83 to 94	88
Cranes	79 to 86	82
Portable Generators	71 to 87	80
Rollers	75 to 82	80
Dozers	77 to 90	85
Tractors	77 to 82	80
Front-End Loaders	77 to 90	86
Hydraulic Backhoe	81 to 90	86
Hydraulic Excavators	81 to 90	86
Graders	79 to 89	86
Air Compressors	76 to 89	86
Trucks	81 to 87	86

Source: Bolt, Beranek & Newman 1987
dBA = A-weighted decibels
L_{max} = maximum instantaneous noise level

Construction of the proposed project is expected to require the use of earthmovers, bulldozers, paving machines, water trucks, dump trucks, concrete trucks, rollers, and pickup trucks. Noise associated with the use of construction equipment is estimated to be between 79 and 89 dBA Lmax at a distance of 50 feet from the active construction area for the grading phase. As seen in Table 2-28, the maximum noise level generated by each earthmover is assumed to be approximately 86 dBA Lmax at 50 feet from the earthmover in operation. Each bulldozer would generate approximately 85 dBA Lmax at 50 feet. The maximum noise level generated by water trucks and pickup trucks is approximately 86 dBA Lmax at 50 feet from these vehicles. Each doubling of the sound source with equal strength increases the noise level by 3 dBA.

Each piece of construction equipment operates as an individual point source. The worst-case composite noise level at the nearest residence during this phase of construction would be 91 dBA Lmax (at a distance of 50 feet from an active construction area).

In addition to the standard construction equipment, the project will require the use of pile drivers. As shown in Table 2-28, pile driving generates noise levels of up to 96 dBA Lmax at 50 feet.

Construction would be conducted in accordance with applicable local noise standards and the Department's provisions in Section 14-8.02, "Noise Control," of the 2010 Standard Specifications and Special Provisions **(NOI-1)**. Therefore, construction noise impacts would be less than significant.

Construction noise would be short-term, intermittent, and overshadowed by local traffic noise. Additionally, implementation of measure **NOI-1** below would further minimize the temporary noise impacts from construction:

As directed by Caltrans, the contractor will implement appropriate additional noise mitigation measures, which may include changing the location of stationary construction equipment, turning off idling equipment, rescheduling construction activity, notifying adjacent residents in advance of construction work, and installing acoustic barriers around stationary construction noise sources.

b) **Less Than Significant:** Any groundborne noise or vibration would be limited to the construction period and would be short in duration. Compliance with local jurisdiction noise restrictions and Caltrans' Standard Specifications as outlined in **NOI-1** would minimize vibration effects. Therefore, groundborne vibration and noise effects are considered less than significant.

The proposed project does not involve changes that would result in noticeable increases in groundborne vibration or groundborne noise levels from use or maintenance of the roadway when compared with the No Build Alternative. Once the project is complete, long-term increases in groundborne noise levels from use or maintenance of the roadway would be less than significant.

c) **Less Than Significant with Mitigation Incorporated:** The traffic noise analysis indicates that predicted Horizon Year 2040 noise levels at 61 modeled receivers (representative of 74 noise-sensitive receptors [residential land uses]) would approach or exceed the FHWA/Caltrans NAC for Activity Category B land uses with implementation of the project. Eight modeled receivers (M-3, M-8, M-15, M-25A, M-26, M-36, M-68, and M-72) are representative of measurement locations (ST-32, ST-31, ST-29, ST-36, ST-30, ST-27, ST-4, and ST-17, respectively) that are not considered noise sensitive even though they are listed in Table 2-14 under land use category B. Pursuant to Caltrans and FHWA regulations and guidance, noise abatement is considered for land uses where predicted traffic noise levels in the Horizon Year 2040 would approach or exceed the NAC under build conditions. For noise-sensitive receptors where traffic noise levels would approach or exceed the NAC, noise abatement in the form of noise barriers was considered. Ten of the noise barriers that were considered (i.e., WB-1, WB-2, WB3-A, WB-4, WB-5, WB-6, WB-7, EB-1, EB-2, and EB-3) were found to be feasible to construct and met the design goal and were considered in the NADR. A number of design scenarios that analyzed the combination of barriers WB-1 and WB-2 separately and together and barrier EB-2 and EB-3 together and without EB-3

were included in the analysis. Two other barriers (WB-3 and EB-4) were analyzed in the NSR, but were either found to be feasible but not meet the design goal. These barriers were not considered in the NADR and will not be included as noise abatement for this project. If during final design conditions have substantially changed, noise abatement may not be necessary. The final decision on noise abatement will be made prior to completion of the project design and the public involvement processes. Therefore, with the inclusion of the recommended barriers WB-1 and WB-2 (combined), WB3-A, WB-4, WB-5, WB-6, WB-7, EB-1, EB-2, and EB-3, impacts would be less than significant.

d) **Less Than Significant:** Construction of the proposed project could potentially result in a temporary increase in ambient noise levels in the project vicinity. Noise associated with the use of construction equipment is estimated between 79 and 89 dBA Lmax at a distance of 50 feet from the active construction area for the grading phase. Each piece of construction equipment operates as an individual point source. The worst-case composite noise level at the nearest residence during this phase of construction would be 91 dBA Lmax (at a distance of 50 feet from an active construction area). In addition to the standard construction equipment, the project may require the use of pile drivers; however, the use of pile drivers is not anticipated at this time. Pile driving generates noise levels of up to 96 dBA Lmax at 50 feet. In order to ensure that noise effects are minimized during the construction period, construction activities would be conducted in accordance with applicable local noise standards and Caltrans' provisions in Section 14-8.02, "Noise Control," of the 2010 Standard Specifications and Special Provisions (**NOI-1**). Temporary ambient noise increases due to construction would be considered less than significant with implementation of minimization measure **NOI-1**.

e) **No Impact:** The proposed project is located within the easternmost boundary of the San Bernardino International Airport Influence Area; however, no habitable structures are proposed as part of the proposed project. Therefore, no noise impacts related to air traffic would occur.

f) **No Impact:** The proposed project is not located within the vicinity of a private airstrip and no habitable structures are proposed as part of the proposed project. Therefore, no noise impacts related to air traffic would occur.

2.13.3 Avoidance, Minimization, and/or Mitigation Measures

No mitigation is required; however, the following avoidance and/or minimization measure will be implemented to minimize potential noise impacts:

NOI-1: Construction will be conducted in accordance with applicable local noise standards and Caltrans' provisions in Section 14-8.02, "Noise Control," of the 2010 Standard Specifications and Special Provisions.

The following mitigation measure will be implemented to address potential noise impacts:

NOI-2: Abatement in the form of sound barriers WB-1and WB-2 (combined), WB3-A, WB-4, WB-5, WB-6, WB-7, EB-1, EB-2, and EB-3 have been included to reduce traffic noise impacts at impacted receptors along the project alignment.

2.14 Population and Housing

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XIII. POPULATION AND HOUSING: Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

2.14.1 Regulatory Setting

The California Environmental Quality Act (CEQA) also requires the analysis of a project's potential to induce growth. The CEQA guidelines (Section 15126.2[d]) require that environmental documents "…discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment…"

Caltrans' Relocation Assistance Program (RAP) is based on the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (as amended) and Title 49 Code of Federal Regulations (CFR) Part 24. The purpose of the RAP is to ensure that persons displaced as a result of a transportation project are treated fairly, consistently, and equitably so that such persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole.

All relocation services and benefits are administered without regard to race, color, national origin, or sex in compliance with Title VI of the Civil Rights Act (42 United States Code [USC] 2000d, et seq.). Please see Appendix B for a copy of Caltrans' Title VI Policy Statement.

2.14.2 Discussion of Environmental Evaluation Question 2.14 – Population and Housing

a) **No Impact:** The proposed Build Alternative would widen the existing SR-210 from four mixed flow lanes (two lanes in each direction) to six mixed flow lanes (three lanes in each direction) from approximately 400 feet west of Sterling Avenue to San Bernardino Avenue by adding a mixed flow lane in each direction within the existing median. The proposed project is needed to reduce congestion and improve operational efficiency along SR-210 within the project limits. The proposed project is not expected to induce unplanned growth beyond that already anticipated by the local general and regional plans. The proposed project is consistent with SCAG's 2015 FTIP and the 2012 RTP and the goals and policies of the applicable planning documents of the various jurisdictions that compose the project study

area. The improvements are designed to increase capacity to meet the demands of existing and proposed uses in the region. The proposed project would not induce substantial population growth in the area, directly or indirectly. The pattern and rate of population and housing growth would be consistent with those contemplated in existing plans for the area. No developable land areas would be made more accessible by the proposed project and the proposed project would not open new areas to development or lead to change in land use and density.

Because the proposed project is anticipated to accommodate existing and future travel demand in the corridor related to existing and planned growth approved by local jurisdictions and not contribute to unplanned growth in the area, the proposed project is not considered growth-inducing. Therefore, no direct or indirect long-term impacts on growth are anticipated with the implementation of the proposed project.

b) **No Impact:** The proposed project would add a mixed flow lane in each direction of the existing SR-210 highway median and would be constructed within the existing highway right of way or temporary construction easements. The proposed project would not result in any partial or full acquisitions of properties adjacent to the project area; as such, the proposed project would not necessitate the relocation of any existing developments and/or people. Therefore, no impacts would occur.

c) **No Impact:** As mentioned above under response (b), implementation of the proposed project would not result in partial acquisitions of properties adjacent to the project area. As such, the proposed project would not necessitate the relocation of any existing developments and/or people; therefore, no impacts would occur.

2.14.3 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are required.

2.15 Public Services

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XIV. PUBLIC SERVICES:				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities; need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:	☐	☐	☒	☐
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☒	☐

2.15.1 Discussion of Environmental Evaluation Question 2.15 – Public Services

a1) **Fire protection?**

Less than Significant: Fire protection and emergency medical services in the study area are provided by the City of San Bernardino Fire Department (SBFD), City of Redlands Fire Department (RFD), San Bernardino County Fire Department (SBCFD), and the California Department of Forestry and Fire Protection (CAL FIRE), which provides fire protection and emergency medical services to the City of Highland through a cooperative agreement between the City and the state. The closest stations to the study area are SBFD Station 226 at 1920 Del Rosa Avenue and SBFD Station 228 at 3398 East Highland Avenue in the City of San Bernardino. Table 2-29 shows the locations of the nearest fire stations serving the project study area and the distance of these facilities to the project site.

Construction activities have the potential to result in temporary, localized, site-specific disruptions in the proposed project area involving partial and/or complete highway and lane closures and detours. This could lead to an increase in delay times for emergency response vehicles during construction. These detours and traffic lane closures would be included in the Traffic Management Plan (TMP) that is prepared (see measures **PS-1** through **PS-5** in Section 2.15.2) and coordinated with a public information program during construction. The TMP would be prepared and coordinated with emergency services providers. In addition, a public information program would be coordinated with emergency service providers during construction. The TMP would be a public awareness program through the use of Highway Advisory Radio (HAR), local media, newsletters, and flyers. The TMP

would ensure that access is maintained to and from the project area during construction and is expected to satisfactorily minimize potential impacts. Impacts would be considered less than significant.

The proposed project involves improvements to an existing highway. The proposed project would not result in an increase in population, and therefore would not increase demand for community services. No fire stations would be acquired or displaced; therefore, there would be no new demand for fire services. The proposed project would not induce growth or increase population in the study area or the greater community beyond that which has been previously planned for and would not result in the need for additional fire protection. The Build Alternative would improve the ability of fire service providers to serve the community, as it would reduce congestion and improve operational efficiency by providing lane continuity with the existing segments of freeway to the west and east of the project limits, which would likely reduce response times for these services. No impacts from operation of the proposed project would occur.

Table 2-29. Fire, Police, and Emergency Medical Services

Facilities	Location	Distance from Project (miles)
Fire		
SBFD Fire Station #228	3398 E. Highland Avenue	0.25
SBFD Fire Station #226	1920 Del Rosa Avenue, San Bernardino	0.61
RFD Fire Station 264	1270 W. Park Avenue, Redlands	0.75
CAL FIRE Station 541	26974 Base Line, Highland	0.80
RFD Fire Station 263	10 W Pennsylvania Avenue, Redlands	0.98
RFD Fire Station 261	525 E. Citrus Avenue, Redlands	1.70
CAL FIRE Station 542	29507 Base Line, Highland	2.29
Police		
San Bernardino County Sheriff's Department	26985 East Base Line, San Bernardino	0.96
RPD	1270 W. Park Avenue, Redlands	0.75
SBPD	710 North "D" Street, San Bernardino	3.00
Emergency Services		
Kaiser Permanente San Bernardino Medical Offices	1717 Date Place San Bernardino	0.02
St. Bernardine Medical Center	2101 N Waterman Avenue, San Bernardino	1.45
Social Action Community Health Systems Norton Clinic	1455 E 3rd Street, San Bernardino	3.15
Community Hospital of San Bernardino	1805 Medical Center Drive, San Bernardino	4.00
Source: Google Earth 2014.		

a2) **Police protection?**

Less than Significant: Law enforcement and police protection services in the study area are provided by the San Bernardino County Sheriff's Department (SBCSD), Redlands Police Department (RPD), and City of San Bernardino Police Department (SBPD). The

nearest station is at 1270 W. Park Avenue, Redlands, approximately 0.75 mile south of the SR-210 corridor, and is operated by RPD. Refer to Table 2-29 for the locations of the nearest police stations serving the project study area and the distance of these facilities to the proposed project. As mentioned previously in response (a1), the lane closure or detours could affect the response times for police service providers; however, there are enough alternative access routes that police services providers would still have ample access to all parts of the study area and neighboring communities. In addition, implementation of a construction-period TMP (measure **PS-1** through **PS-4** in Section 2.15.2), which is prepared for all Caltrans highway projects, would ensure that access is maintained to and from the project area and that the police service providers are notified prior to the start of construction activities. Impacts would be considered less than significant.

As mentioned previously, the proposed project would not induce population growth in the area beyond that which has been previously planned for and would not result in the need for additional police protection. No impacts from operation of the proposed project would occur. The improved highway would likely improve emergency access through the project area, which would be a beneficial impact.

a3) **Schools?**

Less than Significant: The nearest schools to the project site and their distance to the project are shown in Table 2-30. The San Bernardino City Unified School District and the Redlands Unified School District are the two school districts in the study area.

Table 2-30. Schools Serving the Project Study Area

School	Address	Distance from the Site (miles)
Odell Young Alternative School	1455 Lynwood Drive E, San Bernardino	0.18
Jefferson Hunt Elementary	1342 East Pumalo Street, San Bernardino	0.20
Ready Set Grow Private School	1528 Pumalo Street, San Bernardino	0.22
Del Rosa ES	3395 North Mountain Avenue, San Bernardino	0.50
Del Rosa Head Start	2382 Del Rosa Avenue, San Bernardino	0.25
Aquinas Catholic High School	2772 Sterling Avenue, San Bernardino	0.05
Barton Elementary School	2214 Pumalo Street, San Bernardino	0.09
Emmerton Elementary School	1888 Arden Avenue, San Bernardino	0.14
Colonel Joseph C. Rodriguez Prep Academy	1985 N Guthrie Street, San Bernardino	0.18
Alternative Learning Center	3340 Pacific Street, Highland	0.09
Highland-Pacific Elementary School	3340 Pacific Street, Highland	0.09
Beattie Middle School	7800 Orange Street, Highland	0.70
Highland Grove Elementary School	7700 Orange Street, Highland	0.70
San Andreas High School	3232 Pacific Street, Highland	0.09
Thompson Elementary School	7401 Church Avenue, Highland	0.06
St Adelaide School	27487 Base Line Road, Highland	0.20
United Methodist Nursery School	27555 Base Line, Highland	0.08
Citrus Valley High School	800 West Pioneer Avenue, Redlands	0.16
Cole Elementary School	1331 Cole Avenue, Highland	0.50
San Gorgonio High School	2299 Pacific Street, San Bernardino	0.40

Source: San Bernardino City Unified School District Elementary School and High School Boundaries 2013-2014 School Year; Google Earth 2014.

As shown in Table 2-30, there are several schools within 0.5 mile of the project area that could potentially be disrupted by construction activities or operation of the Build Alternative. Although congestion would increase during construction of the Build Alternative, Measures **P-1** through **P-6** would help ensure that disruptions are minimized.

a4) **Parks?**

No impact: The nearest parks to the project site and the distance of these parks from the project are shown in Table 2-31. No parks are located within the project limits of disturbance and none are anticipated to be directly or indirectly affected by the proposed project. As mentioned previously, the proposed project would not induce population growth in the area beyond that which has been previously planned for and would not result in the need for additional parks or recreational facilities.

Table 2-31. Parks within 0.5 mile of the Project's Limits of Disturbance

Park	Address	Distance from the Site (miles)
Del Vallejo Park	Sterling and Lynwood Avenue	0.19
Civitan Little League	1885 Lynwood Drive East, San Bernardino	0.40
Cysa/San Bernardino Soccer Complex	1528 Pumalo Street, San Bernardino	0.01
Speicher Memorial Park	1535 Arden Avenue, San Bernardino	0.40
Texonia Park	809 W Pennsylvania Avenue, Redlands	0.50
Google Earth 2014		

a5) **Other Public Facilities?**

Less than Significant: Omnitrans buses run throughout the San Bernardino Valley connecting the cities of Chino, Chino Hills, Colton, Fontana, Grand Terrace, Highland, Loma Linda, Mentone, Montclair, Muscoy, Ontario, Redlands, Rialto, San Bernardino, Upland, Rancho Cucamonga, and Yucaipa (Omnitrans 2014). Omnitrans operates the following public bus routes in the immediate project area:

- Route: 1/ARMC-San Bernardino Del Rosa (runs along Lynwood, Sterling Avenue, Highland Avenue, and Waterman Avenue);
- Route ¾/Base Line – Highland – San Bernardino (runs along Highland Avenue, Boulder Avenue, and Base Line);
- Route 5/San Bernardino – Del Rosa – Cal State (runs along Del Rosa Drive and Pacific Street); and,
- Route 15/Fontana – San Bernardino/Highland – Redlands (runs along Base Line, 5th Street, Palm Avenue, Church Street, San Bernardino Avenue, and Lugonia Avenue).

Bus stops and routes would not be removed as a result of the proposed project, but may experience temporary delays during construction, which would be addressed through the implementation of the TMP (measures **PS-1** and **PS-6**).

2.15.2 Avoidance, Minimization, and/or Mitigation Measures

No mitigation is required; however, the following standard measure will be implemented to minimize potential impacts:

PS-1: Prior to construction, a Traffic Management Plan will be developed by SANBAG to minimize potential impacts on emergency services and commuters during construction.

PS-2: All roadway locations will be identified on final plans where special construction techniques (e.g., directional drilling or night construction) would be used to minimize impacts on traffic flow.

PS-3: Prior to construction, circulation and detour plans will be developed to minimize impacts on local street circulation. This may include the use of signing and flagging to guide vehicles

through and/or around the construction zone. This should be implemented in coordination with Measure **PS-1.**

PS-4: Lane closures will be limited during peak hours to the extent possible.

PS-5: Detours for bicycles and pedestrians will be included in all areas potentially affected by construction. This should be implemented in coordination with Measure **PS-1.**

PS-6: Coordination with local transit agencies will occur for temporary relocation of routes or bus stops in work zones, as necessary. This should be implemented in coordination with Measure **PS-1.**

2.16 Recreation

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XV. RECREATION:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	☐	☐	☐	☒

2.16.1 Discussion of Environmental Evaluation Question 2.16 – Recreation

a) **No Impact:** As detailed in the project description, the proposed project would widen SR-210 from Sterling Avenue to San Bernardino Avenue in the cities of Highland, San Bernardino, and Redlands and the County of San Bernardino. All improvements are expected to occur within the SR-210 right of way and, as such, implementation of the proposed project would not result in the increased use of existing parks or recreational facilities.

b) **No Impact:** The project proposes improvements to SR-210 only and does not propose the construction or expansion of any park or recreational facility.

2.16.2 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are required.

2.17 Transportation and Traffic

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XVI. TRANSPORTATION/TRAFFIC: Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☐	☒
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☒
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e) Result in inadequate emergency access?	☐	☐	☒	☐
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒

2.17.1 Discussion of Environmental Evaluation Question 2.17 – Transportation and Traffic

Information used in this section is from the February 2014 T*raffic Operations Analysis Report (TOAR): SR-210 Mixed Flow Lane Addition from Highland Avenu*e (PM R25.0) to San Bernardino Avenue (PM R33.2) in the County of San Bernardino (Caltrans 2014h).

a) **No Impact:** SR-210 currently consists of six lanes (three lanes in each direction) to the west of Highland Avenue. To the east of Highland Avenue, the facility is four lanes (two lanes in each direction) to approximately San Bernardino Avenue, where the existing freeway widens to four lanes in each direction at the terminus of SR-210 at I-10. This results in a lane imbalance condition and bottleneck within the corridor. In addition, capacity and operating conditions on SR-210 between Highland Avenue and San Bernardino Avenue are projected to operate at LOS[17] F during the AM and PM peak hours by Horizon Year 2040 (see Tables

[17] The ability of a highway to accommodate traffic is typically measured in terms of Level of Service (LOS). Traffic flow is classified by LOS, ranging from LOS A (free-flow traffic with low volumes and high speeds) to LOS F (traffic volume exceeds design capacity, with forced-flow and substantial delays).

1-1 and 1-2 in Chapter 1). This would conflict with the generally accepted Caltrans minimum LOS threshold of LOS D for peak hour freeway operations.

The proposed project would reduce congestion and improve operational efficiency by providing lane continuity with the existing segments of SR-210 to the west of Highland Avenue and east of San Bernardino Avenue. In the Horizon Year 2040, nearly all mainline freeway segments on SR-210 within the project limits would operate at LOS D or better after implementation of the proposed project (see Tables 2-32 and 2-33). Two segments (westbound SR-210 from San Bernardino Avenue to 5th Street-Greenspot Road and SR-210 between SR-330 and Victoria Avenue) would operate at LOS E in evening hours. This same segment would operate at LOS F and E, respectively, under the No Build Alternative. Because the density and LOS of this freeway segment only slightly exceed the criteria for LOS D, the proposed improvements would meet the project's purpose and need.

In Horizon Year 2040, the LOS at most of the ramp junctions is anticipated to be LOS D or better. At the specific ramp junctions where the Horizon Year 2040 LOS is forecast to be LOS E, the proposed project would incrementally improve these ramp junctions compared with the No Build condition (see Tables 2-32 and 2-33). Improvements at these ramp junctions are not included in this project because ramp and interchange improvements are beyond the purpose and need for the proposed project. Furthermore, future interchange improvement projects are anticipated to address the specific operational issues at these locations. At each of these off-ramps, the addition of a deceleration lane in advance of the off-ramp divergence point would improve the ramp junction LOS to acceptable levels.

Finally, the only other location of LOS E predicted in Horizon Year 2040 within the project limits is the westbound off-ramp to Highland Avenue and the approaching freeway segment (see Table 2-33). Studies are currently underway for improvements at this existing interchange, which involve development of a new interchange at Victoria Avenue. While the specific improvements in this location within the SR-210 corridor are not known, it is reasonable to expect that the future year LOS issues at the westbound Highland Avenue off-ramp would be addressed by the proposed improvements considered in conjunction with the SR-210/Victoria Avenue interchange project.

The Horizon Year 2040 No Build Alternative versus Build Alternative operational results demonstrate the traffic enhancement value of the proposed project improvements. Many freeway mainline segments would operate at LOS E and F without the addition of the third mixed flow lane in each direction. The LOS between Base Line and 5th Street-Greenspot Road would degrade to LOS E and F by 2040 if the auxiliary lanes between these two interchanges are not constructed. The addition of the eastbound acceleration lane at the 5th Street on-ramp would improve the LOS from LOS F in both the morning and evening peak hour periods to LOS D in both peak periods under Horizon Year 2040 traffic conditions. Therefore, the proposed Build Alternative would be consistent with the generally accepted Caltrans minimum LOS threshold of LOS D for peak hour freeway operations and would not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system.

The purpose of the proposed project is to reduce congestion by eliminating an existing bottleneck caused by the reduction in the number of mixed flow lanes at the western terminus of the project, which would be consistent with 23 CFR §450.320-Congestion management process in transportation management areas.

Table 2-32. Horizon Year (2040) Build and Horizon Year (2040) No Build SR-210 Eastbound Mainline and Ramp Operation Level of Service

Freeway Mainline Segment/ Ramp Connection	AM Peak Hour LOS		PM Peak Hour LOS	
	Future Year 2040 Build	Future Year 2040 No Build	Future Year 2040 Build	Future Year 2040 No Build
SR-210 between Sterling Avenue and Highland Avenue-Arden Avenue	D	D	D	D
SR-210 Highland Avenue off-ramp	C	N/A*	C	N/A*
SR-210 Arden Avenue on-ramp	D	F	D	F
SR-210 between Highland Avenue-Arden Avenue and SR-330	D	F	D	F
SR-210/SR-330 connector	C	D	C	D
SR-210 between SR-330 and Base Line	C	D	C	C
SR-210 Base Line on-ramp	N/A*	F	N/A*	E
SR-210 between Base Line and 5th Street-Greenspot Road	C	F	C	E
SR-210 5th Street off-ramp	N/A*	F	N/A*	E
SR-210 5th Street on-ramp	D	F	D	F
SR-210 between 5th Street-Greenspot Road and San Bernardino Avenue	D	F	D	F
SR-210 San Bernardino Avenue off-ramp	E	D	D	D
SR-210 San Bernardino Avenue on-ramp	C	C	C	C
SR-210 between San Bernardino Avenue and I-10	C	C	C	C

Shaded cells indicate LOS E or F.
"Highland Avenue-Arden Avenue" refers to SR-210 off-ramps to Highland Avenue and SR-210 on-ramps from Arden Avenue (eastbound) and both Arden Avenue and Highland Avenue (westbound).
"5th Street-Greenspot Road" refers to SR-210 off-/on-ramps to 5th Street (eastbound) and SR-210 off-/on-ramps to Greenspot Road (westbound).
*Ramp junction analysis is not applicable for lane drop (trap) lane or lane addition connection to freeway.
Ramp junction analysis is not applicable for ramp connections in weave segments.
Source: Caltrans 2014h

Table 2-33. Horizon Year (2040) Build and Horizon Year (2040) No Build SR-210 Westbound Mainline and Ramp Operation Level of Service

Freeway Mainline Segment / Ramp Connection	AM Peak Hour LOS		PM Peak Hour LOS	
	Future Year 2040 Build	Future Year 2040 No Build	Future Year 2040 Build	Future Year 2040 No Build
SR-210 between I-10 and San Bernardino Avenue off-ramp	C	C	D	D
SR-210 San Bernardino off-ramp	D	C	E	D
SR-210 San Bernardino Avenue on-ramp	D	F	D	F
SR-210 between San Bernardino Avenue and 5th Street-Greenspot Road	D	F	E	F
SR-210 Greenspot Road off-ramp	D	F	E	F
SR-210 Greenspot Road on-ramp	N/A*	D	N/A*	D
SR-210 between Greenspot Road and Base Line	C	E	C	E
SR-210 Base Line off-ramp	N/A*	D	N/A*	D
SR-210 between Base Line and SR-330	C	D	C	D
SR-210/SR-330 connector	D	F	D	E
SR-210 between SR-330 and Victoria Avenue	D	F	E	E
SR-210 Highland Avenue off-ramp	D	F	E	F

Shaded cells indicate LOS E or F.
"Highland Avenue-Arden Avenue" refers to SR-210 off-ramps to Highland Avenue and SR-210 on-ramps from Arden Avenue (eastbound) and both Arden Avenue and Highland Avenue (westbound).
"5th Street-Greenspot Road" refers to SR-210 off-/on-ramps to 5th Street (eastbound) and SR-210 off-/on-ramps to Greenspot Road (westbound).
*Ramp junction analysis is not applicable for lane drop (trap) lane or lane addition connection to freeway.
Ramp junction analysis is not applicable for ramp connections in weave segments.
Source: Caltrans 2014h

b) **No Impact:** The proposed project would not conflict with the County's congestion management program as established by the county congestion management agency and SANBAG. In fact, the proposed project is consistent with relevant transportation planning documents, as the proposed improvements to SR-210 are included SCAG's 2012 RTP Amendment 1 under Project ID 4M01005 and the 2015 FTIP under Project ID Number 20111625. Therefore, there would be no impact.

c) **No Impact:** The proposed project proposes to add mixed flow lanes to the median of SR-210 and would not cause a change in air traffic patterns; therefore, there would be no impact.

d) **No Impact:** The proposed project would not substantially increase hazards because of a design feature or incompatible uses. In general, it is anticipated that the proposed project would improve traffic safety along SR-210 within the project limits, as it would eliminate the existing bottleneck and improve future traffic congestion. It is also anticipated that it would improve safety through the addition of a deceleration lane on eastbound SR-210 from the Sterling Avenue undercrossing to the proposed two-lane exit at Highland Avenue, as well as through the construction of a new acceleration lane at the 5th Street eastbound on-ramp.

e) **Less than Significant Impact:** The Build Alternative would improve emergency access along this portion of SR-210, as it would reduce congestion in the area, which would likely reduce response times for emergency services on SR-210. Construction activities have the potential to result in temporary, localized, site-specific disruptions in the proposed project area involving partial and/or complete highway and lane closures and detours. This could lead to an increase in delay times for emergency response vehicles during construction; however, the proposed project would include the preparation and implementation of a TMP (see measures **PS-1** through **PS-6** in Section 2.15.2). Impacts would be less than significant during the construction period.

f) **No Impact:** The proposed project is not anticipated to conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities or otherwise decrease the performance or safety of such facilities. The proposed project would occur along existing freeway facilities where there are no bicycle or pedestrian facilities. Therefore, there would be no anticipated conflicts with adopted policies, plans, or programs regarding bicycle or pedestrian facilities.

2.17.2 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation is required. Measures **PS-1** through **PS-6** in Section 2.15.1 address impacts on the circulation system during the construction period.

2.18 Utilities and Service Systems

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XVII. UTILITIES AND SERVICE SYSTEMS: Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒
e) Result in a determination by the wastewater treatment provider, which serves or may serve the project, that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒

2.18.1 Discussion of Environmental Evaluation Question 2.18 – Utilities and Service Systems

a) **No Impact:** The proposed project is needed to reduce congestion and improve operational efficiency along SR-210 within the project limits and would not generate the need for additional wastewater treatment. Therefore, there would be no impact.

b) **No Impact:** The proposed project is needed to reduce congestion and improve operational efficiency along SR-210 within the project limits and would not require or result in the construction of new water treatment facilities. Therefore, there would be no impact.

c) **Less than Significant Impact:** The project area is in the Santa Ana River watershed and directly drains to the following receiving water bodies: Sand Creek, City Creek, Plunge Creek, and Santa Ana River, Reach 5. The project would increase the amount of impervious surface and associated volume of downstream flow, with the potential to increase velocity at spot locations. Conveyance systems, such as overside drains, ditches, rock slope protection, and treatment BMPs, would be included to reduce the downstream impacts to the maximum extent practicable. Collected surface water runoff would be directed to existing storm drain facilities. Some of the existing drainage patterns in the project area direct stormwater runoff

into a closed system that outlets directly into a local closed system or lined channel. Ultimately, the stormwater runoff from the project area would continue to discharge to Sand Creek, City Creek, Plunge Creek, and Santa Ana River, Reach 5, which are the current receiving water bodies. Therefore, modification of the stormwater facilities under the proposed project would result in a less than significant impact.

d) **No Impact:** The proposed project is needed to reduce congestion and improve operational efficiency along SR-210 within the project limits and would not need new or expanded water entitlements. Therefore, there would be no impact.

e) **No Impact:** The proposed project would not require wastewater treatment. As a result, there would be no impact.

f) **No Impact:** The proposed project would require the use of a local landfill, if applicable, to dispose of demolition materials. The use of local landfills would be temporary during construction. It is Caltrans' policy to recycle materials whenever possible. The proposed project would be served by a landfill with sufficient capacity to serve its solid waste disposal needs during construction; therefore, there would be no impact.

g) **No Impact:** The proposed project would be in compliance with all federal, state, and local solid waste statutes and regulations; therefore, there would be no impact.

2.18.2 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are required. Measures **WQ-1** through **WQ-4** in Section 2.10.3 would be implemented to address impacts on drainage facilities.

2.19 Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal; or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☐	☐	☒	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

2.19.1 Regulatory Setting

2.19.2 Discussion of Environmental Evaluation Question 2.19 – Mandatory Findings of Significance

a) **Less than Significant Impact.** As discussed in Section 2.4 (Biological Resources), four Natural Communities of Special Concern were observed within the BSA, including scalebroom scrub, California buckwheat scrub, arroyo willow thicket, and mule fat thicket, as described by Sawyer et al. (2009). The species composition of these vegetation communities matches that of the riversidean alluvial fan sage scrub, coastal sage scrub, southern riparian forest, and southern riparian scrub communities, respectively, as described by Holland (1986). These vegetation communities are considered sensitive by CDFW. A total of 112.15 acres of these sensitive vegetation communities occur within the BSA.

Listed species observed within the BSA include San Bernardino kangaroo rat and Santa Ana River woollystar. In addition, suitable habitat for slender-horned spineflower is present within the BSA, and known populations occur within two miles of the project site. Designated critical habitat for the Santa Ana sucker and San Bernardino kangaroo rat also occurs in portions of the BSA. The project would affect unoccupied Santa Ana sucker critical habitat, San Bernardino kangaroo rat, San Bernardino kangaroo rat critical habitat, Santa Ana River woollystar, and slender-horned spineflower.

Federal Section 7 consultation with the USFWS will be required for potential impacts on these species or their habitats. Avoidance, minimization, and mitigation measures provided in this report and the NES are included in a Biological Assessment (BA) for the project and will

be provided to USFWS for concurrence and issuance of a Biological Opinion (BO). A May Affect, Not Likely To Adversely Affect determination has been made by Caltrans and is expected from the USFWS for Santa Ana sucker critical habitat, San Bernardino kangaroo rat, San Bernardino kangaroo rat critical habitat, Santa Ana River woollystar, and slender-horned spineflower.

A consistency determination from CDFW under Section 2080.1 of the California Fish and Game Code for take of state endangered, threatened, or candidate species is required because the proposed project will result in the state definition of "take" to state-listed species. Authorization from CDFW under Section 2081 is not required as there are no species that are solely state-listed.

A combination of avoidance and minimization measures and compensatory mitigation provided in this report would reduce the overall impacts on biological resources within the BSA to a less than significant level.

The proposed project would not substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. Through the incorporation of avoidance and minimization measures and compensatory mitigation, the proposed project would result in a less than significant impact on biological resources.

As discussed in Section 2.6 (Paleontological Resources), response (c), the proposed project is located in an area with soil deposits that have the potential to contain paleontological resources, thereby making it an area of high paleontological sensitivity. In order to reduce these impacts, a PMP **(**measure **CR-3)** will be prepared. Therefore, the proposed project would have a less than significant impact related to a period of California prehistory through the incorporation of mitigation.

b) **Less than Significant Impact**. As detailed in Section 2.19.3 (Cumulative Impacts), the proposed project would not result in cumulatively considerable effects when combined with past, present, and reasonable foreseeable future projects and therefore would have a less-than-significant impact.

c) **Less than Significant Impact.** Operation of the project would not result in the exposure of persons to any substantially adverse natural or human-made hazards that could directly or indirectly cause substantial adverse effects on human beings, such as geologic hazards, air emissions, hazardous materials, or flooding. All potential effects that could result in substantial exposure of persons to hazards during construction of the project are fully addressed with recommended avoidance and minimization measures, and no permanent impacts have been identified as significant in this Initial Study. Avoidance and minimization measures would be incorporated into the project in order to reduce and control the effects the project would have on the environment.

2.19.3 Cumulative Impacts

Cumulative impacts are those that result from past, present, and reasonably foreseeable future actions, combined with the potential impacts of this proposed project. A cumulative effect assessment looks at the collective impacts posed by individual land use plans and projects. Cumulative impacts can result from individually minor but collectively substantial impacts taking place over a period of time.

Cumulative impacts on resources in the project area may result from residential, commercial, industrial, and highway development, as well as from agricultural development and the conversion to more intensive agricultural cultivation. These land use activities can degrade habitat and species diversity through consequences such as displacement and fragmentation of habitats and populations, alteration of hydrology, contamination, erosion, sedimentation, disruption of migration corridors, changes in water quality, and introduction or promotion of predators. They can also contribute to potential community impacts identified for the project, such as changes in community character, traffic patterns, housing availability, and employment.

California Environmental Quality Act (CEQA) Guidelines Section 15130 describes when a cumulative impact analysis is necessary and what elements are necessary for an adequate discussion of cumulative impacts. The definition of cumulative impacts under CEQA can be found in Section 15355 of the CEQA Guidelines.

The cumulative study area includes the City of Redlands, City of Highland, and City of San Bernardino and San Bernardino County within two miles of the project. A review of the cities' and county's websites was conducted in order to compile a list of past, present, and reasonably foreseeable future projects. The projects are listed in Table 2-34.

Table 2-34. Cumulative Projects List

Name	Jurisdiction	Description	Status
SR-210/Base Line Interchange Improvements	SANBAG and City of Highland	This improvement includes widening of the ramps and ramp terminal junctions and widening of Base Line from Church Avenue to Seine Avenue. This project is located within the limits of disturbance (LOD) of the proposed project.	Project Report/Environmental Document completed in 2015. Project is currently in Final Design
SR-210 at 5th Street/Greenspot Road Interchange Improvements	SANBAG and City of Highland	The project would widen on/off ramps at 5th Street-Greenspot Road). This project is located within the LOD of the proposed project.	Project Study Report has been prepared.
SR-210 Southbound On-ramp at 5th Street Improvements	City of Highland	This project would widen 5th Street from City Creek to SR-210, widen the 5th Street freeway bridge, add a truck acceleration lane on the southbound SR-210 on-ramp and mainline, and require restriping. This project is located within the LOD of the proposed project.	Construction scheduled for 2016/2017
SR-210/Victoria Avenue Interchange Project.	SANBAG and City of Highland	This project would construct a new interchange within the city limits of Highland and San Bernardino on SR-210 at Victoria Avenue. This project is located within the LOD of the proposed project.	Project currently under study. A Project Study Report/Project Development Support was approved by Caltrans in April 2011. Project is currently on hold.
SR-210 High Occupancy Vehicle (HOV) Lane Addition Project	SANBAG and City of Highland	This project calls for the addition of one HOV lane in each direction between I-215 and I-10. This project is located within the LOD of the proposed project.	In the planning stages.
Highland Market Place (Home Depot)	City of San Bernardino	Located at Highland and Arden Avenue. Construct a multi-tenant shopping center with a 136,090-square foot home improvement store and 68,630-square foot retail/restaurant. This project is located immediately north of the proposed project.	Approved by the City of San Bernardino in July 2014. Extension of Conditional Use Permit was recently granted. No updates on construction as of January 2016.
Waterman Gardens (Housing Authority San Bernardino)	City of San Bernardino	Construct an affordable/mixed income community: 74-unit senior housing project, 337 multi-family units, 38 condo units, 45,000-square foot recreational facility, a 58,200-square foot community center, and a 7,400-square foot administration/multi-purpose building. Approval of a Development Agreement. Project is located at 425 Crestview Avenue (southeast corner of Base Line and Waterman). This project is immediately 1.85 miles south of the proposed project.	Building Plan Check Submitted on 11/10/2015. Construction anticipated to start in 2016.
DP-D15-06	City of San Bernardino	Project is located at 980 E. Mill Street. Project involves the construction of two industrial buildings (202,295 square foot and 177,575 square foot). This project is immediately 1.85 miles south of the proposed project.	Building Plan Check submitted 11/23/2015. Construction anticipated in 2016.

Name	Jurisdiction	Description	Status
DP-D15-09	City of San Bernardino	Located at northwest corner of Central Avenue and Valley View Avenue. Construction of 154,560 square foot industrial building on 7.8 acres. The project is 4 miles west of the proposed project.	As of January 2016, the project was pending planning department approval.
DP-D15-12	City of San Bernardino	Develop, establish, and operate a three-story office building approximately 153,077 square feet. Located at northwest corner East Club Drive and Club Center Drive. The project is over 5 miles west of the proposed project.	As of January 2016, a new application was under review. Pending Planning Division approval.
Waterman+Baseline Neighborhood SP15-01	City of San Bernardino	Specific Plan for Waterman Avenue and Baseline Street neighborhood. This project is immediately 1.5 miles south of the proposed project.	Administrative Draft Specific Plan and EIR under review as of January 2016.
Greenspot Road Improvement Project	City of Highland	The project would widen Greenspot Road between SR-210 and Boulder Avenue from 4 lanes to 6 lanes; construct new curb and gutter, landscaped medians, decorative street lights, and decorative intersection pavers; install storm drain and wet and dry utilities; and add turn lanes on Greenspot Road and the northbound freeway ramps, pavement overlay, and striping/signage. This project is located within the LOD of the proposed project.	Construction of project is underway and completion is anticipated to be completed in 4th quarter of 2016
Water Street Project Tentative Tract Map 18935 (TTM-14-001)	City of Highland	The project consists of the subdivision and development of 71 detached single-family residences and related infrastructure including five new public roadways (Tentative Tract Map 18935) (TTM-14-001) on 27 acres south of Water Street and west of North Fork Road. The project is 2.5 miles east of the proposed project.	A Mitigated Negative Declaration for the project was adopted in June 2015. No construction information available.
Redlands Passenger Rail Project	SANBAG and City of Redlands	This project proposes the operation of passenger rail service between E Street in the City of San Bernardino and the University of Redlands, in the City of Redlands. The project is 0.75 mile south of the proposed project site.	Construction anticipated to begin in late 2017. Rail service to begin in 2020.
Redlands Boulevard/Alabama Street/Colton Avenue Intersection Improvements	City of Redlands	The project consists of street and public utility improvements for approximately 3,500 linear feet of street, including medians and two railroad crossings. The project is approximately 0.70 mile (to the southwest) from southern end of the SR-210 mixed flow lane addition project.	As of January 2016, the project is under construction.
PARIS Resurfacing Project	City of Redlands	The project involves the resurfacing of approximately 100 lane miles of various streets throughout the City of Redlands. Resurfacing will include pulverizing, grinding, and overlay. It also includes removal and replacement of curbs and gutters as necessary.	Construction of the project is underway.

Name	Jurisdiction	Description	Status
Redlands Promenade	City of Redlands	Development of a 149,800 square feet commercial center including stores, restaurants, and offices. Project is located South of Interstate 10 and west of Eureka Street.	Timing of construction is unknown.
I-10 Gateway Project	City of Redlands	Project includes a series of improvements within the Caltrans right of way including the on- and off-ramps to Interstate 10 in downtown Redlands. The project is one mile southeast of the proposed project.	Under design
Transit-Oriented Development – Land Use Updates for the Cities of San Bernardino and Redlands	Cities of San Bernardino, Loma Linda, and Redlands adjacent to the Redlands railroad corridor.	Increase in land use densities and development to advance forms of transit-oriented development within 0.5 mile of proposed stations in the Redlands corridor.	Planned; timing unknown
Sources: SANBAG 2014a, 2014b, 2016; City of Highland 2016; City of San Bernardino 2016; City of Redlands 2011 and 2016; County of San Bernardino 2016.			

The following analysis evaluates the project's potential to contribute considerably to a cumulative impact.

As discussed previously, the proposed project would have no effect on agricultural resources, land use, mineral resources, population and housing, and recreation, and it would not contribute either directly or indirectly to a cumulatively considerable impact in these resource areas. The potential for the proposed project to result in cumulative impacts that would be considered significant in the above-mentioned resource areas is considered low, as there are no impacts anticipated from the proposed project on these resources, and the proposed project does not have the potential to result in cumulative impact that would affect the health or sustainability of any of these resource areas.

For resources identified as having a less than significant impact with mitigation or a less than significant impact, a preliminary review of the potential impacts identified was conducted to determine if a reasonably foreseeable cumulative impact could occur. Based on this review, it was determined that the resources that could potentially contribute to significant cumulative impacts to a considerable degree when combined with past, present, and reasonably foreseeable future projects are: aesthetics, air quality, biological resources, paleontological resources, geology/soils, hazards/hazardous materials, hydrology and water quality, noise, public services and utilities, and transportation/traffic. A cumulative evaluation for these environmental resource topic areas is provided below.

Aesthetics

The resource study area (RSA) for aesthetics is considered to be the area within one mile of the project site. The typical land uses within this area include residential, commercial, recreation, and undeveloped land. Views in the project area are classified as low-medium to medium-quality, and no recognized scenic vistas would be measurably affected as a result of the proposed project. The primary visual resources in the proposed project viewshed include views of the San Bernardino Mountains and local foothills, and of Santa Ana River Wash; secondary visual resources are limited to highway right of way trees and other landscaping. The proposed project

corridor would retain its existing alignment and topographic variation, and it would not call for land acquisition, extensive landscaping removal, or demolition. In addition, only limited construction of sound barriers and other vertical elements, which have the potential to obscure the views of neighbors, are being considered. Views of primary and secondary visual resources would therefore be retained.

When considered with the above-related projects, the incremental effect of the proposed project on visual resources is not deemed cumulatively significant under CEQA. The planned transportation projects listed above call for modest expansions, or replacements, of existing highway or roadway infrastructure that has already been accounted for in approved regional transportation plans. The majority of these transportation projects are still in the planning and design phase, and the environmental documents have not been prepared. The Redlands Passenger Rail Project is located 0.70 mile south of the southern project limits. The rail project would result in the placement of new physical facilities, including, but not limited to, rail stations, layover facilities, and, if proposed, sound barriers. Of these structural improvements, the installation of sound barriers would have the most pronounced, distinctive change in the visual landscape as a result of their longer linear nature. The Draft EIR concluded that the project would result in adverse cumulative effects from the creation of the sound barriers and lighting and glare effects (SANBAG 2014); however, these sound barriers are located outside of the viewshed related to the SR-210 project.

The other planned projects call for general or retail commercial development and are either already in the construction phase or are likely to be completed before the project begins construction (2018–2020). The Highland Market Place (Home Depot) Project, Redlands Promenade, I-10 Gateway Project, Waterman+Baseline Neighborhood, Water Street Project, Tentative Tract Map 18935 (TTM-14-001) Project, DP-D15-09 Project, and DP-D15-12 Project are either on hold, in the planning stage, or their future development status is unknown. Due to existing highway landscape buffering and the topographic separation of the highway roadway from adjacent development outside the highway right of way, the proposed project will be only minimally visible to highway motorists. Additionally, commercial development is not considered a visually sensitive receptor, and, based on available information, none of these projects will affect significant views or destroy significant visual resources—either individually or cumulatively; therefore, no cumulative effects or impacts on visual resources would result.

The proposed project and related projects could result in the creation of new sources of light or glare, which could affect day or nighttime views. Future development on vacant and underused land within the RSA could increase the amount of light and glare that would be visible from public viewing areas or scenic corridors. However, given the various city and county design review processes, it is assumed that lighting would be placed so that it would illuminate only intended areas and would not penetrate into residential communities, which is the case with the SR-210 project; therefore, cumulative impacts associated with the creation of new sources of light or glare that would adversely affect day or nighttime views in the area would be less than significant under CEQA.

Air Quality

The RSA for the project is within the San Bernardino County portion of the South Coast Air Basin (SCAB or Basin) that is under the jurisdiction of SCAQMD. The nearest air quality

monitoring station in the vicinity of the project area is the San Bernardino–4th Street monitoring station, which is approximately one mile west of the westernmost extent of the project area. The San Bernardino–4th Street station monitors for ozone, CO, PM_{10}, and $PM_{2.5}$. The San Bernardino–4th Street monitoring station has experienced multiple violations of the state one-hour ozone standard, federal, and state eight-hour ozone standards, state PM_{10} standards, and federal and state $PM_{2.5}$ standards multiple times during each of the previous three years.

The U.S. EPA has classified the SCAB as an extreme nonattainment area for the federal eight-hour ozone standard. For both the one-hour and eight-hour federal CO standard, EPA has classified the SCAB as an attainment/maintenance area. The U.S. EPA has classified the SCAB as a serious nonattainment area for the federal PM_{10} standard and as a nonattainment area for the federal $PM_{2.5}$ standard. CARB has classified the SCAB as an extreme nonattainment area for the state one-hour ozone standard and as a nonattainment area for the state eight-hour ozone standard. For the state CO standard, CARB has classified the SCAB as an attainment area. CARB has classified the SCAB as a nonattainment area for the state PM_{10} and $PM_{2.}5$ standards.

The planned transportation projects listed above call for modest expansions, or replacements, of existing highway or roadway infrastructure that has already been accounted for in approved regional transportation plans. The majority of these transportation projects are still in the planning and design phase, and the environmental documents have not been prepared. The Highland Market Place (Home Depot) Project, Redlands Promenade, I-10 Gateway Project, Waterman+Baseline Neighborhood, Water Street Project, Tentative Tract Map 18935 (TTM-14-001) Project, DP-D15-09 Project, and DP-D15-12 Project are either on hold, in the planning stage, or their future development status is unknown. Construction of the Redlands Passenger Rail Project and the SR-210/Base Line Interchange Improvements could potentially overlap with the proposed project. The Draft EIR/EIS for the Redlands Passenger Rail Project concluded that project-related emission in combinations with other cumulative project would be less than significant under CEQA and not adverse under NEPA since the project includes the use of Tier 4 technology and the implementation of best available control technologies. The IS/MND for the SR-210/Base Line Interchange Improvements concluded that long-term and short-term air quality impacts would be less than significant with implementation of air quality standard measures.

Measures for dust control during construction, as stipulated by SCAQMD Rule 403, would be implemented to ensure that the proposed project would not substantially contribute to potential cumulative impacts on air quality. Adherence to these regulations by each project in the project vicinity would also be required. Cumulative impacts, should they occur, would be minor and temporary.

The project is listed in the conforming 2012 RTP Amendment 1 and 2015 FTIP. The design concept and scope proposed are the same as the design concept and scope in the RTP and FTIP listings, and the project meets the regional and project-level air quality conformity requirements. The air quality analysis is based on future traffic conditions in 2040. This accounts for future development in the project area and the region, as envisioned in local general plans; SCAG projections, amendments, and 2012 RTP/SCS; and the roadway improvements listed in the 2015 FTIP. As a result, the analysis contained in Section 2.3 constitutes the operational cumulative analysis for the project. The analysis concluded that the proposed project would not conflict with

or obstruct implementation of the applicable air quality management plan, violate any air quality standard, contribute substantially to an existing or projected air quality violation, or result in a cumulatively considerable net increase in any criteria pollutant for which the project region is in nonattainment status under an applicable federal or state ambient air quality standard.

Therefore, the proposed project, when combined with other projects, would not result in cumulative short-term or long-term air impacts.

Biological Resources

The RSA, or BSA, for biological resources includes a 500-foot buffer from the edge of proposed permanent disturbance limits determined from preliminary engineering design. The cumulative projects in this area include all of the future transportation projects and the Highland Market Place Project. Most of the transportation projects are still in the design phase and would not likely overlap with construction of the proposed project, and the construction schedules for the other planned projects are unknown at this time. Construction of the SR-210/Base Line Interchange Improvements could potentially overlap with the proposed project. The SR-210/Base Line Interchange Improvements Draft IS/MND concluded that construction activities could result in the displacement of the California horned lark, Cooper's hawk, ferruginous hawk, and western mastiff bat. Construction activities may also temporarily discourage these species from foraging within the proposed project footprint. The SR-210/Base Line Interchange Improvements Draft IS/MND concluded that implementation of avoidance, minimization, and compensation measures would reduce cumulative biological impacts such that no adverse effects would remain under CEQA, and cumulative impacts would be reduced to a less-than-significant level.

Studies and surveys conducted within the BSA included a reconnaissance biological survey and vegetation mapping, bat habitat suitability surveys, focused botanical surveys, protocol wildlife surveys, and a jurisdictional delineation of aquatic resources. Protocol surveys were conducted for least Bell's vireo, coastal California gnatcatcher, San Bernardino kangaroo rat, Santa Ana River woollystar, slender-horned spineflower, and burrowing owl. The BSA contains 17 vegetation/land cover types: scalebroom scrub, mule fat thicket, California buckwheat scrub, arroyo willow thicket, eucalyptus grove, disturbed scalebroom scrub, disturbed mule fat thicket, disturbed California buckwheat scrub, disturbed arroyo willow thicket, agriculture, ruderal, open water, ornamental, unvegetated channel, unvegetated wash, disturbed, and developed. A total of 921.46 acres of these vegetation communities occur within the BSA, with most of the acreage consisting of disturbed, developed, ruderal, and ornamental lands associated with the existing roadway and adjacent developments.

The project would have minimal permanent impacts on California buckwheat scrub, Santa Ana River woollystar, Santa Ana sucker, San Bernardino kangaroo rat, slender-horned spineflower; and Scalebroom scrub. Implementation of avoidance and minimization measures for impacts on California buckwheat scrub (**BIO-12**) Santa Ana River woollystar (**BIO-1** and **BIO-2**), slender-horned spineflower (**BIO-3** and **BIO-4**) Santa Ana sucker critical habitat (**BIO-5**), San Bernardino kangaroo rat (**BIO-6** and **BIO-7**), and Scalebroom scrub (**BIO-10** and **BIO-11**), during Section 7 consultation with USFWS for all future projects would ensure that impacts on this species are mitigated and that no cumulative effects will occur.

Because the proposed project is mainly an inside widening project and all temporary impacts for the project would be mitigated for, resulting in no net loss of riparian habitats, no cumulative impacts on riparian habitat are anticipated as a result of the Project. Implementation of avoidance and minimization measures (**BIO-13** and **BIO-14**) for impacts on riparian habitat and wetlands and non-wetlands (**BIO-15**) during the permitting phase would ensure that this community type would be sustained within the region.

The bridge widening of the Highland Avenue undercrossing, Sand Creek Bridge, Victoria Avenue undercrossing, City Creek Bridge, 5th Street undercrossing, Plunge Creek Bridge, Access Road undercrossing, Santa Ana River Bridge, and Pioneer Avenue undercrossing will likely increase future potential roosting habitat. As a result, the Project is expected to incrementally benefit bat species. Implementation of measure **BIO-9** will ensure that impacts on this species remain at a less than significant level and that no cumulative impacts will occur.

Construction of the Redlands Passenger Rail Project could overlap with the proposed project. The Draft EIR/EIS for the Redlands Passenger Rail Project concluded that implementation of avoidance, minimization, and compensation measures would reduce cumulative biological impacts such that no adverse effects would remain under NEPA and that, under CEQA, cumulative impacts would be reduced to a less than significant level. Therefore, the proposed project, when combined with other projects, would not result in cumulative impacts related to biological resources.

Paleontological Resources

The RSA includes the area within 0.5 mile of each side of the project. The cumulative projects in this area include all of the future transportation projects and the Highland Market Place Project. The construction schedule for the Highland Market Place is unknown at this time and most of the transportation projects are still in the design phase and would not likely overlap with construction of the proposed project. Construction of the SR-210/Base Line Interchange Improvements could potentially overlap with the proposed project. The SR-210/Base Line Interchange Improvements Draft IS/MND did not identify impacts on paleontological resources because proposed excavations in excess of five feet are not anticipated in areas outside of historically disturbed soils/engineered embankments.

The project vicinity represents an area of high paleontological sensitivity. In particular, old alluvial deposits (Pleistocene [Qof_3]) have the potential to contain paleontological resources. Project-related excavations and ground disturbance activities could result in impacts in areas with high paleontological resource sensitivity. Mitigation measure **CR-3** has been proposed to reduce these impacts. Future transportation projects like the SR-210 HOV Lane Addition Project, SR-210 Southbound On-ramp at 5th Street Improvements Project, Greenspot Road Improvement Project, SR-210 Southbound On-ramp at 5th Street Improvements, and the SR-210 at 5th Street/Greenspot Road Interchange Improvements would be located in this area of high paleontological resource sensitivity and could have the potential to affect these resources. As mentioned previously, most of these projects are still in the planning and design phases and impacts are not known at this time. In addition, cumulative project impacts on paleontological resources would vary based on the footprint of each project. All projects that could affect cultural and paleontological resources would be required to evaluate and assess impacts and, if necessary, provide mitigation measures as required by CEQA. Furthermore, with the implementation of the

PMP mentioned above, the contribution of the proposed project to the cumulative destruction of subsurface paleontological resources would not be cumulatively considerable.

Once the proposed project and other projects are operational, they would not have the potential to affect unknown and nonrenewable paleontological resources. Therefore, operation of the proposed project, in conjunction with other projects, would not result in significant cumulative impacts under CEQA related to unknown and nonrenewable paleontological resources.

Geology/Soils

The RSA includes the area within 0.5 mile of each side of the project. The cumulative projects in this area include all of the future transportation projects and the Highland Market Place Project. The construction schedule for the Highland Market Place is unknown at this time. Most of the transportation projects are still in the design phase and would not likely overlap with construction of the proposed project. Construction of the SR-210/Base Line Interchange Improvements could potentially overlap with the proposed project. The SR-210/Base Line Interchange Improvements Draft IS/MND did not identify impacts on geology and soils with implementation of standard soil and water quality erosion measures.

The proposed project, in conjunction with other planned projects in the vicinity, may result in short-term increases in erosion due to grading activities. Increased development density in the surrounding areas could expose persons and property to potential impacts related to seismic activity. However, construction in accordance with the accepted engineering standards and building codes, on a project-by-project basis, will reduce the potential for structural damage due to seismic activity to the maximum extent feasible.

Hazards/Hazardous Materials

The RSA includes the area within 0.5 mile of each side of the project. The cumulative projects in this area include all of the future transportation projects and the Highland Market Place Project. The construction schedule for the Highland Market Place is unknown at this time. Most of the transportation projects are still in the design phase and would not likely overlap with construction of the proposed project. Construction of the SR-210/Base Line Interchange Improvements could potentially overlap with the proposed project. The SR-210/Base Line Interchange Improvements Draft IS/MND did not identify impacts from hazards/hazardous materials with implementation of standard Caltrans Hazards Procedures for Construction.

Site grading and the use and transport of petroleum-based lubricants, solvents, fuels, and paints to and from the site could create impacts related to the creation of a hazard through upset or accident conditions involving the release of a known or unknown hazardous material. Any hazardous waste that is generated during construction of the proposed project would be collected and transported away from the site. Impacts would be less than significant and would not have the potential to contribute to hazards associated with cumulative projects because these types of impacts would occur in small localized areas intermittently. Avoidance and/or minimization measures **HAZ-1** and **HAZ-2** will be implemented to minimize these potential impacts. These impacts do not have the potential to contribute to hazards associated with cumulative projects because these types of impacts would be localized, occurring only in the immediate vicinity of the project sites. In addition, the implementation of appropriate minimization/avoidance measures during construction of the proposed project would reduce the impact to a level that

would not contribute to cumulative effects. Therefore, impacts would not be cumulatively considerable.

Hydrology and Water Quality

The RSA for hydrology and water quality is the Santa Ana River Hydrologic Unit, Upper Santa Ana River Hydrologic Area and the Hydrologic Sub-Area 801.52 (Bunker Hill). The proposed project is located in the Santa Ana River watershed and directly drains to Sand Creek, City Creek, Plunge Creek, and Santa Ana River-Reach 5. Flood flows from Patton Basin discharge over an emergency spillway and continue south along Sand Creek. Sand Creek then discharges to City Creek. All of the waterbodies are tributaries to the Santa Ana River, which ultimately discharges into the Pacific Ocean. All of the projects in Table 2-34 are located within this RSA. As mentioned previously, most of the transportation projects are still in the design phase, and the other projects are already under construction and would likely be completed before the start of the proposed project. Construction of the Redlands Passenger Rail Project and the SR-210 Base Line Interchange Project could overlap with the proposed project.

Local hydrology, drainage, and groundwater conditions are often affected by multiple activities within the watershed. Generally, the limits of the Cities of Redlands, Highland, and San Bernardino contain mainly developed areas, including paved roads, existing structures, and other impervious surfaces (e.g., parking lots). The cities have existing stormwater drainage and conveyance infrastructure in place that connects with larger flood control facilities. Stormwater drainage and flood control facilities in the cities are operated and maintained by a combination of USACE, San Bernardino County Flood Control District, and the respective engineering departments for each city.

The proposed project and other planned projects within the watershed are subject to compliance with the Water Quality Control Plan Santa Ana River Basin 8, NPDES permits, San Bernardino County codes, and pertinent city codes. Compliance with these plans and regulations would help minimize impacts on surface water runoff, groundwater recharge, groundwater elevations, and water quality impacts.

The proposed project, in conjunction with other planned projects, would contribute to an increase in impervious surfaces in the project area, which would result in an increase in stormwater runoff. The Draft EIR/EIS for the Redlands Passenger Rail Project concluded that conformance with applicable state and local regulations regulating surface water runoff, including the procedures outlined in the San Bernardino County Drainage Manual and Storm Water Management Plan, would reduce cumulative drainage impacts such that no adverse effect would remain under NEPA and that under CEQA cumulative drainage impacts would be reduced to a less than significant level. The Redlands Passenger Rail Project also includes measures to minimize flood hazards during construction and would not result in cumulative impacts on flooding. Future planned transportation projects listed in Table 2-34 will be required to evaluate specific impacts on local hydrology and flooding and to implement measures to address impacts, if identified. Therefore, the proposed project, when combined with other projects, would not result in substantial cumulative impacts related to hydrology and flooding. The Draft IS/MND for the SR-210/Base Line Interchange Improvements Project concluded that the project would result in an increase in impervious surface area and, thus, would result in an increase in stormwater runoff. However, due to the capacities of the existing drainage systems and proposed

new drainage improvements, it is not anticipated that the SR-210/Base Line Interchange Improvements Project would result in any hydrologic impacts that would result in the exceedance of the drainage system's capacity or contribute a substantial amount of polluted runoff. The SR-210/Base Line Interchange Improvements Project would result in less-than-significant impacts related to the capacity of existing and planned stormwater drainage systems. In addition, an NPDES General Construction permit and a SWPPP would be required to address sediment control during construction activities, and impacts related to polluted runoff would be less than significant.

The proposed project, in conjunction with other development projects in the area, would contribute to increased pollutants in stormwater runoff that, if not mitigated, could adversely affect local and regional surface water quality. The Draft IS/MND for the SR-210/Base Line Interchange Improvements Project includes measures to ensure that no water quality standards or discharge requirements are affected. For the proposed project, BMPs would be implemented in compliance with the NPDES permit requirement to minimize the potential for impacts on water quality, including the violation of any water quality standard or waste discharge requirement (included as part of the avoidance and/or minimization measures in the Hydrology and Water Quality section). It is not anticipated that there would be a measurable increase in the amount of waterborne pollutants existing on the proposed project site; therefore, the potential for cumulative impacts resulting from the proposed project would be minimal. It is further assumed that other projects would be required to obtain an NPDES permit and to comply with the provision of that permit, thus reducing their potential for water quality impacts. Therefore, the proposed project, when combined with other projects, would not result in substantial cumulative impacts related to local and regional surface water quality.

Noise

The RSA for noise includes the area within 0.5 mile of each side of the project. The cumulative projects in this area include all of the future transportation projects and the Highland Market Place Project. The construction schedule for the Highland Market Place is unknown at this time. Most of the transportation projects are still in the design phase and would not likely overlap with construction of the proposed project. Construction of the SR-210/Base Line Interchange Improvements could potentially overlap with the proposed project. Caltrans' provisions in Section 14-8.02, "Noise Control," of the 2010 Standard Specifications and Special Provisions and city and county municipal codes would place restrictions and time limits on construction activities. Due to adherence to these codes, the cumulative impact associated with the projects' construction noise would be less than significant. In addition, because construction-related noise generated under the proposed project would be addressed by implementation of the noise control measures provided in **NOI-1**, construction-related impacts from the proposed project would not result in a cumulatively considerable impact.

Cumulative noise impacts were considered for the future Horizon Year 2040, which accounts for future development in the project area. As a result, the analysis contained in Section 2.13 constitutes the operational noise cumulative analysis for the project. As discussed in Section 2.13.2, the proposed project would contribute to elevated noise levels within the noise RSA. Noise abatement (**NOI-2**) will be implemented for the proposed project in order to mitigate for potential noise impacts on sensitive noise receptors; therefore, the project would not contribute either directly or indirectly to cumulatively considerable noise impacts.

Public Services and Utilities

The RSA includes the area within 0.5 mile of each side of the project site. The cumulative projects in this area include all of the future transportation projects and the Highland Market Place Project. Construction of the SR-210/Base Line Interchange Project could overlap with the proposed project. The construction schedule for the Highland Market Place is unknown at this time and most of the transportation projects are still in the design phase and would not likely overlap with construction of the proposed project. It is unlikely that the project would overlap; however, if construction activities of one or more projects occur at the same time in the project area, they could result in temporary, localized, site-specific disruptions, including partial and/or complete street and lane closures, and detours. This could lead to an increase in delay times for emergency response vehicles during construction. As mentioned, implementation of a construction-period TMP (see measures **PS-1** through **PS-6** in Section 2.15.2) would be prepared for the project and would ensure that access is maintained to and from the project area and that police are notified prior to the start of construction activities. Other highway projects in the area are also required to employ a site-specific TMP. Therefore, cumulative effects during construction (if they occur) would be minor and temporary and thus would not be cumulatively considerable.

Traffic/Transportation

The cumulative projects in this area include all of the future transportation projects and the Highland Market Place Project. Construction of the SR-210/Base Line Interchange Project could overlap with the proposed project. The construction schedule for the Highland Market Place is unknown at this time and most of the transportation projects are still in the design phase and would not likely overlap with construction of the proposed project. The proposed project and the future transportation projects would include the preparation of a TMP would include identification of detour routes within the construction area, placement of appropriate signs, cones, and barricades in the vicinity of construction, scheduling of construction activities during off-peak hours, and development of plans that ensure emergency access and entry to existing residences and businesses within the construction areas. Construction impact would be temporary and would be less than significant with the implementation of Measure **PS-1** through **PS-6**. Construction-related impacts from the proposed project would not result in cumulatively considerable traffic impacts.

The traffic analysis for the proposed project is based on future traffic conditions in the Year 2040, which accounts for future development in the project area. As a result, the analysis in Section 2.17 constitutes the operational cumulative analysis for the proposed project. The Horizon Year 2040 No Build Alternative versus Build Alternative operational results demonstrate the traffic enhancement value of the proposed project improvements. Many freeway mainline segments would operate at LOS E and F without the addition of the third mixed flow lane in each direction. The LOS between Base Line and 5th Street-Greenspot Road would degrade to LOS E and F by 2040 if the auxiliary lanes between these two interchanges are not constructed. The addition of the eastbound acceleration lane at the 5th Street on-ramp would improve the LOS from LOS F in both the morning and evening peak hour periods to LOS D in both peak periods under Horizon Year 2040 traffic conditions. Therefore, the proposed Build Alternative would be consistent with the generally accepted Caltrans minimum LOS threshold of LOS D for peak hour freeway operations and would not conflict with an applicable plan,

ordinance, or policy establishing measures of effectiveness for the performance of the circulation system. The proposed project is not anticipated to contribute to permanent cumulative impacts that affect mobility in the project area.

Other projects in the area may be under construction in the same timeframe as the proposed project. To the extent that construction periods overlap, there is a potential for cumulative local level traffic impacts from multiple project detours and lane reductions occurring simultaneously in and adjacent to the project area, potentially resulting in deterioration of traffic operations on local roadways. The Cities and County would coordinate the timing of project detours and lane closures for all projects in the area in order to minimize traffic impacts. With minimization Measures **PS-1** through **PS-6**, the proposed project would have no adverse short-term impacts on traffic/transportation; therefore, the project would not contribute either directly or indirectly to a cumulatively considerable impact.

2.19.4 Avoidance, Minimization, and/or Mitigation Measures

No additional avoidance, minimization, or mitigation measures are needed beyond those proposed under the individual resource discussions.

Chapter 3 Coordination and Comments

Early and continuing coordination with the general public and appropriate public agencies is an essential part of the environmental process to determine the scope of environmental documentation, the level of analysis, potential impacts and mitigation measures, and related environmental requirements. Agency consultation and public participation for this proposed project have been accomplished through a variety of formal and informal methods, including project development team meetings, interagency coordination meetings, and coordination with resource agencies and Native American individuals and organizations. This chapter summarizes the results of Caltrans' efforts to fully identify, address, and resolve project-related issues through early and continuing coordination.

Consultation with several agencies occurred in conjunction with preparation of the proposed project technical reports and this Initial Study. These agencies are identified in the various technical reports and include CDFW, USFWS, and NAHC.

Members of the local government agencies have also attended monthly Project Development Team (PDT) meetings. The PDT meetings involve discussions, status, and progress of the proposed project. The representative attendees included Caltrans, the SANBAG, and various consultants.

3.1 Coordination with Resource Agencies

The NAHC was contacted on November 2, 2012 and was sent a letter and map depicting the project location. A Sacred Lands Data Files search and list of potentially interested Native American groups and individuals was requested. NAHC responded on November 5, 2012 that a search of their Sacred Lands Database did not yield any sacred lands or traditional cultural properties within the Area of Potential Effects. In addition, NAHC provided a list of Native American contacts in the region. Letters were sent describing the project area and maps indicating the project location to eight individuals or groups on November 30, 2012. The Native American groups or individuals who did not provide a written response were contacted by telephone on May 9 and May 23, 2013 to confirm that they received the initial contact letter and to determine if they had any knowledge of cultural resources within the project vicinity. The names and affiliations of all groups and individuals are listed in Table 3-1, along with a summary of efforts to consult with them and their responses.

Table 3-1. Native American Contacts

Native American Group/Individual	Date of First Contact: Letter	Date of Second Contact: Phone call	Date of Third Contact: Phone call	Summary of Conversations
Joseph Hamilton Chairman, *Ramona Band of Cahuilla Mission Indians*	11/30/12	5/9/2013	5/23/13	Ms. Long called Mr. Hamilton on 5/9/13 and was referred to John Gomez, the tribe's Cultural Resources Director. Mr. Gomez was unavailable by phone both times that he was called, so Ms. Long left him messages.
Carla Rodriguez Chairman, *San Manuel Band of Mission Indians*	11/30/12	5/9/2013	5/23/13	Ms. Long called Ms. Rodriguez on 5/9/13 and was referred to her secretary, Kate Larsen. Ms. Long left a message for Ms. Larsen. Ms. Long called back on 5/23 and spoke with Ms. Larsen, who referred her to Ann Brierty. Ms. Brierty was not in the office, so Ms. Long left her a voice message.
Anthony Morales Chairperson, *Gabrielino/Tongva San Gabriel Band of Mission Indians*	11/30/12	5/9/2013	5/23/13	Ms. Long called Mr. Morales twice (5/9/13 and 5/23/13) and left messages requesting that Mr. Morales call her back regarding the proposed project.
Sam Dunlap Cultural Resources Director *Gabrielino Tongva Nation*	11/30/12	5/9/2013	5/23/13	Ms. Long called Mr. Dunlap twice (5/9/13 and 5/23/13) and left messages.
Michael Contreras Cultural Heritage Program, *Morongo Band of Mission Indians*	11/30/12	5/9/2013	5/23/13	Ms. Long called Mr. Contreras twice (5/9/13 and 5/23/13) and left messages.
Ann Brierty Policy/Cultural Resources Department, *San Manuel Band of Mission Indians*	11/30/12	5/9/2013	5/23/13	Ms. Long called Ms. Brierty twice (5/9/13 and 5/23/13) and left messages.
Goldie Walker Chairwoman, *Serrano Nation of Mission Indians*	11/30/12	5/9/2013	None Required.	Ms. Long called Ms. Walker on 5/9/13 and left a message requesting that Ms. Walker return her call regarding the proposed project. Ms. Walker called back and requested that she or her son (Mark Cochran) be contacted immediately in the event that any Native American resources or burial items are identified during project activities.
Ernest H. Siva Tribal Elder, *Morongo Band of Mission Indians*	11/30/12	5/9/2013	5/23/13	Ms. Long called Mr. Siva twice (5/9/13 and 5/23/13) and left messages.

On July 19, 2012, Caltrans obtained from USFWS a list of proposed, threatened, and endangered species and critical habitat within and adjacent to the biological study area. The list is provided on the following pages.

A meeting was held at the Caltrans District 8 office on August 22, 2012 to discuss the proposed project. Kyle Myrick (Caltrans), Scott Quinnell (Caltrans), John Taylor (USFWS), Juan Torres (CDFW), Kim Freeburn (CDFW), Greg Hoisington (Consultant Biologist), Brian Calvert (Consultant Planner), and Peter Carlson (SANBAG's On-call) were present. Topics discussed included ongoing protocol surveys and preliminary survey results.

On September 18, 2014 a subsequent meeting was held to discuss informal comments on the BA. Maggie Elgeziry (Caltrans), Raghuram Radhakrishnan (Caltrans), John Taylor (USFWS), Greg Hoisington (Consultant Biologist), Brian Calvert (Consultant Planner), Peter Carlson (SANBAG's On-call), and Paula Beauchamp (SANBAG) were present. Topics included comment resolution discussions.

3.2 Circulation

This draft IS or a Notice of Availability will be circulated to property owners and agencies to provide an opportunity for their comments. The document will also be available for review at the SANBAG office, local area libraries, and at the Caltrans, District 8 Office.

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United States Department of the Interior

FISH AND WILDLIFE SERVICE
Carlsbad Fish and Wildlife Office
2177 SALK AVENUE - SUITE 250
CARLSBAD, CA 92008
PHONE: (760)431-9440 FAX: (760)431-5901
URL: www.fws.gov/carlsbad/

Consultation Code: 08ECAR00-2015-SLI-0598 July 28, 2015
Event Code: 08ECAR00-2015-E-01129
Project Name: SR-210 Mixed Flow Lane Addition Project

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, and proposed species, designated critical habitat, and candidate species that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (http://www.fws.gov/windenergy/) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm; http://www.towerkill.com; and http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment

2

United States Department of Interior
Fish and Wildlife Service

Project name: SR-210 Mixed Flow Lane Addition Project

Official Species List

Provided by:

Carlsbad Fish and Wildlife Office
2177 SALK AVENUE - SUITE 250
CARLSBAD, CA 92008
(760) 431-9440
http://www.fws.gov/carlsbad/

Consultation Code: 08ECAR00-2015-SLI-0598
Event Code: 08ECAR00-2015-E-01129

Project Type: TRANSPORTATION

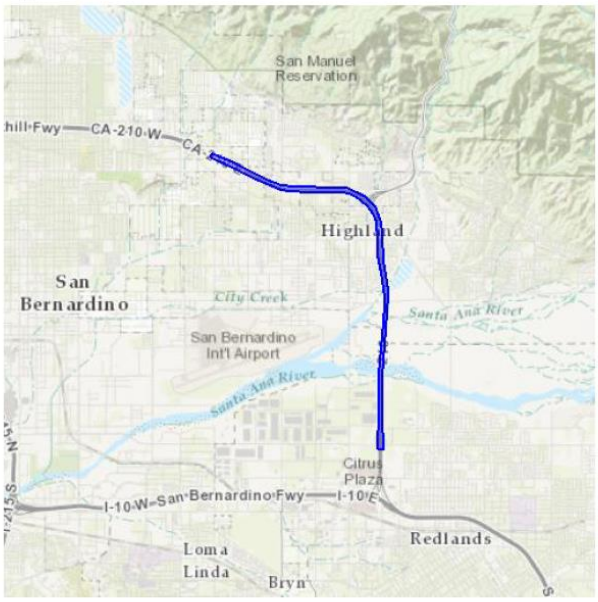
Project Name: SR-210 Mixed Flow Lane Addition Project
Project Description: The project will consist of widening SR-210 from Highland Avenue to San Bernardino Avenue. The project is located in San Bernardino County. The project is an inside widening project where the median is turned into traffic lanes.

Please Note: The FWS office may have modified the Project Name and/or Project Description, so it may be different from what was submitted in your previous request. If the Consultation Code matches, the FWS considers this to be the same project. Contact the office in the 'Provided by' section of your previous Official Species list if you have any questions or concerns.

United States Department of Interior
Fish and Wildlife Service

Project name: SR-210 Mixed Flow Lane Addition Project

Project Location Map:



Project Coordinates: The coordinates are too numerous to display here.

Project Counties: San Bernardino, CA

United States Department of Interior
Fish and Wildlife Service

Project name: SR-210 Mixed Flow Lane Addition Project

Endangered Species Act Species List

There are a total of 13 threatened or endangered species on your species list. Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Critical habitats listed under the **Has Critical Habitat** column may or may not lie within your project area. See the **Critical habitats within your project area** section further below for critical habitat that lies within your project. Please contact the designated FWS office if you have questions.

Amphibians	**Status**	**Has Critical Habitat**	**Condition(s)**
California red-legged frog *(Rana draytonii)* Population: Entire	Threatened	Final designated	
Mountain Yellow-Legged frog *(Rana muscosa)* Population: Southern California DPS	Endangered		
Birds			
California condor *(Gymnogyps californianus)* Population: Entire, except where listed as an experimental population	Endangered	Final designated	
Coastal California gnatcatcher *(Polioptila californica californica)* Population: Entire	Threatened	Final designated	
Least Bell's vireo *(Vireo bellii pusillus)* Population: Entire	Endangered	Final designated	
Southwestern Willow flycatcher *(Empidonax traillii extimus)*	Endangered	Final designated	

United States Department of Interior
Fish and Wildlife Service

Project name: SR-210 Mixed Flow Lane Addition Project

Population: Entire			
Fishes			
Santa Ana sucker *(Catostomus santaanae)* Population: 3 CA river basins	Threatened	Final designated	
Flowering Plants			
Nevin's barberry *(Berberis nevinii)*	Endangered	Final designated	
San Diego ambrosia *(Ambrosia pumila)*	Endangered	Final designated	
Santa Ana River woolly-star *(Eriastrum densifolium ssp. sanctorum)*	Endangered		
Slender-Horned spineflower *(Dodecahema leptoceras)*	Endangered		
Mammals			
San Bernardino Merriam's kangaroo rat *(Dipodomys merriami parvus)* Population: Entire	Endangered	Final designated	
Stephens' kangaroo rat *(Dipodomys stephensi)* Population: Entire	Endangered		

http://ecos.fws.gov/ipac, 07/28/2015 09:50 AM
4

United States Department of Interior
Fish and Wildlife Service

Project name: SR-210 Mixed Flow Lane Addition Project

Critical habitats that lie within your project area

The following critical habitats lie fully or partially within your project area.

Fishes	Critical Habitat Type
Santa Ana sucker *(Catostomus santaanae)* Population: 3 CA river basins	Final designated
Mammals	
San Bernardino Merriam's kangaroo rat *(Dipodomys merriami parvus)* Population: Entire	Final designated

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Chapter 4 List of Preparers

California Department of Transportation, District 8

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Renetta Cloud	Associate Environmental Planner

San Bernardino Associated Governments

Brian Smith	Project Manger
Essra Mostafavi	Enviornmental Project Manager

URS Corporation

Jeff Chapman	Project Director
Stephanie Hillebrand	Project Manager

ICF International

Brian Calvert	Project Director
Mari Piantka	Project Manager
Daniela Sanaryan	Environmental Planner
Mario Barrera	Environmental Specialist
Greg Hoisington	Project Biologist
Soraya Swiontek	GIS Analyst
Brittany Buscombe	GIS Analyst
Elizabeth Irvin	Editor
Saadia Byram	Editor

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Chapter 5 Distribution List

The Initial Study or a Notice of Availability will be distributed to local and regional agencies and utility providers affected by the proposed project. In addition, property owners directly affected by the project will also be provided with a Notice of Availability of the document.

5.1 Federal and State Agencies

US Fish & Wildlife Service
2800 Cottage Way
Room W-2605
Sacramento, CA 95825

US Army Corps of Engineers
Los Angeles District
PO Box 532711
Los Angeles, CA 90053-2325

US Fish & Wildlife Service
777 E. Tahquitz Canyon Way, Suite 208
Palm Springs, California 92262

State of California, Dept. of Fish & Wildlife,
Region 6
3602 Inland Empire Boulevard, Suite C-220
Ontario, CA 91764

California Department of Conservation
Director
801 K Street, 24th Floor
Sacramento, CA 95814

California Highway Patrol
Inland Division (801)
847 East Brier Drive
San Bernardino, CA 92408-2820

California Department of Water Resources
1416 9th Street
Sacramento, CA 95814

Native American Heritage Commission
915 Capitol Mall, Room 364
Sacramento, CA 95814

California Air Resources Board
1001 I Street
Sacramento, CA 95812

State Clearinghouse
Executive Officer
Office of Planning and Research
1400 Tenth Street
Sacramento, CA 95814

State Water Resources Control Board
1001 I Street
Sacramento, CA 95814

California Transit Association
Director
1415 L Street, Suite 200
Sacramento, CA 95814

5.2 Regional/County/Local Agencies

Southern California Association of Governments
3600 Lime Street, Suite 216
Riverside, CA 92501

San Bernardino County Sheriff Department
26985 East Baseline
Highland, California 92346

Water Quality Control Board
Santa Ana Region
3737 Main Street #500
Riverside, CA 92501

Cal Fire/ City of Highland
26974 Base Line,
Highland, California 92346

South Coast AQMD
IGR Coordinator
21865 East Copley Drive
Diamond Bar, CA 91765

City of San Bernardino Community Development Department
300 North "D" Street, 3rd Floor
San Bernardino, CA 92418

City of San Bernardino Public Works Department
300 North "D" Street, 3rd Floor
San Bernardino, CA 92418

City of San Bernardino Police Department
710 North D Street
San Bernardino, CA. 92401

City of San Bernardino Fire Department
200 East 3rd Street
San Bernardino, CA 92410

City of Highland Planning Department
27215 Base Line
Highland, CA 92346

City of Highland Public Works Department
27215 Base Line
Highland, CA 92346

City of Highland City Hall
26985 Base Line
Highland, CA 922346

City of Redlands City Hall
35 Cajon Street
Redlands CA 92373

Highland Sam J. Racadio Library &
Environmental Learning Center
7863 Central Avenue,
Highland, CA 92346

Howard M. Rowe Branch Library
108 E. Marshall Boulevard
San Bernardino, CA 92404

San Bernardino County Land Development Department
385 N. Arrowhead Ave.
San Bernardino, CA 92415

San Bernardino County Department of Public Works
825 E. Third Street
San Bernardino, CA 92415

San Bernardino County Fire Department
157 W. 5th St., 2nd floor
San Bernardino, Ca. 92415-0451

San Bernardino County Flood Control District
825 E. Third Street
San Bernardino, CA 92415

City of Redlands Planning Department
35 Cajon Street,
Redlands, CA 92373

City of Redlands Police Department
1270 West Park Avenue
Redlands, CA 92373

City of Redlands Fire Department
Redlands Civic Center,
35 Cajon Street #12,
Redlands, CA 92373

City of Redlands Public Works Department
35 Cajon Street,
Redlands, CA 92373

Riverside Transit Agency
1825 Third Street
P.O. Box 59968
Riverside, CA 92517-1968

Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
Riverside, CA 9250

AK Smiley Public Library
125 W Vine Street
Redlands, CA 92373

5.3 Local Elected Officials

Larry McCallon, Mayor
City of Highland
27215 Base Line
Highland, CA 92346

Paul W. Foster, Mayor
City of Redlands
Redlands Civic Center, 35 Cajon Street,
Redlands, CA 92373

R. Carey Davis, Mayor
City of San Bernardino
300 North D Street
San Bernardino, CA 92418

5.4 Interested Groups, Organizations, and Individuals

Joseph Hamilton
Chairman, Ramona Band of Cahuilla Mission Indians
P.O. Box 391670
Anza, CA 92539

Sam Dunlap
Cultural Resources Director Gabrielino Tongva Nation
P.O. Box 86908
Los Angeles, CA 90086

Carla Rodriguez
Chairman, San Manuel Band of Mission Indians
26569 Community Center Drive
Highland, CA 92346

Michael Contreras
Cultural Heritage Program, Morongo Band of Mission Indians
12700 Pumarra Road
Banning, CA 92220

Anthony Morales
Chairperson, Gabrieleno/Tongva San Gabriel Band of Mission Indians
P.O. Box 693
San Gabriel, CA 91778

Ann Brierty
Policy/Cultural Resources Department, San Manuel Band of Mission Indians
26569 Community Center Drive
Highland, CA 92346

Ernest H. Siva
Tribal Elder, Morongo Band of Mission Indians
9570 Mias Canyon Road
Banning, CA 92220

Goldie Walker
Chairwoman, Serrano Nation of Mission Indians
P.O. Box 343
Patton, CA 92639

5.5 Utilities, Services, Businesses, and Other Property Owners and Occupants within a 500-foot radius of Project Limits

Wb Redlands LLC
3600 Birch St Ste 250
Newport Beach CA 92660

Israel A Virgen
838 W Brockton Ave
Redlands CA 92374

Redlands Pacific Investment LLC
P.O. Box 7399
Redlands, CA 92375

Tom Bell Inc
1139 W Redlands Blvd
Redlands CA 92373

Eid Moursi
1405 W Colton Ave
Redlands CA 92374

Joseph T Affatati
6012 Elmwood Rd
San Bernardino CA 92404

Abdulbaset A Hamrouni
6218 Del Rosa Ave
San Bernardino CA 92404

Linda Costello
2050 E Pacific St
San Bernardino CA 92404

Miguel Arellano
25660 E 27th St
San Bernardino CA 92404

Linda J Scroggins
25626 E 27th St
San Bernardino CA 92404

James B Becker
6258 Chiquita Lane
San Bernardino CA 92404

Dora Tanya Rodriguez
2665 Taylor Rd
San Bernardino CA 92405

William E Reed
6192 Hellman Ave
Alta Loma CA 91701

William J Koleszar
3334 E 20th St
Highland CA 92346-1957

Vinh Nguyen
7106 TippeCanoe Ave
San Bernardino CA 92404

Jerry Grassi
26135 Orchid Dr
Highland CA 92346

Joyce M Cunningham
2586 Taylor Rd
San Bernardino CA 92404

Linda D Reams
2348 Sterling Ave Pmb 308
San Bernardino CA 92404

Rafael Salgado
25774 27th St
San Bernardino CA 92404

Highland Mayfair LLC
497 S Country Hill Rd
Anaheim CA 92807

Samuel K Worflar
12441 Oliver Cromwell Dr
Herndon VA 20171

Tung Rung Wang
1824 W El Paso Ln
Fullerton CA 92633

Pedro Roldan
25801 E 27th St
San Bernardino CA 92404

Charles R Clark
25809 Date St
San Bernardino CA 92404

Redlands Joint Venture LLC
13191 n Crossroads Pkwy 6th Fl
City Of Industry CA 91746

Daniel K Lyles
6234 Guthrie St
San Bernardino CA 92404

Michelle M Anderson
25791 E 26th St
San Bernardino CA 92404

City Of San Bdno Redev Agency
201 N E St 3rd Fl
San Bernardino CA 92401

Danny Spendlove
7392 Nye Dr
Highland CA 92346

Patricia Prendergast
26213 E 23rd St
Highland CA 92346

Ray C Blom Jr
7418 Nye Drive
Highland CA 92346

Demetries T Jackson
7432 Catalpa Ave
Highland CA 92346

Golden Equity Financial Corp
P.O. Box 749
San Bernardino CA 92401

Michael A Navarro
7412 Catalpa Ave
Highland CA 92346

Janet F Lee
12685 Blackburn Rd
Riverside CA 92503

Sandra Briones,
7413 Catalpa Ave
Highland CA 92346

Aysar R Helo
28809 Harwick Dr
Highland CA 92346

Carl R Gudmundson
26473 Highland Ave
Highland CA 92346

Sunwind II LLC
7345 S Pierce St #100
Littleton CO 80128

Wong Trust 3/03/88
307 E Colorado Blvd
Arcadia CA 91006

Oscar Navaro
6733 Los Feliz Dr
Highland CA 92346

Janet Molina-White
27254 Pacific St
Highland CA 92346

Angel Peralta
7522 Nye Dr
Highland CA 92346

Joel O
Gallardo, 27624 7th St
Highland CA 92346

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1605 Buckeye St
Highland CA 92346

Robert M Drenk
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Highland CA 92346

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3404 E 20th St
Highland CA 92346

State Of California
625 Carnegie Dr Ste 150
San Bernardino CA 92408

Robert D Liudahl,
6740 Miller Ln
Highland CA 92346

Taylor
1873 N Dundee Ave
Highland CA 92346

California Cities Home Ownership Cor
2433 N Euclid Ave #1
Upland CA 91786

Francisco Carrillo
1895 Church St
Highland CA 92346

Marjorie L Followell Tr
7068 Cienega Dr
Highland CA 92346

Dallas P Mc Gowan
6706 Valaria Dr
Highland CA 92346

Joan G Nelson
6738 Valaria
Highland CA 92346

Alfred G White
29884 Havenwood Ln
Highland CA 92346

James K Olvera
1794 N Colwyn Ave
Highland CA 92346

Joseph Scarcella
29844 Santa Ana Canyon Rd
Highland CA 92346

Rosalind M Drinkard
7568 Nye Dr
Highland CA 92346

Amison-Crosby Family Tr
(5-12-03)
9917 Helix Nont Dr
La Mesa, CA 91941

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P.O. Box 633
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7561 Buckeye St
Highland CA 92346

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27750 14th St
Highland CA 92346

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1991 Central Ave #8
Highland CA 92346

Moreno, Norman
7139 Cienega Dr
Highland CA 92346

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4553 W 116th St #1
Hawthorne CA 90250

Angelica Galarza
27795 Timberwood Dr
Highland CA 92346

Alice Petty, M
3176 E Atlantic Ave
Highland CA 92346

Richard A Greenwood
15745 Cadwell
La Puente CA 91744

Kelvin B Young
5672 Annandale Pl
Corona CA 92880

Church Of The Living God Temple
27216 Pacific Ave
Highland CA 92346

Suzanne E Malerbe
324 20th St
Huntington Beach CA 92648

Heriberto Medina
2512 San Carlo Ave
Sa Robert L n Bernardino CA 92405

Bronson W Bradley Jr
1991 Central Ave #19
Highland CA 92346

Highlands Mobile Home Estates
P O Box 3925
Ontario CA 92346

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27560 Sutherland Dr
Highland CA 92346

Adam Sinewiez
3518 20th St
Highland CA 92346

Mufid Samara
5380 La Crescenta
Yorba Linda CA 92686

Diego Torres Jr
3166 Atlantic Ave
Highland CA 92346

San Bernardino County Flood Control District
825 E Third St
San Bernardino CA 92415

Richard Dellar S
1318 Redwood Wy #120
Petaluma CA 94954

Joseph A Rodezno
27810 Timberwood Dr
Highland CA 92346

Jose D J Duenas
6649 Robinson Rd
Highland CA 92346

Darrell Karnopp
7349 Miliken #140-113
Rancho Cucamonga CA

Tracy Carthen
27804 Brookstone Ave
Highland CA 92346

Sam Menlo Tr
4221 Wilshire Blvd Ste 210
Los Angeles CA 90010

Danny L Miller
27389 Main St
Highland CA 92346

Dennis Hafer,
27581 Villa Ave
Highland CA 92346

Linda Ontiveros
7001 Church Ave #37
Highland CA 92346

Erin Jauregui
3345 Rainbow Ln
Highland CA 92346

W D Chapin
7186 Boulder Ave
Highland CA 92346

Oscar Coronado
6994 Center St
Highland CA 92346

Robert M Watts
7190 Stoney Creek Dr
Highland CA 92346

Padilla Family Trust (10-31-96)
13551 Magnolia Ave
Corona CA 91719

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1399 W Colton Ave Ste 5
Redlands CA 92374

Germania Cordova
7001 Church #14
Highland CA 92346

Demetrios Vassilakos Tr
6380 Denair Ave
Highland CA 92346

Kent D James
25521 Date St
San Bernardino CA 92404

Boulder Baseline Investors
10393 Enterprise Dr
Redlands CA 92373

Geraldine A Comin
2604 Taylor Rd
San Bernardino CA 92404

Connie Degrasse
6111 Merito Ave
San Bernardino CA 92404

Diocese/San Bdno Educa/Welfare Corp
1201 E Highland Ave
San Bernardino CA 92404

Ruben Franco
6271 Argyle Ave
San Bernardino CA 92404

Tore Wessel-Daae
6307 Bonnie St
San Bernardino CA 92404

Equilon Enterprises Llc
P O Box 2099
Houston, TX 77002

Seley, James C/Charlene R Tr (Family)
1515 Hope St
South Pasadena CA 91030

Seley, James H And Nell B Johnson
1515 Hope St
South Pasadena CA 91030

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25516 E 26th St
San Bernardino CA 92404

Luis E. Martinez,
25773 E Date St
San Bernardino CA 92404

Jose Bravo
6295 Argyle Ave
San Bernardino CA 92404

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26285 Twenty Third St
Highland CA 92346

Silvano Duran
2138 Orange St
Highland CA 92346

R R M Properties Ltd
P.O. Box 33140 (Case #Scv 256858)
Riverside, CA

Daniel Skinner
6222 Guthrie St
San Bernardino CA 92404

Maurice Armster,
1735 Buckeye St
Highland CA 92346

Tim Watro
7885 Santa Angela St
Highland CA 92346

Carat LLC
16587 Tava Ln
Riverside CA 92504

Redevelopment Agcy /City San Bernard
201 N "E" St 301
San Bernardino CA 92401

Janie B Kovacik,
3465 21st St
Highland CA 92346

Schreiter Family Trust 6/15/2004
6195 Celestite Ave
Alta Loma CA 91701

3548 Rainbow Lane Trust
(09-1-05)
8754 Vinmar Ave
Rancho Cucamonga CA 91730

Susan E Malerbe
324 20th St
Huntington Beach CA 92648

Susan E Malerbe
324 20th St
Huntington Beach CA 92648

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1694 Buckeye St
Highland CA 92346

Ray R
Gonzalez, 1648 Buckeye St
Highland CA 92346

Rigoberto B
Montoya, 2118 Pepper Dr
Highland CA 92346

Thompson, James Jr
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Highland CA 92346

Hall, Gilbert V
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P.O. Box 2085
Fontana CA

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26215 Perrier Dr
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27581 14th St
Highland CA 92346

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1585 Buckeye St
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Highland CA 92346

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2535 Camino Del Rio South #255
San Diego CA 92108

Tirgran Shaginian
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Burbank CA 91504

East Valley Water District
1155 Del Rosa Ave
San Bernardino CA 92413

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7110 Devon Ave
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3519 E 21st St
Highland CA 92346

Leo M Delote
27511 14th St
Highland CA 92346

Tan Shindara
2502 Manhattan Beach Blvd #7
Gardena CA 90249

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1155 Del Rosa Ave
San Bernardino CA 92410

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7640 Seine Ave
Highland CA 92346

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6925 Seine Ave
Highland CA 92346

Frank R Vega
27159 Nona Ave
Highland CA 92346

Plunk, Barbara B
3665 Mountain Ave
San Bernardino CA 92404

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27142 Nona Ave
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27689 Powell Dr
Highland CA 92346

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21520 Yorba Linda Blvd Suite G #462
Yorba Linda CA 92887

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6777 Los Feliz Dr
Highland CA 92346

Baltazar Carrasco
7108 Buckeye St
Highland CA 92346

Nolan, Sherrilynn
1975 Reedy Ave #2
San Bernardino CA 92404

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Highland CA 92346

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3314 20th St
Highland CA 92346

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Glendale CA 91205

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Highland CA 92346

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Highland CA 92346

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Highland CA 92346

Grace J Calia
7015 Center St
Highland CA 92346

Marvin C Bader
27631 Villa Ave
Highland CA 92346

Jason D Delair
27683 7th St
Highland CA 92346

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Highland CA 92346

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27403 Main St
Highland CA 92346

Nancy A Domin
7243 Stoney Creek Dr
Highland CA 92346

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7001 Church Ave #63
Highland CA 92346

Diane Tipps
27889 Fieldstone Dr
Highland CA 92346

Gerard A Olivo
120 Big Trees Pk Rd
Felton CA 95018

Raul G Gomez, Jr
7003 La Praix St
Highland CA 92346

Keith Boulineau
7005 Bradford Ave
Highland CA 92346

Thomas O Bell
800 Alabama St
Redlands CA 92373

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P O Box 95
Highland CA 92346

Patty, Claude D
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Highland CA 92346

A & A Royal Plaza Lp
9003 Reseda Blvd Ste 205a
Northridge CA 91324

Salahuddin Ahmed
5533 Pine Ave
Chino Hills CA 91709

Brian W Gano
7813 Buckeye St
Highland CA 92346

C. K. Jr Allen
1967 Rosemary Pl
Costa Mesa CA 92627

Gerardo Pizana
26126 E 23rd St
Highland CA 92346

Sheril L Bethurum
25791 E 27th St
San Bernardino CA 92404

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P.O. Box 29046
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Highland Common's Group Llc
2600 S Santa Fe Ave
Vista CA 92083

Lara, Herminia M
6565 Valaria
Highland CA 92346

Redevelopment Agency/City San Bdno
201 N "E" St
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6254 Eucalyptus Dr
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Doshi, Sudhir & Susmita Tr
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Orange, CA 92863

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Highland CA 92346

Moore, James A
1722 N Olive
Highland CA 92346

Sturkie, Matthew B
1060 N 13th
Upland CA 91786

Jaime Z Covarrubias
6324 Elm St
San Bernardino CA 92404

Warden H Mattmueller
6295 Elm St
San Bernardino CA 92404

Shirley Allen
25841 Date St
San Bernardino CA 92404

Thomas A Wickham
25783 Date
San Bernardino CA 92404

Clared Properties
1227 L St
Bakersfield CA 93301

Chemical Trust Co Of Calif Tr
P.O. Box 22799
Houston TX

Sprague, Brent
7427 Nye Dr
Highland CA 92346

Kirk, Bernard
6530 Victoria Ave
Highland CA 92346

Friedman, Don
8024 Palm View Ln
Riverside CA 92508

Chakma, Surabh Binoy
3065 E 17th St
Highland CA 92346

Young, Myrna J
27796 Pebble Ct
Highland CA 92346

Group Iv Pomona Properties Ltd
4900 Santa Anita #2c
El Monte CA 91731

Willett, Zelma Revocable Liv Trust
1587 Garden St
Redlands CA 92373

Doris A Merriweather,
6303 Guthrie St
San Bernardino CA 92404

So E Ca Assn Seventh Day Adventist
P O Box 8050
Riverside CA 92515

Stubblefield Construction Co
2258 Bradford Ave
Highland CA 92346

Ramiben B Makan,
1260 Alabama St
Redlands CA 92374

Duenas, Francisco
2163 Pepper Dr
Highland CA 92346

Redevelopment Agency City San Bernar
650 E Hospitality Ln #600
San Bernardino CA 92408

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6546 Victoria Ave
Highland CA 92346

Thomas, Pamela J
7413 Seine Ave
Highland CA 92346

Witcher, Chanese
7440 Nye Dr
Highland, CA 92346

Wendy's International Inc
4288 West Dublin-Granville Rd
Dublin, OH 43017

Gomez, Edith
7540 Cienega Dr
Highland CA 92346

Rochelle, Margaret E
3546 20th St
Highland CA 92346

Graden, Karen
7620 Seine
Highland CA 92346

Robertson, Karen
7451 Nye Dr
Highland CA 92346

Werley, Nanette K Family Trust
2801 Via Segovia
Palos Verdes Est CA 90274

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7139 Orange St
Highland CA 92346

Rohleder, Kristie
1756 Buckeye St
Highland CA 92346

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Highland CA 92346

Bonita B Burgess
7591 Dunkirk Ave
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Benson, Susan M
6932 Center St
Highland CA 92346

Perez, Demetrio
27344 Main St
Highland CA 92346

Sieruga, Richard J
7215 Seine Ave
Highland CA 92346

Rojas, Lonjinos
5727 North I Street
San Bernardino, CA 92407

Dimas Family Trust Dtd 7/11/03
1654 Menlo Ave
Redlands CA 92374

Lara, Jess C And Angela Espinoza
6755 Valaria Dr
Highland CA 92346

Cuevas, Gustavo A
6764 Lynwood Wy
Highland CA 92346

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Highland CA 92346

Doan, Phuong Mai Thi
2005 Newcomb St
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Cox Family Trust (11-15-01) Dva
1748 Buckeye St
Highland CA 92346

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Highland CA 92346

Strong Family Trust 4/2000
27611 E 14th St
Highland CA 92346

Skeens, Micheal L
7548 Nye Dr
Highland CA 92346

Loera, Elisa M
6995 Bonita Dr
Highland CA 92346

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6984 Bradford Ave
Highland CA 92346

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7284 Stoney Creek Dr
Highland CA 92346

Highland Lutheran Senior Housing Inc
2355 Osburn Rd
San Bernardino CA 92404

Arce, Fe Tr
3584 Driftwood St
Chino Hills CA 91709

Lechuga, David
7481 Stoney Creek Dr
Highland CA 92346

Martin Family Trust 8/20/05
1677 Buckeye
Highland CA 92346

Steinbrecher, Martin C
27430 Main St
Highland CA 92346

Acuna, Jose
6688 Valaria Dr
Highland CA 92346

Martin, Bret
3535 Rainbow Ln
San Bernardino CA 92346

Price, Richard E
27120 Nona Ave
Highland CA 92346

Landin, Juan R
7625 Stoney Creek Ct
Highland CA 92346

Margie B Pollard
3185 E 17th St
Highland CA 92346

Schumacher Living Trust
17331 Kristopher Ln
Huntington Beach CA 92647

Chandler, Stephanie
7242 Stoney Creek Dr
Highland CA 92346

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7179 Seine Ave
Highland CA 92346

Averbeck, Bernard C
7204 Catalpa Ave
Highland Ca 92346

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Lutz, Janet M
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1638 S Melissa Wy
Anaheim CA 92802

Haid, John A
1606 Bonita Vista Dr
San Bernardino CA 92404

Jewell Water Co
503 S Nottingham Dr
Redlands CA 92373

Roberson, John
6234 Guthrie St
San Bernardino CA 92404

Gray, Charles E
1595 E Art Townsend Dr
San Bernardino CA 92408

Espinoza, Alfredo
25583 Date St
San Bernardino CA 92412

Arriaga, Jose L
6576 Valaria Dr
Highland CA 92346

Cirit Family Trust 12/19/03
2 Faire Winds
Laguna Niguel CA 92677-4263

Roquet, Mark Victor
7400 Nye Dr
Highland CA 92346

Gregory, Gilbert
7411 Windrose Dr
Highland CA 92346

Abel, James
7420 Seine Ave
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P.O. Box 9404
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Covarrubias, Diana L
26659 Highland Ave
Highland CA 92346

Leynes, Gloria
1244 E Shalene St
West Covina CA 91792

Covarrubias, Diana L
26659 Highland Ave
Highland CA 92346

Bosak, Stacy Ann
7442 Catalpa Ave
Highland CA 92346

Rice, Sean M
7451 Windrose Dr
Highland CA 92346

Acosta, Alva
27131 Millar St
Highland CA 92346

Lemus, Sergio
7111 Devon Ave
Highland CA 92346

Johnson, Stephanie
27161 Millar St
Highland CA 92346

Walker, Vicky
3149 E 17th St
Highland CA 92346

Ahumada, Robert
2822 Cole Ave
Highland CA 92346

Holmes, Stephan E
1758 Olive St
Highland CA 92346

Shipley, John L
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Highland CA 92346

Sheib, Salem
7541 Church Ave
Highland CA 92346

Howard, Ronald D
7088 Buckeye St
Highland CA 92346

Chaddick, Tae Chom
3488 20th St
Highland CA 92346

Paulino, Christopher P
6725 Los Feliz Dr
Highland CA 92346

Blacharski, Mary Lou & Paul Family T
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Temecula CA 92590

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27810 Saturn St
Highland CA 92346

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Highland CA 92346

Savage, Rebecca L
1850 N Central
Highland CA 92346

Holm, Sarah
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Highland CA 92346

Mc Cormick, John Craig Jr
3895 Atlantic Ave
Highland CA 92346

Jones, Granville C Sr Dva
3875 Atlantic Ave
Highland CA 92346

Andrews, Earl
6767 Los Feliz Dr
Highland CA 92346

Brown, Felicia
7143 Devon Ave
Highland CA 92346

Iporac, Lowelo B
1604 Central Ave
Highland CA 92346

Dominguez, Daniel Jr
3855 Atlantic Ave
Highland CA 92346

Alvarez, Joanna
7511 Church Ave
Highland CA 92346

Mc Clellan, W M & M S Revoc Tr
1829 N Olive St
Highland CA 92346

Walsh, Betty J
555 Center St
Redlands CA 92373

Ruddick, Faye J Trust 3/22/04
P.O. Box 188
Angelus Oaks CA

Bryant, Jerome
7560 Stoney Creek Dr
Highland CA 92346

Stone, James G
7551 Buckeye St
Highland CA 92346

Romero, Gregorio
6747 Miller Ln
Highland CA 92346

Wooten, Shaun
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6747 Lynwood Wy
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Lu, Thuy T
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Highland CA 92346

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7561 Dunkirk Ave
Highland CA 92346

Fischer, Lee R
6944 Rhone Ave
Highland CA 92346

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7570 Stoney Creek Dr
Highland CA 92346

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Newport Beach CA 92660

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Nevada City, CA

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Highland CA 92346

Highland Baptist Temple
6939 Palm Ave
Highland CA 92346

Chhim, Sunna
7277 Catalpa Ave
Highland CA 92346

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Highland CA 92346

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7115 Devon Ave
Highland CA 92346

Ferraro, Frank
6979 Palm Ave
Highland CA 92346

Mitchell, Paul B
7864 Cienega Dr
Highland CA 92346

Saxe, Josephine
27254 Pacific St
Highland CA 92346

Guerra, Edgar R
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Highland CA 92346

Acuna, Jesus
7137 Stoney Creek Dr
Highland CA 92346

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Highland CA 92346

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131 Cajon St #6
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6121 Merito Ave
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City Of San Bernardino
300 N “D” St Rm 421
San Bernardino CA 92418

Garcia, Edward J
25675 Date St
San Bernardino CA 92404

Smith Family Trust B (07-6-70)
Fbo Ma
3696 Sheldon Dr
Ventura CA 93003

Julian, Anthony L
6296 Chiquita Ln
San Bernardino CA 92404

Long, Bobby E Tr
22869 Vista Grande Wy
Grand Terrace CA 92324

Thimgan, Aphra Jane
6247 Guthrie St
San Bernardino CA 92404

Victoria, Guernsey Inc
P.O. Box 5607
San Bernardino CA

Maddelano, Evelyn T
25774 E 26th St
San Bernardino CA 92404

Industrial Developments Inc
3424 Peachtree Rd Ste 1500
Atlanta GA 30326

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6296 Argyle Ave
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Santa Barbara, CA 93101

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180 N Riverview Ste 300
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Pomona CA 91766-1122

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Highland CA 92346

Rosales, Alfred Jr
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Highland CA 92346-3302

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Highland CA 92346

Shaginian, Tigran
9561 Via Bernardo
Burbank CA 91504

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Lopez, Francisco J
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Highland CA 92346

Lewis, Sterling E
1773 Olive St
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Le, Joseph
2285 Monteclaro Dr
Chino Hills CA 91709

Haight, Stephen I
3931 Atlantic Ave
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Highland CA 92346

Seng, Masy
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Popa, Cristian
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Highland CA 92346

Murad, Leslie
27233 Mona Ave
Highland CA 92346

Attaelmannan, Mohammed
1770 W Neighbors Avenue #4
Anaheim, CA 92801

Christ, Sam G Revocable Liv Tr 10/11
26481 E Highland Ave
San Bernardino CA 92346

Goldstein, Philip M
27248 Nona
Highland CA 92346

White, Victoria
7531 Buckeye St
Highland CA 92346

Peterson, Alan L
27817 Norwood St
Highland CA 92346

Diaz, Marco T
6763 Lynwood Wy
Highland CA 92346

Harvey, Robert A
27790 E 14th St
Highland CA 92346

Luoma, Jack O
1559 N Buckeye St
Highland CA 92346

Ponce, Susan J
7463 Catalpa Ave
Highland CA 92346

Staats, Donald R
6566 Victoria Ave
San Bernardino CA 92346

White, David W Tr
1823 Church Ave
Highland CA 92346

Dewbre, Dave
1173 Colwyn Ave
Highland CA 92346

Beachtel, Pamela A
27263 Main St
Highland CA 92346

Ruth, Marvin S
1723 N Dundee Ave
Highland CA 92346

Chavez, Manuel F Jr
6576 Lynwood Wy
Highland CA 92346

Thomas, Neal M
27865 Stratford St
Highland CA 92346

Mc Kee, Oralia Trust 6-11-03
1594 La Praix St
Highland CA 92346

Garcia, Michelle A
6857 Orange St
Highland CA 92346

Murad, Roberta Living Trust 9-24-99
27233 Nona Ave
Highland CA 92346

Alvarado, Jesus
6660 Valaria Dr
Highland CA 92346

Hale, Aaron K
27140 Pacific St
Highland CA 92346

Baum, John
7001 Church Ave #28
Highland CA 92346

Kaufman, Joseph
6428 Columbia Pike
Annandale VA 22003

Bocanegra, Holly A
7479 Seine Ave
Highland CA 92346

Lemanek, Leszek H
27471 Main St
Highland CA 92346

Skeels, Richard J
1728 N Bangor
Highland CA 92346

Freed, Roxelana D
2420 Brandenberry Ct Unit #3k
Arlington Heights IL 60004

Toffi, Dimitri J
7013 La Praix St
Highland CA 92346

Stiefel, Louis
27580 Villa Ave
Highland CA 92346

Hackerd, Robert M Jr Rev Tr 5-19-05
1421 Panorama Ct
Upland CA 91786

Arnold, William R Jr And Anne-Marie
27590 Foster Ave
Highland CA 92346

Caicedo, Oscar F
27817 Cobblestone Ct
Highland CA 92346

Humphrey, Stephanie R
7001 Church Ave #33
Highland CA 92346

Bruce, Virginia G Tr
7270 Stoney Creek Dr
Highland CA 92346

Mainez, Thomas Jr
7001 Church Ave #5
Highland CA 92346

Barnett, Mary O
27580 Stratford St
Highland CA 92346

Shokeen, Amarjit
28619 Trailriders Dr
Rancho Palos Verdes CA 90275

Gallegos, Christopher E
7245 Devon Ave
Highland CA 92346

Miller, Curtis
27630 Villa Ave
Highland CA 92346

Affatati, Joseph T
6012 Elmwood Rd San
Bernardino CA 92404

Musha, Phatcharin
7206 Seine Ave
Highland CA 92346

Annuity Trust 3-14-02
P.O. Box 3028
San Bernardino CA

Donan, Carlos A
25773 E 27th St
San Bernardino CA 92404

Lee Family 1992 Living Trust
334 Brookside Ave
Redlands CA 92373

Holian, Steven
25602 Sierra Bravo Ct
Moreno Valley CA 92551-2128

Spafford Family Trust (3/31/94)
1751 N Colwyn Ave
Highland CA 92346

Atchison Topeka and Santa Fe Rr Co
P.O. Box 1738
Topeka, KS 66628

Cheffers, Thomas L
1678 N Seine Ave
Highland CA 92346

Daniels, Donald J & Alice M Trs
705 S Wabash
Redlands CA 92374

Brackett, Kenneth G
25765 Date St
San Bernardino CA 92404

Coleman, James W
6575 Lynwood
San Bernardino CA 92404

Highland Town Shops
2258 Bradford Ave
Highland CA 92346

Davis, Denise D
6325 Guthrie
San Bernardino CA 92404

Tennessee Water Co
P.O. Box 294
Redlands, CA

King, Sandra J
11460 Lehigh
Riverside CA 92507

Kelly, Rodney L Trust (8/20/02)
16648 Weeping Willow Dr
Riverside CA 92503-9767

Kurdoghlian, Arpine V
1940 Evergreen St
La Verne CA 91750

Hansen, Nellie A
27646 7th St
Highland CA 92346

Mc Gee, Thomas S
7444 Seine Ave
Highland CA 92346

Templeman, Larry
7550 Stoney Creek Dr
Highland CA 92346

Kim, Jong T
15430 Avenida Atezada
Desert Hot Springs CA 92240

Margolis Family Trust
140 W Pioneer Ave # 19
Redlands CA 92374

Adlakha, Rajinder
16570 Sagebrush St
Chino Hills CA 91709

Luke, Gregory C
1795 Buckeye St
Highland CA 92346

Delgado, Celina R
27511 Temple St
Highland CA 92346

Hernandez, Manuel
6605 Lynwood Wy
Highland CA 92346

Mackie, Scott
1614 Buckeye St
Highland CA 92346

Bottini, Steven
6678 Robinson Rd
Highland CA 92346

Bachardy, Margaret L Tr
6795 Los Feliz Dr
Highland CA 92346

Piedra, Rocio
1894 N Central Ave
Highland CA 92346

Mejia, Saul
7488 Nye Dr
Highland CA 92346

Gularte, Gilda A
27828 Pluto St
Highland CA 92346

Bernard, Dwight R
P.O. Box 1522
Highland, CA 92346

Huynh, Lai
1636 Buckeye St
Highland CA 92346

Vasquez, Salvador C & Aurelia G Fam
6833 Orange St
Highland, CA 92346

Lewis, Charolette
7655 Stoney Creek Ct
Highland CA 92346

Jefferson, Yolanda R Liv Tr 5-9-05
1805 N Colwyn Ave
Highland CA 92346

Tumbleson, Chloris
27867 Brookstone Ave
Highland CA 92346

Murad, Wadsworth H
27299 Nona
Highland CA 92346

Soto, Jeremiah M
6594 Orange St
Highland CA 92346

Williams, Karen Y
7473 Catalpa
Highland CA 92346

Osuji, Marcellinus E
8035 San Remo Ct
Fontana CA 92336

Spizman, Sam B
P.O. Box 2071
Rancho Santa Fe CA

Pech, Benigno
7223 La Praix St
Highland CA 92346

Isabelo, John
95-261 Ahiku St #82
Mililani HI 96789

Carrion, Jose Loreto Rodriguez
27610 Villa Ave
Highland CA 92346

Guisa, Augustine
3979 Atlantic Ave
Highland CA 92346

Luna, Eleazar
3549 Rainbow Ln
San Bernardino CA 92346

Lamm, James F
7001 Church Ave #64
Highland CA 92346

Little, Gregory R
27600 Villa
Highland CA 92346

Houser, Tim S
7078 Cienega Dr
Highland CA 92346

Isidoro, Nathaniel G
7113 Stoney Creek Dr
Highland CA 92346

Acosta, Texabel
7149 Stoney Creek Dr
Highland CA 92346

Mc Clanahan, Joseph C
27381 Main St
Highland CA 92346

Perez, David
27751 Clifton Ave
Highland CA 92346

Gonzalez, Daniel
7001 Church Ave #3
Highland CA 92346

Valtierra, Javier
7177 Stoney Creek Dr
Highland CA 92346

Patton, Roberta Sep Prop Tr 3-5-02
25365 Classic Dr
Mission Viejo CA 92691

Wilk Revocable Living Trust (4-22-00
7078 Buckeye St
Highland CA 92346

Nguyen, Thanh N
27865 Fieldstone Dr
Highland CA 92346

Lupercio, Gloria P
27560 14th St
Highland CA 92346

Feely Family Limited Partnership
48-440 Mirador Ct
Palm Desert CA 92260

Nys North Llc
380 Nre York St
Redlands CA 92373

Braswell, John F
12579 2nd Street
Yucaipa, CA 92399

Flores, Rosalia U
25541 Date St
San Bernardino CA 92404

Redlands Dynasty Suites Inc
1235 W Colton Ave
Redlands CA 92374

Redlands Unified School District
Po Box 3008
Redlands CA 92373

Marquez, Luis F
25648 27th St
San Bernardino CA 92404

Kaiser Foundation Health Plan, Inc
393 E Walnut St
Pasadena CA 91188

Velazquez, Enrique P
6290 Sterling Ave
San Bernardino CA 92404

Weibling, Dennis
6259 Guthrie St
San Bernardino CA 92404

Scroggins, Linda J
25626 E 27th St
San Bernardino CA 92404

Leon, Carlos
25621 Date St
San Bernardino CA 92404

Jontz, Denzel R Tr
25783 E 26th St
San Bernardino CA 92404

Rosevink, Gordon V
25829 E 27th St
San Bernardino CA 92404

Enenger, George W
2200 E Highland Ave
San Bernardino CA 92404

Floyd, Ruth B
P.O. Box 733
Patton CA

Combs, Su Hsiang
3297 Highland Ave
Highland CA 92346

Hageali, Melinda D
27692 Powell Dr
Highland CA 92346

Pakpahan, Nurhaini
27865 Norwood St
Highland CA 92346

Ragay, Penny P
6630 Robinson Rd
San Bernardino CA 92346

Silva, David
20321 Via Varadero
Yorba Linda CA 92887

Thomas, Fred And Anna Family Tr 7-20
2230 Westwood St
Colton CA 92324

Johnson, Amy P
2515 Glenbush Cir
Corona CA 92882

Taylor, R L Jr
3054 Atlantic Ave
Highland CA 92346

Vega, Paul Q
1851 N Olive St
San Bernardino CA 92346

Christian, Donald L Tr
640 W Cypress Ave
Redlands CA 92373

Witherspoon, Leonard C
26265 E 23rd St
Highland CA 92346

Pyrgos Inc
202 N Curry St Ste 100
Carson City NV 89703-4121

Carlone, Justina
3196 Broadmoor Blvd
San Bernardino CA 92404

Horch, Harry H
27531 E 14th St
Highland CA 92346

Khanna, Deepak
10035 Mckinley St
Rancho Cucamonga CA 91730

Ataian, Naghmeh
27853 Norwood St
Highland CA 92346

Kwok, Louella F
1695 La Praix St
Highland CA 92346

Young, Andrew J
27769 Norwood St
Highland CA 92346

Bocanegra, Ralph
7465 Seine Ave
Highland CA 92346

Serralta, Zorobabel
7486 Seine Ave
Highland CA 92346

Garvey, Daniel C
510 W Citrus Edge St
Glendora CA 91740

Shargani Properties Llc
4221 Wilshire Blvd Ste 240
Los Angeles CA 90010

Waddell, Phyllis M
2123 Pepper
Highland CA 92346

Arroyo, Armando
27604 7th St
Highland CA 92346

Mc Neely, Michael
1704 N Dundee Ave
Highland CA 92346

Valdez, Gary L
7811 Church Ave #C
Highland CA 92346

Zerbel, Joe P
7610 Seine Ave
Highland CA 92346

Steele, Byron
27821 Pebble Ct
Highland CA 92346

Sturkie, Matthew B
19066 Ottawa Rd
Apple Valley CA 92308

Penoyar, Mildred L
3459 20th St
Highland CA 92346

Perez, Mario
1895 N Olive St
Highland CA 92346

White, Judy D
7691 Dunkirk Ave
Highland CA 92346

Brown, Mark H Tr
7119 Cienega Dr
Highland CA 92346

Durmisevich, Mark K Ii
7610 Dunkirk Ave
Highland CA 92346

Banner Elementary
P.O. Box 678
Patton CA 92369

Dubey, Paul
27169 Nona Ave
Highland CA 92346

Vargas, Mario
27817 Stratford St
Highland CA 92346

Alvarado, Antonio
3345 20th St
Highland CA 92346

Ford, Lewis
7114 Devon Ave
Highland CA 92346

Barnes, Scott S
27481 Main St
Highland CA 92346

Barger, John
7188 Stoney Creek Dr
Highland CA 92346

Conway, Jerry L Tr
P.O. Box 760
Alpine, CA

Ashford Residential Partners
11601 Wilshire Blvd #2400
Los Angeles CA 90025

Wessel-Daae, Tore
6307 Bonnie St
San Bernardino CA 92404

Johnson, Darlene
26150 E 23rd St
Highland CA 92346

Abelar, Martin
1672 Denair Ave
Highland CA 92346

Lucich, Fabian X
1991 Central Ave #18
Highland CA 92346

Brasington, Sandra
1776 N Olive St
Highland CA 92346

Rojas, Roberto S
6886 Blackwood St
Riverside CA 92506

Byrd, Carl W Jr
7502 Dunkirk Ave
Highland CA 92346

Evangelista Family Trust (10/7/99)
1742 N Buckeye St
Highland CA 92346

Lewis, Alfred
7844 Cienega Ave
Highland CA 92346

Fish, Deanna
7231 Seine Ave
Highland CA 92346

Schafer, Irwin Living Tr 2003 (7-16-
6995 Bradford Ave
Highland CA 92346-3226

Cannellopoulos Rev Trust 10-23-90
P.O. Box 7895
Riverside CA

Song, Cheng Tai
P.O. Box 3274
Rancho Palos Verdes CA

Cazarez, Joaquin
25695 Date St
San Bernardino CA 92404

Mc Ginnis, George
4044 Pacific Ave
San Bernardino CA 92346

Soto, Wendy
7680 Stoney Creek Ct
Highland CA 92346

Rdl Software, Inc
22846 Rio Lobos Rd
Diamond Bar CA 91765

Murguia, Mark Anthony
7480 Windrose Dr
Highland CA 92346

Morales, Gustavo S
7521 Stoney Creek Dr
Highland CA 92346

Mc Clurg, J A & Maria E Fam Trust (4
2440 Coniston Pl
San Marino CA 91108

Nemec, David & Kathy Trust 4-11-03
13298 Escena Ct
Yucaipa CA 92399

Debellis, Vita M
7231 Stoney Creek Dr
Highland CA 92346

Lorei, John H A Tr
27540 14th St
Highland CA 92346

Beagle, Paul C Tr
P.O. Box 7512
Redlands CA

San Bernardino Co Flood Control Dist
825 E 3rd St Rm 207
San Bernardino CA 92415

Doerr, Robert W
2648 Taylor Rd
San Bernardino CA 92404

Barrett, Steven C
25766 27th St
San Bernardino CA 92404

Farantos, Nikolaos K
27328 Pumalo Street
Highland, CA 92346

Rago, John H
7401 Nye Dr
Highland CA 92346

Ramirez, Armando
6750 Valeria Dr
Highland CA 92346

Hager, Melinda K
27872 Stratford St
Highland CA 92346

Moreno, Jacob
28359 N Brookview Ter
Saugus CA 91350

Yearwood, Ken
3559 Rainbow Ln
Highland CA 92346

Remai, Claire A
27782 Saturn St
Highland CA 92346

Burkholder, Eric J
6629 Robinson Rd
San Bernardino CA 92346

Oliver, Brenda L
7058 Buckeye St
Highland CA 92346

Yearwood Living Trust Dtd
9479 Tropico Dr
La Mesa CA 91941

Stewart, Matthew R
27603 Temple St
Highland CA 92346

Garcia, Hugo
7705 Stoney Creek Ct
Highland CA 92346

Flores, Alejandro P
2608 Taylor Rd
San Bernardino CA 92404

Lytle, Wayne
26136 23rd St
Highland CA 92346

Bott, Odette D
7525 Cienega Dr
Highland CA 92346

Haney, Paula L
175 W Ave L
Calimesa CA 92320

Jones, John D
1873 N Olive St
Highland CA 92346

Arr. 1865
3850 E Atlantic Ave #39
Highland CA 92346

Shulleeta, Mike B
7621 Dunkirk Ave
Highland CA 92346

Villarreal, Jose
6762 Valaria
Highland CA 92346

Virgen, Martin T
26472 Western Ave
Highland CA 92346

Pardue, Carmen G
27797 Pebble Ct
Highland CA 92346

Benn, James F Tr
27521 Temple St
Highland CA 92346

Mc Dowell, Webb R
308 Garnet St
Redondo Beach CA 90277

Park, Annie I
27644 Norwood Ct
Highland CA 92346

Nguyen, Vinh
7106 TippeCanoe Ave
San Bernardino CA 92404

Culver, Robert Allen
7808 Buckeye St
Highland CA 92346

Opt Sterling Sb Llc
8480 E Orchard Rd #6900
Greenwood Village CO 80111

Charitable Remainder Unitrust
12-21-
6911 Woodlands Wy
Arlington WA 98223-5930

Morgan, Scott E
3080 Oakview Ln
Plymouth MN 55441

Stacy, William H
26419 Millar St
Highland CA 92346

Espinosa, Elizabeth
7375 Dunkirk Ave
Highland CA 92346

Estrada, Fredrick L
1720 Buckeye St
San Bernardino CA 92346

Ruiz, Michael A
7510 Seine Ave
Highland CA 92346

Castillo, John J
27514 Sutherland Dr
Highland CA 92346

Patel, Birva A
1999 Reedy Ave #4
Highland CA 92346

Rodriguez, Cecilia
38385 Shady Ct
Yucaipa CA 92399

Burns, Lyle K
3480 20th St
Highland CA 92346

Richardson, Gari-Lyn
1741 N Bangor Ave
Highland CA 92346

Perdomo, Juanita
1728 N Colwyn Ave
Highland CA 92346

Klaers, Robert J
27835 Stratford St
Highland CA 92346

Gustafson, William J
413 Sycamore Ln
Martinsburg WV 25401

Meza, Luciano
7361 Nye Dr
Highland CA 92346

Seymour, Linda M
6984 Bonita Dr
Highland CA 92346

Home Depot Usa, Inc
P.O. Box 105842
Atlanta GA

Rossmore Enterprises
23041 Avenida De La Carlota #210
Laguna Hills CA 92653

Bader, Robert E
25353 Holly Vista Blvd
San Bernardino CA 92404

Paulsen, Daniel
6314 Rosena Ave
San Bernardino CA 92404

Fierro, Jose
6344 Guthrie St
San Bernardino, CA

California Inland Empire Council Inc
1230 Indiana Ct
Redlands CA 92374

Stoney Creek Llc
555 Cajon St Ste G
Redlands CA 92373

Evers, John A
27773 Pacific St
Highland CA 92647

Curtis, Glenn R
P.O. Box 863
Colton CA

Liles, Verna L
7001 Church Ave #42
Highland CA 92346

Crawford, Jacqueline
7001 Church Ave #27
Highland CA 92346

Bates, Carol P Rev Trust (11-10-99)
7064 Seine Ave
Highland CA 92346

Mds Realty Ii Llc
122 S Michigan Ave #1000
Chicago IL 60603

Omkar Management Llc
1650 Industrial Park Ave
Redlands CA 92374

Martinez, Jose G
6120 Merito Ave
San Bernardino CA 92404

Patton, Mae Etta
25495 E 26th St
San Bernardino CA 92404

Lopez, Ruben
26186 E 23rd St
Highland CA 92346

Oremus, Daniel E
7410 Windrose Dr
Highland CA 92346

Marin, Christy L
6936 Grove Ave
Highland CA 92346

Miller, Pamela J L Tr
6836 Palm Ave
Highland CA 92346

Chakma, Suraj
1694 N Colwyn Ave
Highland CA 92346

Wodnicki, Fred
P.O. Box 17001
North Hollywood CA

Gibson, John F
7001 Church Ave #34
Highland CA 92346

Luoto, Jack R
6994 Bradford Ave
Highland CA 92346

Stow-A-Way Storage Llc
3111 Camino Del Rio N #300
San Diego CA 92108

Mervyn's
P.O. Box 9456
Minneapolis MN

Kuo Revocable Family Trust 11-6-92
405 S Charvers Ave
West Covina CA 91791

Coleman, Jamie L
25446 Pumalo St
San Bernardino CA 92404

Diaz, Maria L
25494 26th St
San Bernardino CA 92404

Livingston, David T
6755 Lynnwood Wy
Highland CA 92346

Cofrancesco, Eugene
27258 Nona Ave
Highland CA 92346

Anderson, Michael P
7129 Cienega Dr
Highland CA 92346

Paredes, Juan R
27181 Millar St
Highland CA 92346

Peterson, Betty J
27123 10th St
Highland CA 92346

Wohlgemuth, Bernhardt
6816 Cole Ave
Highland CA 92346

Krone, Janet C (Hw-Benjamin)
3177 17th St
Highland CA 92346

Han, Michelle M
20353 E Crestline Dr
Walnut CA 91789

Macias, Rudy
7545 Cienega Dr
Highland CA 92346

Graham, James
3424 Rainbow
Highland CA 92346

Patel, Ajay K
439 Kenwood St
Upland CA 91784

Murad, Scott M
1991 N Central Ave #4
San Bernardino CA 92346

Toyama, Greg H
1643 Bronze Knoll
Diamond Bar CA 91765

Pogodaeva, Elisaveta
3471 20th St
Highland CA 92346

Gomez, Alicia S
1751 Olive St
Highland CA 92346

Adams, Jacquelyn K
1755 Buckeye St
Highland, CA 92346

Longfield, Linda
7681 Dunkirk Ave
Highland CA 92346

Collins, James L Trust 3-15-90
12871 Correnti St
Pacoima CA 91331

Estrada, Larry Sr
1084 W Hawthorne
Bloomington CA 92316

Hernandez, Patricia
7456 Seine Ave
Highland CA 92345

Lagunes, Hector R
1828 Colwyn Ave
San Bernardino CA 92346

Hazeyama, Kazuo J Tr
1795 N Dundee Ave
Highland CA 92346

Huante, Benjamin L
7148 La Praix St
Highland CA 92346

Robinson, La Shonda
1705 N Dundee Ave
Highland CA 92346

Rodriguez, Guillermo Gil
6689 Lynwood Wy
Highland CA 92346

Freel Community Prop Trust
09/28/200
44-140-1 Mui Pl Apt 1
Kaneohe HI 96744

Voce Rev Tr (12-1-00)
27571 Temple St
Highland CA 92346

Carroll, La Mont A
7467 Nye Dr
Highland CA 92346

Unda, Lucy
6934 Seine Ave
Highland CA 92346

Flores, Miguel
2005 Mc Kinley St
San Bernardino CA 92404

Samara, Mufid
5380 La Crescenta
Yorba Linda CA 92686

Smith, Walter A
3447 Twentieth St
Highland CA 92346

Perez, Michael A
7640 Stony Creek Ct
Highland CA 92346

Mendoza, Serio G
6688 Robinson Rd
Highland CA 92346

Lubey, Ronald P Tr
312 Kelisa Cir
Redlands CA 92373

De Lopez, Maria
2116 La Verne Ave
Highland CA 92346

Pham, Trinh-Kha Thi
P.O. Box 2306
West Covina CA

Farrell, Mary M
1876 Cienega Ct
Highland CA 92346

De Shane, Ralph S And Gayle N
7052 Catalpa Ave
Highland CA 92346

Varela, Lorenzo
7039 Seine Ave
Highland CA 92346

Lewis, Leonora C
3354 Rainbow Ln
Highland CA 92346

Fairchild, Adam D
6947 Church Ave
Highland CA 92346

Norcott, Bryan
8383 Wyndham Rd
Los Angeles CA 90046

Garcia, Richard
7263 Catalpa Ave
Highland CA 92346

Lopez, Vincent
27647 Powell Dr
Highland CA 92346

Renteria, Jesus
1048 Dracena Ct
Redlands CA 92374

Buoye, Joseph P And Eleanor A Tr
1500 E Citrus Ave
Redlands CA 92374

Rose, Donald H Trust
25809 Business Center Dr St F
Redlands CA 92374

Duran, Raul R
25538 Date
San Bernardino CA 92404

Cotter, Patricia Rev Tr (9/15/01)
6304 Elm St
San Bernardino CA 92404

Covic, Scott
26125 Orchid Dr
Highland CA 92346

Timberlake, William J
25854 27th St
San Bernardino CA 92404

Fletcher, Niles
7382 Mountain Laurel Dr
Highland CA 92346

Newberry, Altamease
7001 Church St #52
Highland CA 92346

Brainard, Fay O Tr
1726 Spyglass Ct
Beaumont CA 92223

Bauer, Marilyn J Trust
27570 14th St
Highland CA 92346

Allenwood Investments
9330 Balboa Avenue
San Diego, CA 92123

Mcdonald's Taco Tia Inc
2396 Steel Rd
Colton CA 92324

Bridgewater, James
6270 Chiquita Lane
San Bernardino CA 92404

Gonzalez, Luis S
25451 E 26th St
San Bernardino CA 92404

Ketring, Richard R
6296 Elm St
San Bernardino CA 92404

Hernandez, David A
6393 Arden Ave
San Bernardino CA 92404

Figuieredo, Alvaro M
25830 E 27th St
San Bernardino CA 92404

Wilson, Simon E
6765 Miller Ln
Highland CA 92346

Gomez, Corinne
1986 Palm Ave
Highland CA 92346

Solis, Francisco
10345 Bellman Ave
Downey, CA 90241

Patton, Bob R
7601 Dunkirk Ave
Highland CA 92346

First American Title Insurance Co
1 First American Wy
Santa Ana CA 92707

Anderson West Llc
P.O. Box 6998
Beverly Hills CA

Disparte, Ellen N
Rt 1 Box 223
Redlands CA

Gradilla, Harvey
25645 27th St
San Bernardino CA 92404

Isaacs, Juanita L
6303 Elm St
San Bernardino CA 92404

Schiavone, Donald S Tr
26223 Orchid Dr
Highland CA 92346

Amiga Trust No 7200415 6-15-2004
Po Box 8464
Huntington Beach, CA

June, Kelly A
6242 Guthrie St
San Bernardino CA 92404

Industrial Developments Internationa
3424 Peachtree Rd Ste 1500
Atlanta GA 30326

Caballero, Gustavo
25829 E 26th St
San Bernardino CA 92408

Hudson Company
23041 Avenida Dela Carlota
#210
Laguna Hills CA 92653

Longano, Frank
2131 La Verne Ave
Highland CA 92346

Cannon, Lou
481 W Willow St
Long Beach CA 90806

San Roman, Victor H
29238 Lake View Ln
Highland CA 92346

Moreno, Robert
1247 S Shawnee Dr
Santa Ana CA 92704

Jones, Ralford W
2941 Brunswick Cir
Corona CA 92879

Graham, Dion
18224 San Gabriel Ave
Cerritos CA 90703

Fajardo, Marcelino A
2176 La Verne Ave
Highland CA 92346

Ornelas, Karen D
7384 Nye Dr
Highland CA 92346

Williams, Ryan W
7430 Windrose Dr
Highland CA 92346

Noriega, Henry D Jr
7423 Catalpa Ave
Highland CA 92346

Strange, Marcia Ann Rev Liv Tr
10/25
P.O. Box 1612
Pacifica CA

Cocchia, Patrick
2111 Orange St
Highland CA 92346

Kimball Enterprises Llc
P.O. Box 4010
San Luis Obispo, CA

Meteau, Valencia T
7443 Nye Dr
Highland CA 92346

Orantes, Rafael S
3119 Rodeo Pl
Ontario CA 91761

Cooper, Erik J
7540 Seine Ave
Highland CA 92346

First Methodist Church Of
Highland
P.O. Box 95
Highland CA

Ideal Properties Inc
11601 Wilshire Blvd Ste 208
Los Angeles CA 90025

Cruz, Gumersinda H
1604 La Praix
Highland CA 92346

Contaoi, Joseph Jr
27541 14th St
Highland CA 92346

Nguyen, Vincent K
27576 7th St
Highland CA 92346

Wurz, Michael T
27784 Pebble Ct
Highland CA 92346

Sigdestad, Leonard A
2605 S Waterman
San Bernardino CA 92408

Mc Lemore, Joe
27808 Pebble Ct
Highland CA 92346

Hernandez, Jose A
3542 20th St
Highland CA 92346

Alexander, Wayne
6922 Center St
Highland CA 92346

Jefferson, Gilbert L
27795 Pluto St
Highland CA 92346

Winthia I Limited Partnership
Po Box 1364
Tustin, CA

Giles, James Iii
7470 Windrose Dr
Highland CA 92346

Morgan, Deanna L
6716 Valaria Dr
Highland CA 92346

Adkins, Edsel C
27878 Stratford St
Highland CA 92346

Coco, Raymond P And Mary Ann
1872 Dundee
Highland CA 92346

Caliver, Robyn R
7827 Buckeye St
Highland CA 92346

Carlson, M Joel
P.O. Box 8574
Newport Beach CA

Denkers, David K
7615 Stoney Creek Ct
Highland CA 92346

Chee, Molly M
7559 Nye Dr
Highland CA 92346

Marley, Shirley A Trust
7620 Dunkirk Ave
Highland CA 92346

Werley, Nanette K Family Trust 7-27-
2801 Via Segovia
Palos Verdes Estates CA 90274

Roberts, Assunta S
1588 La Praix Ave
Highland CA 92346

Reschke, Tammie L
7001 Church Ave #36
Highland CA 92346

Guiles Family Rev Trust (6-1-99)
7540 Stoney Creek Dr
Highland CA 92346

Bryson, Athelstine E
3408 Rainbow Ln
Highland CA 92346

Lann, Ray
20 N Center St
Redlands CA 92373

Bjelland, Richard
3416 Rainbow Ln #2
Highland CA 92346

Buchwald, Ronald E
1635 La Praix St
Highland CA 92346

Laguna Family Trust 8-15-02
6725 Shrewood Dr
La Verne CA 91750

Myers, Milton W
3014 Mt Top
Highland CA 92346

Aguilar, Alisha C
7881 Buckeye St
Highland CA 92346

Douglas, Kirk M
27172 Pacific St
Highland CA 92346

Johnson, Richard A
1894 N Bangor Ave
Highland CA 92346

Moore, Timothy D
1777 N Dundee Ave
San Bernardino CA 92346

De Woody, Janet D
3416 20th St
San Bernardino CA 92346

Malone, Gaylyn
29440 Highland Grove Ln
Highland CA 92346

Oluoha, Kevin C
1604 Denair Ave
Highland CA 92346

Miner, Gary S
27175 Pacific St
Highland CA 92346

Vlmhp, Lp
3850 E Atlantic Ave #39
Highland CA 92346

Thomas, Sonja R
27651 Temple St
Highland CA 92346

Mobayed, George
7573 E Calle Durango
Anaheim CA 92808

Freed, Roxelana D
2420 Brandenberry Ct Unit #3k
Arlington Heights IL 60004

Newell, Hattie M
7001 Church Ave #19
Highland CA 92346

Hackerd, Robert M Jr Rev Tr 5-19-05
1421 Panorama St
Upland CA 91786

Martinez, Raymundo
7282 Stoney Creek Dr
Highland CA 92346

Anderson, William A
7873 Church Ave
Highland CA 92346

Nelson, Melvin F
27420 Fisher St
Highland CA 92346

Williams, Ellis L
7136 Stoney Creek Dr
Highland CA 92346

Echeverria, Edmund J
7141 Seine Ave
Highland CA 92346

Chapin, W D
7186 Boulder Ave
Highland CA 92346

Hutchinson, Aimee L
27628 Powell Dr
Highland CA 92346

Olaru, Nelu D
7285 Stoney Creek Dr
Highland CA 92346

Sodia, Jeffery A
7240 Catalpa Ave
Highland CA 92346

Ricordati, Robert F & Janice C Tr 5
6967 Rhone Ave
Highland CA 92346

Sanchez, Rafael
7411 Glen Oaks Rd
Highland CA 92346

Boghos, Joseph M Jr
7047 Catalpa Ave
Highland CA 92346

Lugonia Park Associates
P.O. Box 542
Loma Linda CA

Ramirez, Fernando
7609 Webster St
Highland CA 92346

Affatati, Joseph T
6012 Elmwood Rd
San Bernardino CA 92404

Burry, Kim J
21434 Covina Hills Rd
Covina CA 91724

Suarez, Serafin
25484 E 26th St
San Bernardino CA 92404

Camarena, Manuel
6284 Elm Ave
San Bernardino CA 92404

Acosta, Richard J
2605 Taylor Rd
San Bernardino CA 92404

Popadak, John T
25535 E 26th St
San Bernardino CA 92404

Johnson, Ray A Jr
26284 23rd St
Highland CA 92346

Gomez, Manuel F
1728 Pennsylvania
Colton CA 92324

Bruce B & Blake S Holtzbach
Fam Trus
1986 Palm Ave
Highland CA 92346

Turner, Zachary
26295 23rd St
Highland CA 92346

Stubblefield Construction Co
2258 Bradford Ave
Highland CA 92346

Arr 1865
P.O. Box 2516
Apple Valley, CA

Holekamp, William F Tr
5 Barclay Woods
St Louis Mo 63124

Cronin, Michael
7419 Nye Dr
Highland CA 92346

Flores, Michael A
2131 Pepper Dr
Highland CA 92346

Dominguez, Garry
26255 23rd St
Highland CA 92346

Rodriguez, Consuelo
7443 Seine Ave
Highland CA 92346

Matthys, Steven A
7432 Seine Ave
Highland CA 92346

Pns Stores Inc
300 Phillipi Rd
Columbus OH 43228

Van Meter, James G
7540 Buckeye
San Bernardino CA 92408

Housing Authority County Of
San Bdno
1053 N “D” St
San Bernardino CA 92410

Smith, James D Jr
7431 Windrose Dr
Highland CA 92346

Rawson, Michael D
29035 Rosewood Ln
Highland CA 92346

Slagg, William G & Megan Mc
Rae Trus
5814 Flambeau Rd
Rancho Palos Verdes CA 90275

Sennie, Alfred Jr
27171 Millar St
Highland CA 92346

Bachman, Rita F
7710 Dunkirk
Highland CA 92346

Heinzen, Michael R
7527 Dunkirk
Highland CA 92346

Stathis, Nicholas A And Carol P
Trs
12542 Ironstone Ct
Victorville CA 92392

Wright, James
27730 14th St
Highland CA 92346

Shaginian, Tigran
9561 Via Bernardo
Burbank CA 91504

Nelson, Meredith A
27640 Temple St
Highland, CA 92346

Bp West Coast Products Llc
P.O. Box 5015
Buena Park CA

Wann, Florence A
6801 Victoria Ave
Highland CA 92346

Padilla, Vincent J
27520 Sutherland Dr
Highland CA 92346

Abdulnour, Suheil
7112 Rock Spring Ln
Highland CA 92346

Benavides, Gilberto
27146 Nona Ct
Highland CA 92346

Williams, Robert F Tr
27581 Stratford St
Highland CA 92346

Valadez, Miguel
1907 Reedy Ave Unit 2
Highland CA 92346

Gildo, Manuel
6588 Lynwood Wy
Highland CA 92346

Koleszar, William J
3334 E 20th St
Highland CA 92346

Jolley, Wayne & Lani Family Tr
4-15-
P.O. Box 272
Mentone CA

Arreola, Sergio A
27370 Main St
Highland CA 92346

Sanchez, Rudolph P
7247 Seine St
Highland CA 92346

Li, Hanhsing
876 Vallombrosa Dr
Pasadena CA 91107

Gonzales, Sergio R
27805 Norwood St
Highland CA 92346

Mills, John R
P.O. Box 1068
Highland CA 92346

Lloyd, Melvin
6075 Geremander Ave
Rialto CA 92377

Stilwell, Maxine A
27160 Nona Ct
Highland CA 92346

Cook Familt Tr (8-31-04)
1877 Church Ave
Highland CA 92346

Dominguez, David
26438 Western Ave
Highland CA 92346

Stephens, Lori
7541 Stoney Creek Dr
Highland CA 92346

Felix, Miguel A
27855 Brookstone Ave
Highland CA 92346

Hanson, Carel
1694 N Seine Ave
Highland CA 92346

Grijalva, Wendy A
P.O. Box 3833
Lake Isabella, CA

Pelzer, Harvey A
7230 Seine Ave
Highland CA 92346

Ginter, Robert D Jr
27613 Powell Dr
Highland CA 92346

Koch, Randy
7824 Cienega Dr
Highland CA 92346

Donaldson, Craig
1083 N Encnto St
Orange CA 92869

Pacifica Victoria Grove Venture Llc
3090 Pullman St
Costa Mesa CA 92626

Nuno, Andrew
1641 Denair Ave
Highland CA 92346

Meis, David G
1740 Olive St
Highland CA 92346

Groenert, Lance A
27151 Nona Ave
Highland CA 92346

Cachua, Enrique
2051 Newcomb St
San Bernardino CA 92404

Unknown Owner
157 W 10th St
San Bernardino CA 92410

Norris, Andrew
7001 Church Ave Sp 26
Highland CA 92346

Sipa, Aron
3488 Rainbow Ln
Highland CA 92346

Fox, Leonard F Jr
7256 Stoney Creek Dr
Highland CA 92346

Grantham, Haydee L
27835 Cobblestone Ct
Highland CA 92346

Brase, Robert D Tr
27611 Villa Ave
Highland CA 92346

Rah Investments Llc
1093 W Colton Ave
Redlands CA 92374

Baseline Investments
949 South Coast Dr Ste 600
Costa Mesa CA 92626

Ramos, Luis J
7079 Cienega Dr
Highland CA 92346

Asp Redlands Self Storage Llc
4437 Twain Ave
San Diego CA 92120

Price, David C
1757 E Mesa Verde Dr
San Bernardino CA 92404

Bingcang, Nemencia R
25748 26th
San Bernardino CA 92404

Patel, Jayesh
2113 Canyon View Ln
Redlands CA 92374

Smith, Nigel C
7099 Church Ave
Highland CA 92346

Rodriguez, Bryan
1604 Sundown Ct
Redlands CA 92374

Tiffany C Lam,
7643 Pattee Ct
Highland CA 92346

Hewitt, Gregory W
P.O. Box 374
Highland CA 92346

Hackerd, Robert M Jr Revoc Trust 5-1
1421 Panorama St
Upland CA 91786

Johnson, Jaime T
27603 7th St
Highland CA 92346

Lopez, Juan
7261 Devon Ave
Highland CA 92346

Hackerd, R Revoc Tr 5-19-05
1421 Panorama St
Upland CA 91786

Fakas, Andrew J Tr
116 S La Senda Dr
Laguna Beach CA 92651

Hall, Brian R
7021 Seine St
Highland CA 92346

Crestline Holding Co
P.O. Box 30
San Bernardino CA 92402

Mirharooni, Nejat
12245 Canna Rd
Los Angeles CA 90049

Jhawar Enterprises Ltd Ptnshp
16196 Jacobs Cir
Riverside CA 92504

Rios, Rafael
27121 Millar St
Highland CA 92346-2519

Juan F Espinoza
27832 Pebble Ct
Highland CA 92346

William C Buster Tr
1399 W Colton Ave Ste 5
Redlands CA 92374

Palm Capital Llc
8121 Van Nuys Blvd #400
Panorama City CA 91402

Ahumada, Robert Sr
2822 Cole Ave
Highland CA 92346

Aispuro, Alma D
7145 La Praix St
Highland CA 92346

Manzano, Gilbert T
27631 Foster Ave
Highland CA 92346

Rumpf, Lauren M
27610 Powell Dr
Highland CA 92346

Uribe, Alberto O
847 Carlotta Ct
Redlands CA 92374

Empire Bowl Inc
940 W Colton Ave
Redlands CA 92373

Clerest, David
25784 27th St
San Bernardino CA 92404

Lotze Second Family Limited Ptnshp
2240 E Highland Ave
San Bernardino CA 92404

Hill, Sandra L
2136 Pepper Dr
Highland CA 92346

Starne Family Trust
7451 Dunkirk Ave
Highland CA 92346

Roy E Hanson, Jr M F G
1924 Compton Ave
Los Angeles CA 90011

Helo, Aysar
28809 Harwick Dr
Highland CA 92346

Wilson, Simon E
6765 Miller Ln
Highland CA 92346

Smith, Jeffrey A
1872 N Colwyn Ave
Highland CA 92346

Shevchuk Family Limited Partnership
313 E Ave Cordoba
San Clemente CA 92672

John Dumas
27797 Stratford St
Highland CA 92346

Chemical Commodities Agency
572 N Arrowhead Ave Ste 101
San Bernardino CA 92401

Robert D Liudahl
6740 Miller Ln
Highland CA 92346

Eustaquio M Langga
7448 Nye Dr
Highland CA 92346

Nyutosia Cornish
3184 E Atlantic Ave
Highland CA 92346

Rivera, Jerry
7735 Stoney Creek Ct
Highland CA 92346

Lacanlale, Eduardo S., Dva
1569 N Buckeye St
Highland CA 92346

Jose G Torres
1858 Olive Street
Highland, CA

A & A Marketing Services Llc
28549 Hackney St
Highland CA 92346

Anthony Olguin Sr
6790 Cole Ave
Highland CA 92346

William T Beggs
27819 Pluto St
Highland CA 92346

San Bernardino Schools Financing Corporation
777 N "F" St
San Bernardino CA 92410

Soyo Latuch
27862 Saturn St
Highland CA 92346

Nho Thi Kim
Bryson, P.O. Box 1075
Highland, CA 92346

Jack M Mathew
6789 Los Feliz Dr
San Bernardino CA 92346

Lydia Glembotzki
P.O. Box 1470
Twin Peaks CA

Edward R Holmgren,
P.O. Box 531
Colton CA

Eric B Ramirez
27662 7th St
Highland CA 92346

Arsenia L Santos
7745 Stoney Creek Ct
Highland CA 92346

Drina G Adams
28459 Sycamore Dr
Highland CA 92346

David Silva
20321 Via Varadero
Yorba Linda CA 92887

Darren M Feldman
7472 Catalpa Ave
Highland CA 92346

Ralph L Hainsworth Jr
1820 Buckley St
Highland CA 92346

Donna B Crouch
7134 Seine Ave
Highland CA 92346

Dolores Angulo
7571 Church Ave
Highland CA 92346

Linda Caldwell
7001 Church Ave #30
Highland CA 92346

Glenn Carrick
27347 Main St #13
Highland CA 92346

Leah Bushey
7001 Church Ave #25
Highland CA 92346

Rhea T
Norris, 7165 La Praix St
Highland CA 92346

System Capital Real Property Corp
P.O. Box 66351 Amf O'hare Airport
Chicago Il 60666

Antony Jayaprakash
7258 Stoney Creek Dr
Highland CA 92346

Martin Abelar,
7990 Pedley Rd
San Bernardino CA 92410

James I Mobley
7276 Catalpa Ave
Highland CA 92346

Paul W Provence,
2405 Willow Dr
San Bernardino CA 92404

Maravez, Joaquin
27530 14th St
Highland CA 92346

John F Braswell
12579 2nd Street
Yucaipa, CA 92399

Amw Investments Inc
8252 E Lansing Rd
Durand MI 48429

Saravia, Elba M
14902 Gerkin Ave
Hawthorne CA 90250

Ecclisia Christian Fellowship
1314 Date St
San Bernardino CA 92404

Dora A Ruiz,
25494 Pumalo
San Bernardino CA 92404

Paulsen, Daniel
6314 Rosena Ave
San Bernardino CA 92404

Arr 1865
P.O. Box 2516
Apple Valley, CA

Southland Corporation The
2711 N Haskell Ave
Dallas TX 75204

Bergeron, Susan J Tr (Susan J Trust)
7229 Sausalito Ave
Canoga Park CA 91307

Lucille Davis
6564 Lynwood Wy
Highland CA 92346

Wayne L Merchant
7440 Windrose Dr
Highland CA 92346

C V G Hospitality Inc
1498 Brookside Ave G 209
Redlands CA 92373

Trompas Property Ltd
808 Golden Park Ave
San Diego CA 92106

Formosa Rentals Llc
688 Bradbury Pl
Diamond Bar CA 91765

Richard Salazar
8143 Elphick Rd
Sebastopol CA 95472

Maclovio Sanchez
25480 Pumalo St
San Bernardino CA 92404

Social Science Services
P.O. Box 657
Bloomington CA 92316

Lisa M Vigil,
25898 Pumalo St
San Bernardino CA 92404

Ethel M Sampson,
25842 E 26th St
San Bernardino CA 92404

Ysi I Llc
6745 Engle Rd Ste 300
Cleveland OH 44130

David Gonzales
26161 23rd St
Highland CA 92346

Ward, David W
7409 Dunkirk Ave
Highland CA 92346

San Bernardino City Redevelopment Ag
201 N E St #301
San Bernardino CA 92401

Nabi Enterprises Inc
20515 Regal Oak Dr
Yorba Linda CA 92888

House, Dana Sep Prop Tr 2/26/98
10393 Glenbarr Ave
Los Angeles CA 90064

Andrew C Glavinic,
3671 Sea Scape Dr #13
Huntington Beach CA 92649

Samuel Goodman Jr
6316 Elm St
San Bernardino CA 92404

Warren M Graham,
25474 E 26th St
San Bernardino CA 92407-6548

Huong Tran
25780 Pumalo St
San Bernardino CA 92404

Ignacio Baez
25820 E 26th St
San Bernardino CA 92404

Mussaddequddin Chowdhury
107 Waters Ct
Redlands CA 92374

Tri-City Investors
9450 Jeffery Dr
Redlands CA 92373

Carlos Vasquez
26111 23rd St
Highland CA 92346

Delote, Lee M
27125 Cole Ct
Highland CA 92346

Aguilar, Pedro G
6558 Victoria Ave
Highland CA 92346

Zurita, Maria V
6533 Pepper Dr
Highland CA 92346

Ruotsi, Bonnie L
27191 Millar St
Highland CA 92346

Helo, Yousef R
28809 Harwick Dr
Highland CA 92346

Wardeh Lp
27627 Baseline St
Highland CA 92346

Callan, Earl F
P.O. Box 150
Colton CA

Church Of The Living God
7561 Olive Tree Lane
Highland CA 92346

Goodchild, Harold F
13722 110th Avenue Ct E
Puyallup WA 98374

Lewis, Ethel G Tr (Ethel Trust)
705 W Dover Dr
San Bernardino CA 92407

Lambert, Mark A
7049 Rhone Ave
Highland CA 92346

Carson, Jon D Liv Trust 11/5/04
749 Smokewood
San Dimas CA 91773

Sheppard, Loretta L
26483 Millar St
Highland CA 92346

Ramirez, Ubaldo
3412 20th St
Highland CA 92346

Carranza, John
27658 Temple St
Highland CA 92346

Jasman, Arnold P Iii
2515 Glenbush Cir
Corona CA 92882

Villarreal, Jose
6726 Valaria Drive
Highland, CA 92346

Brown, Darrin W
7715 Stoney Creek Ct
Highland CA 92346

Giesecke, Alice V
2797 Stoddard Ave
San Bernardino CA 92405

Castro, Charles
1841 Church Ave
Highland CA 92346

Frances M Racobs
5407 Rose Ave
Riverside CA 92505

Cannon, Charles E.
1588 N Buckeye St
Highland CA 92346

Zulueta, Angelita
1694 N Central Ave
Highland CA 92346

Zimmer, Anthony E
6584 Victoria Ave
Highland CA 92346

Ross A Ii Veckey,
1795 N Olive St
San Bernardino CA 92346

Kephart, A Jr
7823 Cienega Dr
Highland CA 92346

Evans, Melinda J
1828 N Bangor Ave
Highland CA 92346

Kovach, Carl F
3545 20th Street
Highland, CA 92346

Bridges, Walter C
7550 Cienega Dr
Highland CA 92346

Hooliday Trust 11/18/99
2535 Camino Del Rio South #255
San Diego CA 92108

Petrisak-Diaz Trust 7-10-2001
13941 Chandler Blvd
Sherman Oaks CA 91401

Harkey, James M
1705 N Bangor Ave
Highland CA 92346

Germond, Donald V
27125 Nona Ave
Highland CA 92346

Barajas, Javier
7611 Dunkirk Ave
Highland CA 92346

Meis, David G
1740 N Olive St
Highland CA 92346

Sachs, Erich
27571 Stratford St
Highland CA 92346

Masih, Joseph A
7141 Stoney Creek Dr
Highland CA 92346

Smith, Judith P
1664 N Seine Ave
Highland CA 92346

Fredericks, Carl M Ii
1805 N Dundee Ave
Highland CA 92346

San Bernardino Church Of God Christian C
6848 Palm Ave
Highland CA 92346

Lucey, Paul
7456 Nye Dr
Highland CA 92346

Simpson, Robert W
7143 Catalpa Ave
Highland CA 92346

Rasoul, Samer & Jessica Fam Tr 03/05
14825 Summerbreeze Wy
San Diego CA 92128

Welker, Gerald
7140 Stoney Creek Dr
Highland CA 92346

Mesunas, Christopher
4020 El Camino Ave #D2
Sacramento CA 95821

Donelson, Steven
3405 20th St #1
Highland CA 92345

Mcnown, Sandra
27156 Pacific St
Highland CA 92346

Marquez Investments Inc
18048 Foothill Blvd
Fontana CA 92335

Smith, Michael D
7840 Nye Dr
Highland CA 92346

Murrillo, Robert A Iii
3548 20th St
Highland CA 92346

Tyler, Edith W
27654 Baseline
Highland CA 92346

Blaskey, Michael D
27730 Clifton Ave
Highland CA 92346

Skeate, Richard L
6986 Church Ave
Highland CA 92346

Everhart, Robert Alan
7001 Church Ave #56
Highland CA 92346

Savage, Robert G
28567 Foxboro Ln
Highland CA 92346

Saverino, Anthony
6945 Seine Ave
Highland CA 92346

Rich Family Trust 1/11/2004
P.O. Box 982
Highland CA 92346

Daniels, Daryl J
27854 Stratford St
Highland CA 92346

Wazdatskey, Philip D
7219 Stoney Creek Dr
Highland CA 92346

Moreno, Norman G
7139 Cienega Dr
Highland CA 92346

Morrell, D W & DD Revoc Liv Tr 2-13
7053 La Praix St
Highland CA 92346-3306

Riddle, Marvin L
7005 Bonita
Highland CA 92346

Obst, Geoffrey M
27622 Powell Dr
Highland CA 92346

Cargile & Broadnax-Cargile, F & Ds T
7872 Buckeye St
Highland CA 92346

Tait, David J
27620 Villa
Highland CA 92346

Navarro, Arturo
7127 Devon Ave
Highland CA 92346

Aridi, Fadi
7133 Devon Ave
Highland CA 92346

Teledyne Technologies Inc
2049 Century Pk East
Los Angeles CA 90067

Simo, Cesar A
6089 Merito Ave
San Bernardino CA 92404

Wickman, Barry S Trust Of 1991
9885 Central Ave Ste B
Montclair CA 91763

Trojan Groves
21202 Kroll Ln
Huntington Beach CA 92646

Williams Well Corp Ltd
233 Grandview Dr
Redlands CA 92373

Thomas, Brian S
1778 Buckeye St
Highland CA 92346

Kumar, Anil K
2925 Dorchester Cir
Corona CA 92879

Guitron, Adriel
25866 Pumalo St
San Bernardino CA 92404

Cota, Frank E
25853 E 27th St
San Bernardino CA 92404

Diaz, Tracy
6245 Argyle Ave
San Bernardino CA 92404

Faith Temple
P.O. Box 3177 / 2361 E Date St
San Bernardino CA 92404

Highland Town Shops
2258 Bradford Ave
Highland CA 92346

Calhoon, Joseph A
26149 23rd St
Highland CA 92346

Jib & Associates Revocable Tr 09/04
29218 Lakeview Ln
Highland CA 92346

Scott, Shelley
7394 Dunkirk Ave
Highland CA 92346

Wain, Edward G
7435 Seine Ave
Highland CA 92346

Patel, Amrutbhai M Tr
P.O. Box 1902
Ontario CA

De Grasse, Jacqueline E
7085 Palm Ave
Highland CA 92346

Salazar, David
3371 E Highland Ave
San Bernardino CA 92346

Terteryan, Akop
8066 Vantage Ave
North Hollywood CA 91605

Hernandez, Ramon G
549 W Galway Street
Rialto, CA 92337

Hernandez, Aroldo
2146 La Verne Ave
Highland CA 92346

Diaz, Jose P
3095 E 17th St
Highland CA 92346

Roberts, Aaron
27170 Nona Avenue
Highland CA 92346

Overholt, Gary & Frances 2001 Trust
1694 La Praix St
San Bernardino CA 92346

Heusterberg, David S
1705 N Coldwyn Ave
Highland CA 92346

Ahumada, Robert
2822 Cole Ave
Highland CA 92346

Brunner, Leo A
1828 N Dundee Ave
Highland CA 92346

Spencer, Earl
7567 Sunstone Avenue
Rancho Cucamonga, CA 91730

Martinez, Jose M
3485 E 21st St
Highland CA 92346

Crowe, Ruth A Family Trust 11/23/94
27635 Pattee Ct
Highland CA 92346

Benson, Earl W Tr
7560 Cienega Dr
Highland CA 92346

Caringer, Doris L
27772 Pebble Ct
Highland CA 92346

Lopez, Paulette Jean
27741 Stratford St
Highland CA 92346

Kennedy, Melita L
1944 Palm Ave
Highland CA 92346

Eyck, Janet Ten
1015 Michillinda #302
Pasadena CA 91107

Dornan, Diane J
27633 Norwood Ct
Highland CA 92346

Hicks, James W Jr Dva
P.O. Box 942895
Sacramento, CA

Gindratt, Joe R
1951 Reedy Ave
Highland CA 92346

Ceniceros, Laina R
1902 Palm Ave
Highland CA 92346

Maes, Eduardo
3863 Atlantic Ave
Highland CA 92346

Moore, Cami A
27838 Saturn St
Highland CA 92346

Owen, Bonnie L
1991 N Central Ave #20
San Bernardino CA 92346

Baugh, John E
7551 Dunkirk Ave
Highland CA 92346

Makamure, Mildred
1829 N Colwyn Ave
Highland CA 92346-2446

Bellamy, Frank A
1795 N Colwyn Ave
Highland CA 92346

Robbins, Herbert Tr
7514 Dunkirk Ave
Highland CA 92346

Perez, Carlos P
12377 Lewis St Ste 202
Garden Grove CA 92840

Schmidt, Donald H
18582 Foothill St
Devore CA 92407

Korzonek, Yong Song
27629 Temple St
Highland CA 92346

Mccall, Debra G
P.O. Box 10344
San Bernardino CA

Patel, Ajaykumar N
439 W Kenwood Dr
Upland CA 91784

Phillips, Jerome
6779 Lynwood Wy
Highland CA 92346

Maison, Terri
3421 E 20th St
Highland CA 92346

Swanson, Janice
7109 Church Ave
Highland CA 92346

Guisa, Augustine
3979 E Atlantic
Highland CA 92346

Stutz, Donald A Jr
1850 N Bangor Ave
San Bernardino CA 92346

Bubeck, Julius C
27798 Pluto St
Highland CA 92346

Fischer, Frederick W
6667 Valaria Dr
Highland CA 92346

Jasso, Joe
1729 Colwyn Ave
Highland CA 92346

Harley, Gerald
27769 Stratford St
Highland CA 92346

Gillean, Benjamin
1804 N Olive St
Highland CA 92346

Strom, Edward C
67833 Rockford Ave
Highland CA 92346

G I A Properties
7015 N River Rd
River Hills WI 53217

Duron, Raymond
3384 Rainbow Ln
Highland CA 92346

Helo, Aysar
28809 Harwick Dr
Highland CA 92346

Reeves, William F Iii
6913 Seine Ave
Highland CA 92346

Schmidt, Donald H
18582 Foothill St
Devore CA 92407

Stater, Glenn L
27860 Norwood Dr
Highland CA 92346

Duran, Lisa V
1991 Central Ave #2
Highland CA 92346

Card, David J
3355 Rainbow Ln
Highland CA 92346

Reemts, Martha G Living Trust 10-29-
7550 Dunkirk Ave
Highland CA 92346

Chaney, Eugene
3365 E Rainbow Ln
Highland CA 92346

Torres, Luis R
6941 La Praix St
Highland CA 92346

Stathis, Jo Ann
13228 Hollyberry Rd
Victorville CA 92392

Albarran, Linda C
1828 N Central Ave
Highland CA 92346

Digioia, Mark J
7255 Stoney Creek Dr
Highland CA 92346

Browne, Frank M Iii Living Trust 6-7
4084 E Mirada St
Highland CA 92346

Machado, Robert
6159 Cabrillo Ct
Alta Loma CA 91701

Lenon, James E Iii
6644 Gillam St
Riverside CA 92509

Nguyen, Binh T
7251 Catalpa Ave
Highland CA 92346

Myers, Steven C
P.O. Box 2836
Crestline CA

Dill, Shawn R
27521 Sutherland
Highland CA 92346

Aragon, Albert Jr
7024 Seine Ave
Highland CA 92346

Lawrence, Elizabeth F
7257 Devon Ave
Highland CA 92346

Paramo, Jack
27580 14th St
Highland CA 92346

Keays, Sean C
3374 Rainbow Ln
Highland CA 92346

Perkins, Ronald L
7049 Seine Ave
Highland CA 92346

Tennessee Mutual Well Co
233 Grandview Dr
Redlands CA 92373

Property One, Llc
380 New York St
Redlands CA 92373-8100

Crittenden, Mary L
7001 Church Ave #45
Highland CA 92346

Burry, Kim J
Pmb 190 3045 S Archibald Suite H
Ontario CA 91761

Emm, Michael G
240 Churchill Glen
Sierra Madre CA 91024

Hawara, Mtanos
9388 Tangelo Ave
Fontana CA 92335

Quintana, Armando
1578 Fullerton Dr
San Bernardino CA 92407

Alvarez, Marco A
6180 Merito
San Bernardino CA 92404

Neighbors, Clarence E
366 W 59th St
San Bernardino CA 92407

Smeader, Harry W
2606 N Taylor Rd
San Bernardino CA 92404

Hicks, Willie L
2504 Taylor Rd
San Bernardino CA 92404

Reynolds, Gregory S
6565 Monte Vista Dr
San Bernardino CA 92404

White, Tracy L
6292 Guthrie St
San Bernardino CA 92404

Owens-Lee, Janice
25810 Pumalo St
San Bernardino CA 92404

De Cora, Leo P
25508 Pumalo St
San Bernardino CA 92404

Guereca, Pete
26275 Orchid Dr
San Bernardino CA 92346

Glass, Aprel C
6306 Argyle Ave
San Bernardino CA 92404

Vega, Jimmy J
25715 Date St
San Bernardino CA 92404

Ragon, Marjorie L Tr
25809 26th St
San Bernardino CA 92404

Toth, Michael B
25801 Date St
San Bernardino CA 92404

Holekamp, William F Tr
5 Barclay Woods
St Louis MO 63124

Hostalek, Joseph J
747 N Robinson St
Los Angeles CA 90026

Patton, Roberta Sep Prop Tr 3-5-02
25365 Classic Dr
Mission Viejo CA 92691

Farantos, Nikolaos K
27328 Pumalo Street
Highland, CA 92346

Carleson Family Trust (12/17/97)
175 Cameron Station Blvd
Alexandria VA 22304

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7393 Nye Dr
Highland CA 92346

P T Packs Investment Co
P.O. Box 56157
Riverside, CA

Bennett, Hollis Tr
1939 N Sycamore Ave
Rialto CA 92376

Teames, Paul O
290 Bilmar Dr
Pittsburgh PA 15205

King, Stephen K
1704 Buckeye St
Highland CA 92346

Salem, Subhi A
P.O. Box 4112
Irvine CA

Abu-Salem, Ghazi
P.O. Box 4112
Irvine CA

Agoura Willowcreek Ltd
707 Broadway Ste 1017
San Diego CA 92101

Figueroa, Jesus
6667 Valaria Dr
Highland CA 92346

Redman, Mary E
6788 Los Feliz Dr
Highland CA 92346

Welch, Robert C
1630 La Praix St
Highland CA 92346

Mc Glothlin, Rodney
7059 Buckeye St
Highland CA 92346

Sanchez, Yaneth
7829 Nye Dr
Highland CA 92346

Edwards, Aaron L
14417 S Cairin Ave
Compton CA 90220

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1073 Ponderosa Cir
Longmont CO 80501

Donofrio, Richard Jr
7935 Stoney Creek Ct
Highland CA 92346

Greene, William K
7700 Dunkirk Ave
Highland CA 92346

Perry, Yolanda
1991 Central Ave # 17
San Bernardino CA 92346

Nicholson, David E
6754 Victoria Ave
Highland CA 92346

Nguyen, Quang
1723 Bangor Ave
Highland CA 92346

Ponce, Margarita
27731 Stratford St
Highland CA 92346

Delgado, Ruth
2098 Orange St
Highland CA 92346

Bourland, Robyn M
P.O. Box 1201
Highland CA

Trevino, Ricardo R
27740 14th St
Highland CA 92346

Hernandez, Della R
27781 Norwood St
Highland CA 92346

Tamayo, Alex F
13431 Gettysburgh
Fontana CA 92336

Nghiem, Minh Thu
3497 Rainbow Ln #2
Highland CA 92346

Hernandez, Emma
1895 Colwyn Ave
Highland CA 92346

Nwuke, Austine C
6706 Lynwood Wy
Highland CA 92346

Mendoza, Rosa M
1851 N Bangor Ave
Highland CA 92346

De La Pena, Eduardo Jr
3522 W 20th St
San Bernardino CA 92346

D'mar, Shaela R
27264 Pacific St
Highland CA 92346

Marshall, Douglas E
P.O. Box 7338
Laverne CA

Montenegro, Michael A
3440 E 20th St #1
Highland CA 92346

Colotta, James E
10417 Crestwood Dr
Charlotte NC 28277-0570

Delgadillo, Donato C
6689 Lynwood Way
Highland CA 92346

Cox Bobbie L Rev Liv Tr 5/31/05
27654 7th St
Highland CA 92346

Jones, Cynthia
7690 Dunkirk Ave
Highland CA 92346

Campuzano, Quetzalcoatl
7832 Cienega Dr
Highland CA 92346

Johs, Family Trust
16118 Summit Peaks Dr
Longmont CO 80504

Lopez, Ruben
3084 Atlantic Ave
Highland CA 92346

Forsythe, Donald B
1794 Buckeye St
Highland CA 92346

Mc Millan, Paul L
7610 Stoney Creek Ct
Highland CA 92346

Carlisle, Shawn C
3364 E 20th St
Highland CA 92346

Blankenship, Paul
27641 Temple St
Highland, CA 92346

Martinez, Sergio
6669 Robinson Rd
Highland CA 92346

Spizman, Sam B
P.O. Box 2071
Rancho Santa Fe CA

Leon, Genaro
3410 20th St #4
Highland CA 92346

Shi, Raul A
27783 Timberwood Dr
Highland CA 92346

Hall, Steven L
7514 Nye Dr
Highland CA 92346

Thompson, Charlie C
7557 Cienega Dr
Highland CA 92346

Hong, Byung Sik
3471 Rainbow Ln
Highland CA 92346

Jeffries, Joyce
27809 Pebble Ct
Highland CA 92346

Collins, Charles D
7118 Buckeye
Highland CA 92346

Anderson, Dale A Tr
3475 Rainbow Ln
Highland CA 92346

Perez, Miriam
3501 Rainbow Ln
Highland CA 92346

Raydon, Amber L
134 Viento Wy
San Bernardino CA 92404

Arizaga, Eva E
7138 Catalpa Ave
Highland CA 92346

Martinez, Emily
7111 Ridge Dr
Highland CA 92346

Wilson Family Trust (1-30-01)
27724 Stratford St
Highland CA 92346

Roberson, Joanne
8909 Rochester Ave
Rancho Cucamonga CA 91730-5503

Menchaca, Mark
7252 Catalpa Ave
Highland CA 92346

Hensley, Janet G
7001 Church Ave #50
Highland CA 92346

Mcmackin, Charles E
7001 Church Ave #29
Highland CA 92346

Ervin, Harrison E
7031 Rhone Ave
Highland CA 92346

Debozi, Renu
7001 Church Ave #15
Highland CA 92346

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Redlands CA 92374

Gae, Charla
6965 Seine Ave
Highland CA 92346

Hill, Martha B Tr
843 Carlotta Ct
Redlands CA 92374

Crane, William V
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Highland CA 92346

Deshane, Paul
7056 Catalpa Ave
Highland, CA 92346

Smart, Trent A
Po Box 341545
Los Angeles CA

Caldwell Family Rev Living Tr
12/15/
27611 Foster Ave
Highland CA 92346

Saucedo, Richard A Sr
27591 Foster
Highland CA 92346

Cantrell, Lewis H
6752 Van Leuven Ln
Highland CA 92346

Tyree, Melvin D
610 Tennessee St
Redlands CA 92374

Chavez, Dolores M
2783 Rialto Ave
Rialto CA 92376

Lopez, Michael
25757 E 27th St
San Bernardino CA 92404

Bolling, Robert C
6101 Merito Ave
San Bernardino CA 92404

Stinson, Edward L
6150 Merito Ave
San Bernardino CA 92404

Lauziere, John
25747 Date St
San Bernardino CA 92404

Chen, Jian & Long Chow Rev Tr 4-12-0
1153 Regal Canyon
Walnut CA 91789

Reyes, Moises T
2053 S Halladay St
Santa Ana CA 92707

Murray, James & Nieves Rv Fm Tr 5/3/
507 E "H" St
Colton CA 92324

Thorson, Timothy M
6636 Blue Sky Ct
San Bernardino CA 92407

Calhoon, Antoinette
26135 E 23rd St
Highland CA 92346

Cheng, Shin S
29 W Palm Dr
Arcadia CA 91007

Quinette, Evelyn L
1106 Atwater Ave
Riverside CA 92506

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5 Barclay Woods
St Louis MO 63124

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North Hollywood CA 91605

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201 N E St Ste 301
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12871 Correnti Street
Pacoima, CA 91331

Castellanos, Manuel
27268 Nona Ave
Highland CA 92346

Mcewen, Paul T
7443 Catalpa Ave
Highland CA 92346

Uriostegue, Pedro M
24694 Theda St
Perris CA 92570

Flores, Michael
7816 Buckeye St
Highland CA 92346

Santos, Reynaldo S J
11449 Via Capri
Loma Linda CA 92354

Banks, Lawrence R
23015 Wren St
Grand Terrace CA 92313

Patterson, Clarence
7581 Stoney Creek Dr
Highland CA 92346

Voundy, Vincent N
3494 Rainbow Ln #1
San Bernardino CA 92346

Parker, Ellen M Tr
27721 Stratford St
Highland CA 92346

Reno, Frank M
1873 Colwyn Ave
Highland CA 92346

Silva, Rene
9519 Telegraph Rd
Pico Rivera CA 90660-5550

Mc Dowell, Webb R
308 Garnet St
Redondo Beach CA 90277

Cantrell, Lewis H
6752 Van Leuven Ln
Highland CA 92346

Wilkes-Florez, Gloria
7629 Seine Ave
Highland CA 92346

Pedroza, Lauron V
6773 Valaria Dr
Highland CA 92346

Williams, Adela
7504 Nye Dr
Highland CA 92346

Murguia, Edward
27720 14th St
Highland CA 92346

Mann, Deborah D
7600 Dunkirk Ave
Highland CA 92346

Hornal, Roxanne
27532 Sutherland
Highland CA 92346

Carrillo, Josephine
1715 Buckeye
Highland CA 92346

Navarrette, Monica
1895 N Dundee Ave
San Bernardino CA 92346

Hanes, Barbara J
7822 Nye Dr
Highland CA 92346

Maknojia, Alexander
780 Dennis Ave
Chula Vista CA 91910

Adami, Farokh F
Po Box 644
La Verne CA

Lynch, Benjamin F
27541 Temple St
Highland CA 92346

Watson, Lloyd L
23248 Barton Rd
Grand Terrace CA 92313

Hannah, Latisha L
1851 Dundee Avenue
Highland CA 92346

Curtis, Carlton P
6636 Victoria Ave
Highland CA 92346

Lizama, George
6663 Robinson Rd
Highland CA 92346

Coser, Frank
7660 Dunkirk Ave
Highland CA 92346

San Bernardino Church Of God Christian C
1672 Palm Ave
Highland CA 92346

Misic, Miguel
7001 Church Ave #54
Highland CA 92346

Wells, Victor R
3355 E 20th St
San Bernardino CA 92346

Gregg, Melba
1712 Buckeye St
Highland CA 92346

Ferraro, Frank
6979 Palm Ave
Highland CA 92346

Ferrell, John D
6689 Valaria Dr
Highland CA 92346

Dick, Delbert O
27531 Temple St
Highland CA 92346

Gibbons, Anthea M
7468 Dunkirk Ave
Highland CA 92346

Montgomery, Oleta M Rev Tr (8-14-01)
7884 Buckeye St
Highland CA 92346

Mullen, Virginia L Tr
1804 Buckeye St
Highland CA 92346

Helo, Aysar
28809 Harwick Dr
Highland CA 92346

Bauman, Frank & Aurora Trust 3-30-02
1804 N Bangor Ave
San Bernardino CA 92346

Carty, Bridgette A
1594 Buckeye St
Highland CA 92346

Mcmaster, Daniel F
117 Hubbard Ct
Redlands CA 92376

Tang, Katherine
7215 La Praix St
Highland CA 92346

Wilson, Paul T
27490 Fisher St
Highland CA 92346

King, Katie M
7001 Church Ave #12
Highland CA 92346

Nguyen, Khuong V
1565 Buckeye St
Highland CA 92346

Tang, Dorene
3429 E 20th St #3
Highland CA 92346

Sparks, Marvin E Jr
7483 Catalpa Ave
Highland CA 92346

Dietz, Donald J
7378 Seine Ave
Highland CA 92346

Grippen, Max A
1991 Central Ave #11
San Bernardino CA 92346

Obonyano, Mowell
440 W Orange Grove Ave
Pomona CA 91768

Rosales, Sandra S
1772 N Bangor Ave
San Bernardino CA 92346

Asavasopon, Narajphan
1706 Orangewood Ln
Arcadia CA 91006

Quinones, Edmundo
7521 Church Ave
Highland CA 92346

Pham, Minh H
27823 Cobblestone Ct
Highland CA 92346

Hunt, Nancy A
27515 Sutherland
Highland CA 92346

Koen, John F Tr
1815 Cottage Ter
Redlands CA 92374

Wynn, Robert I
27620 Foster Ave
Highland CA 92346

Buoye, Mark
P.O. Box 311
Mentone CA

Sangster, Robert & Kathleen (Marital
403 Via Lido Soud
Newport Beach CA 92663

Suman, Martin & Sara Trust 6-2-92
P.O. Box 711
Dallas TX

Arroyo Valley Comm Economic Developm
P.O Box 1599
San Bernardino CA 92402

Espinoza, Carmen
25583 Date St
San Bernardino CA 92404

Redlands Unified School District
P.O. Box 3008
Redlands, CA

Pepe, Carmen A
25549 Date St
San Bernardino CA 92404

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1090 Monte Dr
Santa Barbara CA 93110

Paszkiewicz, Jeffrey A
13422 Elaine Wy
Yucaipa CA 92399

Montecino, Martin D
25865 E 27th St
San Bernardino CA 92404

Fleury, Jeffrey S
607 Del Rey Dr
Placentia CA 92870

Favorite, Eugene J
25758 Twenty Sixth St
San Bernardino CA 92404

Coe, Donald L
25841 E 26th St
San Bernardino CA 92404

Robinson, Wesley A
25765 E 26th St
San Bernardino CA 92405

Padilla, Tim T Tr
26245 Orchid Dr
Highland CA 92346

Blado Family Trust (03-12-05)
26213 Orchid Dr
Highland CA 92346

Fox-Salazar, Nancy
26161 Orchid Dr
Highland CA 92346

Hernandez, Mario
6409 Arden Ave
Highland CA 92346

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3424 Peachtree Rd Ste 1500
Atlanta GA 30326

Fimbres, Gloria
7500 Hondo St
Downey CA 90242

Karpouzis, Perry
11006 Deer Valley Rd
Yucaipa CA 92399

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27328 Pumalo Street
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Bates, Donald R
6562 Valaria Dr
Highland CA 92346

Nijjar, Sabraj
4900 Santa Anita Ave #2c
El Monte CA 91731

Martinez, Fredy M
2143 Pepper Dr
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Dao, Hai
7411 Nye Dr
Highland CA 92346

Avila, Marivel
6823 Orange St
Highland, CA 92346

Ray, Brenda Joyce
27627 Pattee Ct
Highland CA 92346

Diaz, Jovita H
7452 Dunkirk
Highland CA 92346

Giblin, John M
1704 N Bangor Ave
San Bernardino CA 92346

Patel, Ajaykumar N
3460 Rainbow Ln
Highland CA 92346

Alexander, Reginald C
27638 7th St
Highland CA 92346

Patel, Ajaykumar N
439 W Kenwood Dr
Upland CA 91784

Zarco, Luis A
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Londakos, Cecile
1794 Bangor Ave
Highland CA 92346

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555 Cajon St Ste G
Redlands CA 92373

Chan, Bob
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Highland CA 92346

Jury, Brice A
7650 Stoney Creek Ct
Highland CA 92346

Callahan, Kim L Trust 1-31-03
P.O. Box 761
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Pasquini, Donald J
6734 Merito
San Bernardino CA 92404

Lopez, Ramon G
2117 La Verne Ave
Highland CA 92346

Hargett, Icsolene
7481 Windrose Dr
Highland CA 92346

Madison, James E
3314 E Rainbow
Highland CA 92346

Bradford, Wayne U W Massalena (6-7-0
3505 20th St
Highland CA 92346

Garrett, Deborah A
7125 Stoney Creek Dr
Highland CA 92346

Rice, Erin L
7860 Buckeye St
Highland CA 92346

Vieyra, Angel C
2873 W Walnut Street
Rialto, CA 92376

Penney, Amos A Jr
1794 N Olive
Highland CA 92346

Calderon, Juan C
6688 Lynwood Wy
Highland CA 92346

Ody Enterprises Llc
2500 Imperial Hwy #201
Brea CA 92821

Nguyen, Phuong B
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San Bernardino CA 92346

Wixon, Keith F Tr
27591 Stratford St
Highland CA 92346

Perez, Luciano
26428 Western Ave
Highland CA 92346

Gonzales, George P Sr
27640 Villa Ave
Highland CA 92346

Wirth, Daffodil T
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Highland CA 92346

Copeland, Lacey Jr
1858 Cienega Ct
Highland CA 92346

Bartlett, Greg
6994 Bonita Dr
Highland CA 92346

Laskaris, Chris G
7014 Bonita Dr
Highland CA 92346

Nolasco, Jesus
27571 Villa Ave
Highland CA 92346

Lopez, Arturo
7453 Catalpa Ave
Highland CA 92346

Kennedy, Joseph P
7650 Dunkirk Ave
Highland CA 92346

Sanchez, Barbara
7069 Cienega Dr
Highland CA 92346

Quilizapa, Samuel A
6875 Orange St
Highland CA 92404

Chan Family Revocable Living Trust
28325 Saddlebrook Pl
Highland CA 92346

Sandoval, Abraham D
27128 Nona Ave
Highland CA 92346

Amaro, Christopher
1840 Olive St
San Bernardino CA 92346

Park, James Songwook
2561 S Young Cir
San Bernardino CA 92408

Carbajal, Martin
3344 Rainbow Ln
Highland CA 92346

Sanchez, Hector
3478 21st St
Highland CA 92346

Peterson, Matthew A
27695 7th St
Highland CA 92346

Bohorquez, Herbert J
7175 Catalpa Ave
Highland CA 92346

Rejab, Sammad I
27623 7th St
Highland CA 92346

Chua, Araceli R
7176 Stoney Creek Dr
Highland CA 92346

Gonzales, George P Sr
27640 Villa Ave
Highland CA 92346

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9003 Reseda Blvd Ste 205a
Northridge CA 91324

Atchison, Topeka/Santa Fe
Railway Co
Address Unknown

Howard, Betty A
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San Bernardino CA 92404

Slaven Survivor's Trust 5-15-90
25820 27th St
San Bernardino CA 92404

Davis Family Trust 12-24-01
7110 Highland Spring Ln
Highland CA 92346

Reyna, Juan
3538 E 21st St
Highland CA 92346

Alexander, Wayne A
3619 Summertree Ln
Corona CA 91719

Olalia, Glenn
1876 N Olive St
Highland CA 92346

Everett, Wendy
7821 Nye Dr
Highland CA 92346

Villar, Corazon C
7591 Stoney Creek Dr
Highland CA 92346

Bateman, Kirk
7571 Stoney Creek Dr
Highland CA 92346

Lin 2000 Trust
1907 Ano Nuevo Dr
Diamond Bar CA 91765

Tyree, Melvin D
610 Tennessee St
Redlands CA 92374

A & A Royal Plaza Lp
9003 Reseda Blvd Ste 205a
Northridge CA 91324

Miles, Daniel D
6253 Newbury Ave
San Bernardino CA 92404

Sainte-Claire, Richard A
6252 Argyle Ave
San Bernardino CA 92404

Coffeen, Keith
700 New York St
Redlands CA 92374

Russell, Shawn L
7401 Windrose
Highland CA 92346

Mascareno, Julieta
6865 Orange St
Highland CA 92346

Rawal, Dhananjay
2348 N Sterling Ave Ste #240
San Bernardino CA 92404

Wenzel, Patricia R
28936 Aloma Ave
Laguna Niguel CA 92677

Thomson, Steven M
27138 Nona Ave
Highland CA 92346

Longfellow, Michael W
6803 Miller Ln
Highland CA 92346

Schneiderman, Glen
431 21st St
Manhattan Beach CA 90266

Arnel Development Co Inc
950 South Coast Dr Ste 200
Costa Mesa CA 92626

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P.O. Box 735
San Bernardino, CA

Circle K Properties Inc
P.O. Box 52085
Phoenix AZ 85072

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San Bernardino CA 92404

Nguyen, Jimmy Le Huu
26174 23rd St
Highland CA 92346

Diaz, Honorio
25853 E 26th St
San Bernardino CA 92404

Urbina, Juan C
3494 E 21st St
Highland CA 92346

Stoll, Richard Jr
6639 Robinson Rd
Highland CA 92346

Stunden, Kurt C
7097 Devon Ave
Highland CA 92346

Liudahl, Robert D
6740 Miller Ln
Highland CA 92346

San Bernardino Church Of God
Christian C
6848 Palm Ave
Highland CA 92346

Connor, Edward P
1704 N Olive St
Highland CA 92346

Solis, Manuela J
6615 Lynwood Wy
Highland CA 92346

Simonian, Sarkis
1529 Blenbury Dr
Diamond Bar CA 91765

Atwell, Joshua D
1805 N Banger Ave
San Bernardino CA 92346

Christensen, Niel D
13037 Riverside Wy
Chino CA 91710

Ideal Properties Inc
11601 Wilshire Blvd Ste 208
Los Angeles CA 90025

Lucero, Heather
27779 Stratford St
Highland CA 92346

Thuma, Khristina
3335 E 20th St
San Bernardino CA 92346

Bjelland, Richard H
3449 Rainbow Ln
Highland CA 92346

Canchola, Kathryn F
1859 Buckeye Ct
Highland CA 92346

Steenerson, Donald L
27591 Villa Ave
Highland CA 92346

Highland Church Of The Nazarene
6955 Palm Ave
Highland CA 92346

Granillo, Yvonne
7181 Catalpa Ave
Highland CA 92346

A & A Royal Plaza Lp
9003 Reseda Blvd Ste 205a
Northridge CA 91324

Grundvig, John F
3507 Rainbow Ln
Highland CA 92346

Rodriguez, Joseph C
1978 Palm Ave
Highland CA 92346

Penaloza, Luis F P
3344 20th Street
Highland CA 92346

Esquivel, Jim A
7720 Dunkirk Ave
Highland CA 92346

Zelaya, Deglis
3324 E Rainbow Ln
Highland CA 92346

Wright, Wadell
1397 N Topsail Ave
Colton CA 92324

Silva, Rene
9519 Telegraph Rd Ste G
Pico Rivera CA 90660-5550

Hargraves, Michael A
7230 Stoney Creek Dr
Highland CA 92346

Hodnett, C Wayne
1564 Buckeye St
Highland CA 92346

Johnson, Milton G
27711 Clifton St
Highland CA 92346

Miller Family Trust (12-23-92)
21123 Twining Ave
Riverside CA 92518

Villalobos, Raul M Jr
25511 Date Pl
San Bernardino CA 92404

Peterson, Charles D
28758 Glen Heather Dr
Highland CA 92346

Galen, Derek
1659 Denair Ave
Highland CA 92346

Ter-Pogosyan, Pogos
3472 E 20th St
Highland CA 92346

Todd, Helen M Intervivos Tr 1-18-99
7521 Buckeye St
Highland CA 92346

Casillas, Kathleen Ann
7570 Cienega Dr
Highland CA 92346

Bjelland, Richard H
3449 Rainbow Ln
Highland CA 92346

Strub, Carl Ii
27611 7th St
Highland CA 92346

Ruiz, Fernando
6958 Rhone Ct
Highland CA 92346

Carmean, James G
1304 Kingsbury Rd
Washington IL 61571-9250

Maggard Enterprises Inc
10370 Hemet St Ste 240
Riverside CA 92503

Glavinic, Andrew C
3671 Seascape Dr
Huntington Beach CA 92649

Smith, Doris M
6317 Bonnie St
San Bernardino CA 92404

Eckert, Robert J
22 Byron Close
Laguna Niguel CA 92677

Arce, Alfred P
25586 Pumalo St
San Bernardino CA 92404

Bingcang, Arnel R
25792 E 26th St
San Bernardino CA 92404-3432

Burnett, Wayne A
2588 Taylor Rd
San Bernardino CA 92404

Operation Grace
3141 Indian Canyon Ct
Highland CA 92346

Ayala, John
25757 E 26th St
San Bernardino CA 92404

Lawrence, Robert S
P.O. Box 30373
San Bernardino CA

Garcia, Timothy A
6242 Argyle Ave
San Bernardino CA 92404

Mb Tuscany Apartments, Lp
11300 Sorrento Valley Rd Ste 220
San Diego CA 92121

Cabeza, Israel F
26185 E 23rd St
Highland CA 92346

Mascart Water Company
13191 N Crossroads Pkwy 6th Fl
City Of Industry CA 91746

Kirk, Bernard
6530 Victoria Ave
Highland CA 92346

Wiessmann, Catherine A
2143 La Verne Ave
Highland CA 92346

Vizcaino, Silverio
2195 Newcomb St
San Bernardino CA 92404

Mc Kee, Wayne W And Dana C
26464 Case St
San Bernardino CA 92346

Ramirez, Alicia
7660 Seine Ave
Highland CA 92346

Weaver, Robert
27561 14th St
Highland CA 92346-3283

Miner, Bonnie J
27132 Pacific St
Highland CA 92346

Irick, Joanne
3085 E 17th St
Highland CA 92346

Yost, David E
19843 Vista Hermosa Dr
Walnut CA 91789

Crooks, Velma
27783 Pluto St
Highland CA 92346

Miller, Michael
1729 N Olive St
Highland CA 92346

Yearwood Living Trust Dtd 4/7/2003
9479 Tropico Dr
La Mesa CA 91941

Varo, Mario
6735 Valaria Dr
Highland CA 92346

Gil, Gildardo
6772 Valaria Dr
Highland CA 92346

Houston, Kevin
3489 20th Unit 3
Highland CA 92346

Lugo, Luis R
1991 Central Ave #3
Highland CA 93534

Aar 1865
3850 E Atlantic Ave #39
Highland CA 92346

Hackerd, Robert M Jr Rev Tr 5-19-05
1421 Panorama Ct
Upland CA 91784

Mcclurg, John A Maria E Fam Trust 4/
2440 Coniston Place
San Marino, CA 91108

Barnes, Jerry L
7620 Stoney Creek Ct
Highland CA 92346

Pham, Haun
1718 N Geine Ave
Highland CA 92346

Ramirez, Steve G
1734 Buckeye St
Highland CA 92346

Mc Ginnis, G & O 2000 Tr (12-4-00)
P.O. Box 573
Highland, CA 92346

Inlow, David L
7540 Nye Dr
Highland CA 92346

Owens, Mary F
7671 Dunkirk Ave
Highland CA 92346

Hainsworth, Lon R
7471 Windrose Dr
Highland CA 92346

Ruiz, Lemuel
1894 N Dundee Ave
Highland CA 92346

Fernandez, Leilani
1991 N Central Ave #9
Highland CA 92346

Yanez, Trinidad
27177 Nona Ave
Highland CA 92346

Glembotzki, Lydia And Else Jaeger
P.O. Box 1470
Twin Peaks CA

Redlands Financial Services Inc
101 E Redlands Blvd Ste 234
Redlands CA 92374

Gray, Charles H
7271 Stoney Creek Dr
Highland CA 92346

Hammatt, Dan L
7142 Seine Ave
Highland CA 92346

Humphreys, Doris L
27771 Clifton Dr
Highland CA 92346

Goss, James B
7189 Stoney Creek Dr
Highland CA 92346

Venturedyne Ltd
1320 W Colton Ave
Redlands CA 92374

Anderson West Llc
8621 Wilshire Blvd 2nd Fl
Beverly Hills CA 90211

Burton, Ronald
590 N Sierra Wy
San Bernardino CA 92410

Beckley, Jerry L
Po Box 684
Highland CA 92346

Rich, Thomas E Tr
27877 Pacific
Highland CA 92346

Spizman, Sam B
P.O. Box 2071
Rancho Santa Fe CA

Rainbolt, Loyal W Jr
7841 Nye Dr
Highland CA 92346

Mauricio, Margaret C
27677 Powell Dr
Highland CA 92346

Mc Clanahan, Christopher
27417 Main St
Highland CA 92346

Mobley, Ronald L
98 238 Paleo Way
Aiea Hi 96701

Diaz, Mario
7817 Church Ave
Highland CA 92346

Villalon, Mabel Tr
27877 Fieldstone Dr
Highland CA 92346

Littlejohn, Corie D
7040 Rhone Ave
Highland CA 92346

Park, Wilson H
3700 Wilshire Blvd #840
Los Angeles CA 90010

Ramos, Delores M
6933 Seine Ave
Highland CA 92346

Daniel-Dupre, Althea P
P.O. Box 1599
San Bernardino, CA

Valle, Jose M
1642 La Praix St
San Bernardino CA 92346

Deao, Christina
27670 7th St
Highland CA 92346

Termini, Nicholas J
6914 Seine Ave
Highland CA 92346

Wodnicki, Fred
P.O. Box 17001
North Hollywood CA

Casillas, Carlos
7520 Cienega Dr
Highland CA 92346

Swimming Living Trust Dated 10-27-01
3385 E Rainbow Ln
Highland CA 92346

Lightle, Jimmy O
6995 Center St
Highland CA 92346

Originales, Michael
27587 7th St
Highland CA 92346

Wallace, Joyce A
27870 Fieldstone Dr
Highland CA 92346

Diab, Tamer & Senette S Fam Tr 5-20-
418 Silvertree Cyn
Redlands CA 92374

Rose, Donald H
6236 Del Rosa Ave
San Bernardino CA 92404

Disparte, Ellen N
880 W Pioneer Ave
Redlands CA 92374

Roeder, Patrick & Rosie Fam Tr 10-13
6093 Merito Ave
San Bernardino CA 92404

Brent, Tom
P.O. Box 2371
Huntington Park CA

Erickson, Lowell J Jr
142 E 51st St
San Bernardino CA 92404

Leslie, Lawrence
6161 Merito Ave
San Bernardino CA 92404

Pavlian Rev Living Trust 5/18/03
7582 Canyon Oak Dr
Highland CA 92346

Baer, Bruce W
25505 Twenty Sixth St
San Bernardino CA 92404

Beamon, William E
25470 Pumalo St
San Bernardino CA 92404

Powers, Joseph G Tr
26294 E 23rd St
Highland CA 92346

Holian, Steven
25602 Sierra Bravo Ct
Moreno Valley CA 92551-2128

Allen, Floyd E
25819 E 27th St
San Bernardino CA 92404

Howard, Carolyn S
26285 Orchid Dr
Highland CA 92346

Heyes, William B
26185 Orchid Dr
Highland CA 92346

Target Corp
P.O. Box 9456
Minneapolis MN

Mascart Water Co
233 Grandview Dr
Redlands CA 92373

Jadallah Family Trust Dtd 2/22/98
21760 Corso Alto Dr
Nuevo CA 92567

Mb Tuscany Apartments, Lp
11300 Sorrento Valley Rd Ste 220
San Diego CA 92121

Crownridge Storage Portfolio Llc
9198 Greenback Ln #115
Orangevale CA 95662

Dixon, Clarence Jr
2128 La Verne Ave
Highland CA 92346

Housing Authority County Of San Bdno
1053 N “D” St
San Bernardino CA 92410

Sanchez, Hector
3548 E 21st St
Highland CA 92346

Goodwin, Donald S Jr
2158 Orange St
Highland CA 92346

Salazar, David
3371 E Highland Ave
San Bernardino CA 92346

Yang, Stan
26465 Case St
Highland CA 92345

Ward Land Corp
1000 Bryant
Long Beach CA 90815

Beguelin, Mark
429 W Sunset Dr
Redlands CA 92373

Terteryan, Akop
8066 Vantage Ave
North Hollywood CA 91605

Benson, Ray H Decl Trust Q (05-29-90
2144 Pinar Pl
Del Mar CA 92014

Benson, Arlene L
P.O. Box 4
Helendale CA 92342

Sanchez, Barbara
7069 Cienega Dr
Highland CA 92346

Stoneberger, Paul S Tr
P.O. Box 224
Patton CA

Menlo, Sam Tr
4221 Wilshire Blvd Ste 210
Los Angeles CA 90010

Jaramillo, Jose
9055 Terhune Ave
Sun Valley CA 91352

Sylvester, Sylvester
3522 Rainbow Ln #4
Highland CA 92346

Fann, Stanley E
4425 Alla Rd Unit 5
Marina Del Rey CA 90292

Mc Master, Daniel F
11420 Stuveling St
Oak Hills CA 92345

Pham, Thang Quang
28835 Doverridge Dr
Rancho Palos Verdes CA 90275

Solano, Julio C
6763 Valaria Dr
Highland CA 92346

Jimenez, Juan
6786 Valaria Dr
Highland CA 92346

Nghiem, Minh Thu
10872 Westminster Blvd #211
Garden Grove CA 92843

Taylor, Mark S
7101 Stoney Creek Dr
Highland CA 92346

Nguyen, Lam
7461 Dunkirk Ave
Highland CA 92346

Brogdon, Kenneth M
3414 20th St
Highland CA 92346

Red Carnation Investments Llc
25232 E 17th St
San Bernardino CA 92404

Pedroza, Lauron V
6773 Valaria Dr
Highland CA 92346

Walker, Carol L
27375 Cypress St
Highland CA 92346

Cordova, David
1872 Bangor Ave
Highland CA 92346

Ward, Joe S
6770 Victoria Ave
Highland CA 92346

Bowman, Richard F
1623 Denair Ave
Highland CA 92346

Zizzo Family Trust
3661 Palm Crest Dr
Highland CA 92346

Davis Family Trust 12/24/01
7110 Highland Spring Ln
Highland CA 92346

Aguilar, Miguel
26409 Millar St
Highland CA 92346

Highland Congregational Church
P.O. Box 571
Highland CA 92346

Holman, Bruce C
6587 Lynwood Wy
Highland CA 92346

Jackson, Ira L Jr
1777 N Bangor Ave
San Bernardino CA 92346

Fernandez, Jehoven S
7500 Seine Ave
Highland CA 92346

Gibbs, Earnest L
1991 Central Ave #5
Highland CA 92346

Bowman-Jones, Michael
7570 Seine Ave
Highland CA 92346

Deliman, Daryl Living Trust 08/03/0
2949 Rosemary
Fullerton CA 92835

Lefaver, Kerry W
1660 Buckeye St
Highland CA 92346

Guthrie, Francis X
1604 Olive St
Highland CA 92346

Lopez, Theodore P
1623 Buckeye St
Highland CA 92346

Hernandez, Alfonso A
2004 Mc Kinley Ave
San Bernardino CA 92404

Harmon, Harold L
6745 Los Feliz Dr
Highland CA 92346

Wuysang, Louis A
6689 Robinson Rd
Highland CA 92346

Abramovic, George
3081 Main Way Dr
Los Alamitos CA 90720

Reynolds, Richard W
7150 Seine Ave
Highland CA 92346

Manzo, Rosario
6587 Valaria Dr
Highland CA 92346

Larson, Donald E
27825 Stratford St
Highland CA 92346

Gallardo, Rumaldo H
3394 E Rainbow Ln
Highland CA 92346

Atkeson, Lyda B
7550 Buckeye
Highland CA 92346

Choy, William S Q
6796 Cole Ave
Highland CA 92346

Skeens, Michelle A
1786 Buckeye St
Highland CA 92346

Levin, Randolph L Tr
2683 Via De La Valle #G423
Del Mar CA 92014

Flores, Zacarias
7161 Catalpa Ave
Highland CA 92346

Kakish, Moneef Musa
12189 Via Hacienda
El Cajon CA 92019

Fabela, Sonia S
27533 Sutherland Dr
Highland CA 92346

Cosme, Bismark
7001 Church Ave
Highland CA 92346-4685

Rosales, Cesar
7041 Rhone Ave
Highland CA 92346

Anderson West Llc
P.O. Box 6998
Beverly Hills CA 90210

Bonner, Diann C
6098 Merito Ave
San Bernardino CA 92404

Purdy, Barbara L
25784 E 26th St
San Bernardino CA 92404

Rudolph, Bertram F Jr
P.O. Box 2302
Carmel CA

Webb Family Trust
14062 Four Winds Rd
Riverside CA 92503

Krieger, Steve
12391 Ranch View Dr
Santa Ana CA 92705

Inks, Scott D
27621 Villa Ave
Highland CA 92346

Atchison Topeka & San Fe Rw
740 E Carnegie Dr
San Bernardino CA 92408

Gage, Douglas C
27590 Stratford St
Highland CA 92346

Prentice, Aubrey C Jr
1575 Buckeye St
Highland CA 92346

Faith Is, Inc
P.O. Box 2422
San Bernardino CA

Raquinio, Cesario V
27828 Brookstone Ave
Highland CA 92346

Nece, Theodore H
7437 Bear Creek
Highland CA 92346

Rahman, Mohammed M
2885 N Del Rosa Ave
San Bernardino CA 92404

Davis, Daniel C & Irene C Rev Tr 200
2964 Palm Ave
Highland CA 92346

Earl, Chante
6669 Robinson Rd
Highland CA 92346

Cullen, Steven R
2601 E Highland Ave
Highland CA 92346

Provost, David L Family Tr 8/20/91
P.O. Box 1048
Shady Cove OR

Perez, Julio O
1991 Central Ave #14
Highland CA 92346

Curley, Marlene
7001 Church Ave #40
Highland CA 92346

La Montagne, Renee B Trust
03/09/05
7112 Stoney Creek Dr
Highland CA 92346

Carrick, Glenn L
27347 Main St #13
Highland CA 92346

Dougherty, Patricia P
6957 Rhone Ave
Highland CA 92346

Thuerbach, Thomas
27665 Powell Dr
Highland CA 92346

Reed, Gary
7068 Buckeye
Highland CA 92346

Patterson, William W Tr
1120 W Redlands Blvd
Redlands CA 92374

Guggisberg, Vesta Tr
1556 Lynn Ct
Redlands CA 92373

Tello Family Trust (4/2/02)
28499 Carriage Hill Dr
Highland CA 92346

Casalegno, Marla J
P.O. Box 1162
Ramona, CA

Chee, Il Hwan
16 Ascension Dr
Irvine CA 92612

Powell, Migdalia
3331 Highland Ave
Highland CA 92346

Levanson, Ron Tr
500 S Sepulveda #304
Manhattan Beach CA 90266

Johnson, Brodie M
27111 Millar St
Highland CA 92346

Plavin, Sandra H
3506 20th
Highland CA 92346

Holley, Manuel L
6679 Robinson Rd
Highland CA 92346

Quezada, Ralph
7609 Seine Ave
Highland CA 92346

San Bernardino City Redevelopment Ag
201 N E #301
San Bernardino CA 92401

Coyazo, Diana L
7530 Seine Ave
Highland CA 92346

Hiratsuka, Hidejiro
7167 Seine Ave
Highland CA 92346

Lee, Barbara J
7207 Seine Ave
Highland CA 92346

Mackamul, Nicholas P
6913 La Praix St
Highland CA 92346

Coleman, Vickie
27771 Pluto St
Highland CA 92346

Morana, Jerry Jr
27771 Timberwood Dr
Highland CA 92346

Noffsinger, Carmen Z
6550 Valaria Dr
Highland CA 92346

Soria, Mark A Jr
7670 Stoney Creek Ct
Highland CA 92346-6506

Watson, Lloyd L
23248 Barton Rd
Grand Terrace CA 92313

Clark, Ann
3547 Twentieth St Unit No
Highland CA 92346

Stathis, Nicholas A Tr
12542 Ironstone Ct
Victorville CA 92392

Jaquez, Leslie S
12421 Mira Mesa Dr
Yucaipa CA 92399

Smith, Andre M
3487 Rainbow Ln #2
Highland CA 92346

Farighi, Khaled
3112 E Atlantic Ave
Highland CA 92346

Mayo, Jose A
1642 La Praix St
Highland CA 92346

Renova, Jesse R
8142 Laurel Ave
Fontana CA 92335

Property Owner
27628 Pattee Ct
Highland CA 92346

Ellaham, Ali H
3315 Rainbow Ln
Highland CA 92346

Ohi Asset
9690 Deereco Road Ste 100
Timonium, Maryland 21093

To, Wa
1750 N Dundee Ave
Highland CA 92346-2451

Hurley Family Trust 8-5-02
6738 Victoria Ave
Highland CA 92346

Ringle, Kit A
3663 Bear St #G
Santa Ana CA 92704

Berbera Partners Llc
21520 Yorba Linda Blvd Suite G #462
Yorba Linda CA 92887

Kornder, Joseph F Jr
1267 Loyola Dr
Santa Clara CA 95051

Holt Family Trust (3-17-99)
840 Beal Ct
Redlands CA 92374

Bjelland, Richard
3447 Rainbow Ln #3
Highland CA 92346

Shaughnessy, John G Tr
217 Princesa Ave
San Clemente CA 92672

Clements, Lanelle A
1977 N Reedy Ave #3
Highland CA 92346

Halcromb, Brian L
3518 Rainbow Ln
Highland CA 92346

Hannemann, Peter R
27590 Temple St
Highland CA 92346-3758

White, Robin B Tr
11431 Acacia
Loma Linda CA 92354

Lopez, Michelle I
7001 Church Ave #58
Highland CA 92346

Canalez, Rudolph J
27805 Cobblestone Ct
Highland CA 92346

Hanohano, Martha
27340 Fisher St
Highland CA 92346

Hodges, Ronda L
7149 Cienga Dr
Highland CA 92346

Schefers, Alan L
27853 Fieldstone
Highland CA 92346

Palmer, Tammy
27570 Foster Ave
Highland CA 92346

Mc Kee, Jack W Tr
27781 Clifton St
Highland CA 92346

Cole, Karen A
7005 Center St
Highland CA 92346

Sanwa Bk Calif Trust (D H Janise Trust)
P.O. Box 54400
Los Angeles CA

A & A Royal Plaza Lp
9003 Reseda Blvd Ste 205a
Northridge CA 91324

Atchison, Topeka & Santa Fe Rr Co
P.O. Box 961089
Fort Worth TX

Jones, Keith
7426 Nye Dr
Highland CA 92346

Kneifl, Gordon A And Jacqueline J
7404 Catalpa Ave
Highland CA 92346

Tolbert, Minor E
7079 Buckeye St
Highland CA 92346

Formosa Rentals Llc
688 Bradbury Pl
Diamond Bar CA 91765

Rios, Mauricio M
25563 Date St
San Bernardino CA 92404

F And M Partnership
25521 Commercentre Dr
Lake Forest CA 92630

Miranda, Horacio
6284 Aargyle Ave
San Bernardino CA 92404

Atkinson, James R
25870 Twenty Seventh St
San Bernardino CA 92404

Vasquez, Lupe V
2584 Taylor Rd
San Bernardino CA 92404

Murray, Robert C
26264 E 23rd St
Highland CA 92346

Romero, Victor
6315 Guthrie St
San Bernardino CA 92404

Obonyano, Isabel J
P.O. Box 1107
Highland CA 92346

Cantrell, David
26197 E 23rd St
Highland CA 92346

Coxwell, Jean N
19 Pelican
Rockport TX 78382

Albano, Peter J
6293 Guthrie St
San Bernardino CA 92404

Ticomex Development, Inc
7612 California Ave
Huntington Park CA 90255

Ortiz, Sonia
707 S Lewis St
Orange CA 92868

Leach, Donald F Tr
7423 Seine Ave
Highland CA 92346

Williams, Ronald H
7043 La Praix
Highland CA 92346

Covarrubias, Daniel G
1650 Central Ave
Highland CA 92346

Zinchuk, Richard D
6736 Lynwood Wy
Highland CA 92346

Rojo, Ignacio
6849 Orange St
Highland CA 92346

Lanto, John A
1841 Buckeye Ct
Highland CA 92346

Happeny, Robert S
1759 Bangor
Highland CA 92346

Housing Authority County Of San Bdno
1053 N "D" St
San Bernardino CA 92410

Luna, Kimberly
3167 E 17th St
San Bernardino CA 92346

Reid, Sheridan
P.O. Box 291635
Phelan CA

Fulwiler, Michael
7645 Stoney Creek Ct
Highland CA 92346

Harris, Beverly
3189 Gibralter Ave
Costa Mesa CA 92626

Alexander, John W & Frances M Rev Tr
1772 N Central Ave
Highland CA 92346

Adu-Beng, Prince
1991 N Central Ave #7
Highland CA 92346

Gomez, Roberto Jr
3534 Rainbow Ln
Highland CA 92346

Lemuth Llc
20135 Chabot Drive
Yorba Linda, CA 92886

Pitts, Albert
1618 Seine
Highland CA 92346

Taylor, Joseph L
7496 Nye Dr
Highland CA 92346

Murray, Michael C
539 Bregante Dr
Diamond Bar CA 91765

Luu, Quang Phuoc
2094 Arden #A-D
San Bernardino CA 92404

Gonzales, Arlene K Trust Agree 1986
9330 Balboa Ave
San Diego CA 92123

Guisa, Augustine
3979 E Atlantic Ave
Highland CA 92346

Diehl, Jeffrey A
28831 Terrace Dr
Highland CA 92346

Dutt Construction, Inc
1361 Glenthorpe Dr
Diamond Bar, CA

Hernandez, Genaro Lopez
26454 Western Ave
Highland CA 92346

Martin, Simon
3395 20th St
Highland CA 92346

Parker, Carolyn L
3427 20th St
Highland CA 92346

Mackamul, Mark A
6781 Les Feliz Dr
Highland CA 92346

Li, Hanhsing
876 Vallombrosa Dr
Pasadena CA 91107

Cavdar, Ersoy
3491 20th St
Highland CA 92346

Vasquez, Jerry M
1993 Reedy Ave Unit 1
Highland CA 92346

Fairbanks Capital Corp
338 S War Minster Rd
Hatboro PA 19040

Cook, Michael D Sr
1694 Olive St
Highland CA 92346

Ontiveros, Noreena
7541 Buckeye St
Highland CA 92346

Deis, David A
27669 Rainbow Ct
Highland CA 92346

Roddick, Roxanne E
6924 Seine Ave
Highland CA 92346

Radjab, Sandra E
27757 Norwood St
Highland CA 92346

Garnsey, Samuel A
7800 Buckeye St
Highland CA 92346

Menlo, Sam Tr
4221 Wilshire Blvd Ste 210
Los Angeles CA 90010

Helo, Aysar
28809 Harwick Ave
Highland CA 92346

Steele, Hazel M Tr
27116 Pacific
Highland CA 92346

Flores, Rodrigo
27659 Powell Dr
Highland CA 92346

Tafoya, Alfonso C
27195 Nona Ave
Highland CA 92346

Zaldivar, Andres
7001 Church Ave #61
Highland CA 92346

Kaplan, Hillel R
7001 Church Ave No 48
Highland CA 92346

Harrison, Paul L Tr
7001 Church Ave #22
Highland CA 92346

Whitehurst Family Limited Partnershi
7124 Stoney Creek Dr
Highland CA 92346

Aridi, Fadi
7133 Devon Ave
Highland CA 92346

Monterey Villas
1 Orchard Rd Ste 230
Lake Forest CA 92630

Martinez, Frank J
27741 Clifton St
Highland CA 92346

Ashley, Vernon J
27380 Ocean Dunes St
Moreno Valley CA 92555-4917

Seibel, Joetta T
P.O. Box 8
Marionville VA

Cantun, David
7017 Seine Ave
Highland CA 92346

Smith, Ira
25454 26th St
San Bernardino CA 92404

Mark D & Mirella A Sturdevant Trust
P.O. Box 6015
Honolulu Hi

Starlight Mgmt-17 L P
4900 Santa Anita Ave #2c
El Monte, CA

Chowdhury, Mussaddequddin
107 Waters Ct
Redlands CA 92374

Swanson, Alfred B
25665 Date St
San Bernardino CA 92404

Alston Family Trust
6130 Merito Ave
San Bernardino CA 92404

Gurule, Anthony E
3437 Seabreeze Wk
Oceanside CA 92056

Arr 1865
1001 Ginsberg Ct
Riverside CA 92506-7500

De Woody, Janet D
3495 20th St
Highland CA 92346

Jones, Todd C
27759 Timberwood Dr
Highland CA 92346

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Orange CA 92865

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Highland CA 92346

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P.O. Box 788
Running Springs CA

Highland Town Shops
2258 Bradford Ave
Highland CA 92346

Anderson, Michael P
7129 Cienega Dr
Highland CA 92346

Keeney, Eric L
6531 Robinson Rd
Highland CA 92346

Redlands Ml Partnership
16390 Foothill Blvd
Fontana CA 92335

Helo, Aysar
28809 Harwick Dr
Highland CA 92346

Johnston, Jacob
3159 E 17th St
Highland CA 92346

Mathur, Vijay K
7531 Stoney Creek Dr
Highland CA 92346

Arr 1865
3850 E Atlantic Ave #39
Highland CA 92346

Ashford, William E
6654 Robinson Rd
San Bernardino CA 92346

Smith, Dwayne
27521 14th St
Highland CA 92346

Grubbs, Michael W
1604 Seine
Highland CA 92346

Machado, Robert
6159 Cabrillo Ct
Alta Loma CA 91701

Sherwood Living Trust 4-2-2004
7054 Seine Ave
Highland CA 92346

Truss, Ronald J
1991 Central Ave #23
Highland CA 92346

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27761 Pebble Ct
Highland CA 92346-6546

Safie, Iwan
27232 Pacific St
Highland CA 92346

Hernandez, Victor M
7835 Buckeye St
Highland CA 92346

Barnett, Denise L
7462 Catalpa Ave
Highland CA 92346

Hawkins, Phillip L
1033 22 Rd
Grand Junction CO 81505

Rojas, Eloisa
7105 Devon Ave
Highland CA 92346

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Riverside CA

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7001 Church Ave #8
Highland CA 92346

San Bernardino Schools Finance Corp
777 N F St
San Bernardino CA 92410

Willow Creek Townhouses Llc
3340 Ocean Park Blvd Ste 3050
Santa Monica CA 90405

Rosales, Joe R
7561 Church Ave
Highland CA 92346

Castorena, Angelina L
7457 Seine
Highland CA 92346

Nunez Family Revocable Liv Trust
27552 Sutherland Dr
Highland CA 92346

Simonian, Sarkis
1529 Blenbury Dr
Diamond Bar CA 91765

Eberly, Larry E
7590 Dunkirk Ave
Highland CA 92346

Laguna Family Trust 8-15-02
6725 Sherwood Dr
La Verne CA 91750

Tran, Hen T
3140 E Atlantic St
Highland CA 92346

Evangelista, Paul R
27591 14th St
Highland CA 92346

Moore, La Vonne R
6267 Eucalyptus
Highland CA 92346

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Twin Peaks CA

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12832 Danbrook
Whittier CA 90602

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3395 Rainbow Ln
Highland CA 92346

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5136 Via Mindanao
Oceanside CA 92057

County Of San Bernardino
825 E 3rd St
San Bernardino CA 92415

Jaramillo, Manuel C & Gloria A Trust
7530 Buckeye
Highland CA 92346

Nrll Inc
P.O. Box 2209
Newport Beach CA

Stoney Creek Llc
555 Cajon St Ste G
Redlands CA 92373

Conroy, Madeline A
6744 Los Feliz Dr
Highland CA 92346

Delgado, Daniel
3064 E Atlantic Ave
Highland CA 92346

Herreras, Henry Jr
3375 Rainbow Ln
Highland CA 92346

Shepard, Joseph S
7600 Seine Ave
Highland CA 92346

Daubenspeck, Marie R
6993 La Praix
Highland CA 92346

Wood, Barry A
7283 Stoney Creek Dr
Highland CA 92346

Harris, Beverly
3189 Gibralter Ave
Costa Mesa CA 92626

Richardson, Scott E
3475 20th St #1
Highland CA 91762

Stathis, Nicholas A And Carol P Tr
12542 Ironstone Ct
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Hallock, George R
7294 Catalpa Ave
Highland CA 92346

Ferraro, Frank
6979 Palm Ave
Highland CA 92346

Tohme, Dhiyaa
7148 Stoney Creek Dr
Highland CA 92346

Hermosillo, Idalmis
33285 Colorado St
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760 W Marshall Blvd
San Bernardino CA 92405

Inland Motors
P.O. Box 1067
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Salinas, Juan
25637 Date St
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Germain, Ginette
26274 23rd St
Highland CA 92346

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7061 Catalpa Ave
Highland CA 92346

Nguyen, Nancy C
7851 Buckeye St
Highland CA 92346

Shaw, Jeffrey
7089 Cienega Dr
Highland CA 92346

Carrick, Glenn
27347 Main St #13
Highland CA 92346

Blough, William C Ii And Virginia L
27601 Villa Ave
Highland CA 92346

Cundy, Louise M
6985 Bonita
Highland CA 92346

Oluoha, Kevin C
7289 Catalpa Ave
Highland CA 92346

Fort, Helen M Trust 7-24-9002
27782 Stratford
Highland CA 92346

Garcia, Gabriel G
18933 River Falls Dr
Davidson NC 28036

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San Bernardino CA 92404

Hill, Family Trust 1-23-99
25475 E 26th St
San Bernardino CA 92404

Karpouzis, Perry
11006 Deer Valley Rd
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Mirharooni, Nejat
12245 Canna Rd
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Highland CA 92346

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1872 N Central Ave
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Highland CA 92346

Parker, Ellen Tr
27721 Stratford St
Highland CA 92346

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Highland CA 92346

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1765 Buckeye St
Highland CA 92346

Rybak, Robert
27864 Stratford St
Highland CA 92346

Rayford, Wallace D
7089 Church Ave
Highland CA 92346

Paige/Steinman Trust No 1 11-1-04
27650 Temple St
Highland CA 92346

Chandler, Paul L Tr
7166 Seine
Highland CA 92346

Calderon, Victor W
3509 21st St
San Bernardino CA 92346

Turner, Michael S
7590 Stoney Creek Dr
Highland CA 92346

Vieyra, Angel C
2873 W Walnut Street
Rialto, CA 92376

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San Bernardino CA 92346

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7015 N River Rd
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Arr 1865
3850 E Atlantic #39
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Highland CA 92346

Russell, John L
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Highland CA 92346

Christofanelli, Roberta C
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Ferranti, Lucy
1991 Central Ave #21
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Highland CA 92346

Canalez, Edward L
7831 Cienega Dr
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Howenstein, Paul
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Highland CA 92346

Bennett, Danny
7551 Stoney Creek Dr
Highland CA 92346

Markle, Gary
102 Nanette St
Redlands, CA 92373

Keith, William E
27150 Nona Ct
Highland CA 92346

Thomas, Bunny
6783 Los Feliz Dr
Highland CA 92346

Beels, Joseph J
7459 Nye Dr
Highland CA 92346

Limon, Albert
7491 Stoney Creek Dr
Highland CA 92346

Wright, Lorena R
1991 Central Ave #16
Highland CA 92346

Liudahl, Robert D
6740 Miller Ln
Highland CA 92346

Laguna Family Trust 8-15-02
6725 Sherwood Dr
La Verne CA 91750

Henderson, Robert B
27225 Nona St
Highland CA 92346

Kelly, William T
27807 Pluto St
Highland CA 92346

Fernandez, Jehoven S
7501 Stoney Creek Dr
Highland CA 92346

Berg, Gene N
20125 Sedona Dr
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Highland CA 92346

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1772 N Colwyn Ave
Highland CA 92346

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Gason, Andrews P
7151 Seine Ave
Highland CA 92346

Ung, William & Kyoko Revoc Tr 7-13-0
1772 N Dundee Ave
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Woolum, Elizabeth
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Slick, Charles L
547 Ronda Ct
Calimesa CA 92320

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16118 Summit Peaks Dr
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Drake, William E
27856 Fieldstone Dr
Highland CA 92346

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7035 Phone Ave
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1574 N Buckeye St
Highland CA 92346

Clemens, David C
7195 Seine Ave
Highland CA 92346

Mc Clanahan, Daniel
1728 Capri Ave
Mentone CA 92359

Longo, Jack J Tr
6985 Bradford Ave
Highland CA 92346

St John, Emerald H
7018 Seine
Highland CA 92346

Zaldarriaga, Leoncio S
7015 Bradford Ave
Highland CA 92346

Studdard, Gary L
27621 Foster Ave
Highland CA 92346

Houle, Lawrence Tr
27880 Base Line Rd
Highland CA 92346

Depasopil, Benito
7205 Catalpa Ave
Highland CA 92346

Sauerwein, Jeffrey S
7253 Devon Ave
Highland CA 92346

Fuller, Paul R
32221 Alipez #158
San Juan Capistrano CA 92675

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Encinitas CA

Hicks, G & P Trust 10-26-93
1237 E Lynwood Dr
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A & A Royal Plaza Lp
9003 Reseda Blvd Ste 205a
Northridge CA 91324

Brier Trust Dated 10-4-2004
30587 Los Altos Dr
Redlands CA 92373

Douglas, David A
25636 E 27th St
San Bernardino CA 92404

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P.O. Box 161859
Miami FL

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P.O. Box 3008
Redlands, CA 92373

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3336 E 32nd St #217
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2691 Chiquita Ln
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Oceguera, Heriberto
15751 Sheridan St #130
Ft Lauderdale FL 33331

Mbs Family Trust Dtd 04/01/05
6110 Newcomb St
San Bernardino CA 92404

Davis, Teresa F
6266 Chiquita Ln
San Bernardino CA 92404

Beall, Mercedes
3694 E Highland
Highland CA 92346

K & L Hardware And Plumbing Supply
5686 Palomar Ave
San Bernardino CA 92404

Hastings, Mark E
6232 Argyle Ave
San Bernardino CA 92404

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25820 Pumalo St
San Bernardino CA 92404

Clem, Clara E Liv Tr 1-8-90
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2152 La Verne
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2258 Bradford Ave
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6564 Orange St
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San Gabriel CA 91775

Woodhouse Family Trust 6-11-01
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Loma Linda CA 92354

Bennett, Patricia
1725 Buckeye St
San Bernardino CA 92346

Edwards, Aaron L
14417 S Cairn Ave
Compton CA 90220

Pham, Thang Quang
28835 Doverridge Dr
Rancho Palos Verdes CA 90275

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Highland CA 92346

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3487 20th St
Highland CA 92346

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Highland, CA 92346

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27154 Nona Ave
Highland CA 92346

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6598 Lynwood Wy
Highland CA 92346

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Werley, Nanette K Family Trust
2801 Via Segovia
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Chau, Lynn N
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Highland CA 92346

Taylor, Robert D
35447 Ivy Ave
Yucaipa CA 92399

Schmidt, Rebecca S
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Highland CA 92346

Harper, James
27840 Pluto St
Highland CA 92346

Hardy, Victor
3325 N Lugo Ave
San Bernardino CA 92404

Parker, David A
27694 7th St
Highland CA 92346

Halcromb, Denise
3518 Rainbow Ln
Highland CA 92346

2003 Frey Family Trust 3-17-2003
3354 E 20th St
Highland CA 92346

Thomas, Eric W
27855 Stratford St
Highland CA 92346

Le Borne, Robert
2535 Camino Del Rio South #255
San Diego CA 92108

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27205 Nona Ave
Highland CA 92346

Huot K Khov
4939 Saddlewood Pl
Rancho Cucamonga CA 91737

Chand, Kuar
27879 Brookstone Ave
Highland CA 92346

Reed, Steven
1579 Buckeye St
Highland CA 92346

Dominguez, Olayo V
3325 20th St
Highland CA 92346

Laguna Family Trust 8-15-02
6725 Sherwood Dr
La Verne CA 91750

Rundquist, William G
27731 Clifton Ave
Highland CA 92346

C V G Hospitality Inc
1498 Brookside Ave G 209
Redlands CA 92373

Hindinger, Mae W Tr
1450 Date St
San Bernardino CA 92404

Ferrell, Charles
6160 Merito Ave
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25430 Pumalo St
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Alvizo, Lazaro
7139 Devon Ave
Highland CA 92346

Steadmon, Casey
7001 Church Ave Unit 35a
Highland CA 92346

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Highland CA 92346

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Highland CA 92346

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Highland CA 92346

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6962 Boulder Ave
Highland CA 92346

Norman, Bert
7099 Cienega Dr
Highland CA 92346

Cahatol, Elison M
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Highland CA 92346

Jackson, Patricia E Tr
7001 Church Ave #23
Highland CA 92346

Fakas, Andrew J Tr
116 S La Senda Dr
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Disparte, Ellen N
990 Pioneer Ave
Redlands CA 92374

Alston, Albert J Tr
6130 Merito Ave
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25854 26th St
San Bernardino CA 92405

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Carat, Llc
42430 Winchester Rd
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Reyes, Henry G
7419 Dunkirk Ave
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Stathis, Nicholas A And Carol P Trs
12542 Ironstone Ct
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3385 E 20th St
Highland CA 92346

Kelly Family Trust 5/17/05
19507 Cheshire St
Rialto CA 92377

Palm Ave Self Storage Llc
8530 La Mesa Blvd Ste 300
La Mesa CA 91941

Thompson, Russ
15231 Pine Ln
Chino Hills CA 91709

Hernandez, Javier O
7384 Dunkirk Ave
Highland CA 92346

Shook, William & Pia 2005 Rev Tr 5/2
7109 Stoney Creek Dr
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Monreal, Maria A
6653 Robinson Rd
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6678 Valaria Dr
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Garcia, Alfredo
6735 Lynwood Wy
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Hamre, Timothy C
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Haning, Patricia A
7374 Dunkirk Ave
Highland CA 92346

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Highland CA 92346

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663 New York St
Redlands CA 92374

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Naranjo, Anacleto G
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Highland CA 92346

Woll, Richard E
6282 Chiquita Ln
San Bernardino CA 92402

Inlow, L Living Trust(9-28-00)Tr
25842 E 27th St
San Bernardino CA 92404

Hudson Company
23041 Avenida Dela Carlota #210
Laguna Hills CA 92653

Cullen, Steven R
2601 E Highland Ave
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Tran, Cindy
7408 Nye Dr
Highland CA 92346

Zizzo Family Trust
3661 Palm Crest Dr
Highland CA 92346

Wilson, Josh D
1704 N Seine Ave
Highland CA 92346

Huerta, Dina
6813 Rockford Ave
Highland CA 92346

Humphries, Samuel R
3334 Rainbow Ln
Highland CA 92346

Carman, Clint E
1605 Denair Ave
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Valverde, D & V R Rev Trust
((11-16
7541 Dunkirk Ave
Highland, CA 92346

Coggins, Ardith F
7570 Buckeye St
Highland CA 92346

Marban, Juan
1672 N Central Ave
Highland CA 92346

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777 N "F" St
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Mendoza, Gus
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Birkenbeuel, Dennis
27648 Pattee Ct
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Duran, Abelardo
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Markovich, Michael C Tr
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Highland CA 92346

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Kemper, Garland S Tr
6369 Denair Ave
Highland CA 92346

Correll, Brian P
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Highland CA 92346

Franz, Robert
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Highland CA 92346

Lopez, Silvino
27709 Pluto St
Highland CA 92346

Flores, Fernando
27810 Stratford St
Highland CA 92346

Parker, George A Jr
27557 Sutherland Dr
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Murray, Steven
7075 Devon Ave
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Gomez, Anita E
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Peralta, Benigno
27593 7th St
Highland CA 92346

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1500 E Citrus Ave
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26224 23rd St
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Murillo, Marco
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Highland CA 92346

James, Kent D
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San Bernardino CA 92404

Gill, Loys I - Est Of
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Gomez, Raul
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Kneifl, John E
27794 Saturn
Highland CA 92346

Jls Enterprises Lp
P.O. Box 1151
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26125 Twentythird St
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6923 Argyle
San Bernardino CA 92404

Czerw, Natalie Trust 8/25/04
7819 Buckeye St
Highland CA 92346

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7520 Seine Ave
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Lee, Sang H
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Highland CA 92346

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Wright, Wadell
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Moran, Brian L
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Buster, William C Tr
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Platner, Wallace E
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Jenkins, Jason K
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Miller, Michael D
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7581 Dunkirk Ave
Highland CA 92346

Hartman Family Trust 9/9/2005
2387 Mt Olympus Dr
Los Angeles CA 90046

Turner, R L
7319 Pluto Ct
Highland CA 92346

Stewart, Craig A
6785 Orange St
Highland CA 92346

Wright Family Trust 5-31-03
7799 Church Ave
Highland CA 92346

Patel, Smita
3101 Huckleberry Dr
Corona CA 92882

Roberts, Jack J
1804 N Central Ave
Highland CA 92346

Schmidt, August Tr
6744 Victoria Ave
Highland CA 92346

Peralta, Marcelo
27588 7th St
Highland CA 92346

Perez, Rosina Trust (05-5-03)
1682 La Praix St
Highland CA 92346

Welcome Group Inc
28619 Trailriders Dr
Rancho Palos Ver CA 90275

Helo, Yousef R
28809 Harwick Dr
Highland CA 92346

Johnson, D J & I Living Tr
(5-31-05)
27561 Stratford St
Highland CA 92346

Redlands Security Company
P.O. Box 830
Redlands CA 92373

Munoz, Johnny P
6819 Rockford
Highland, CA 92346

Gardenias, Patricia A
1804 N Dundee Ave
Highland CA 92346

Vargas, Uriel M
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San Bernardino CA 92404

A & A Royal Plaza Lp
9003 Reseda Blvd Ste 205a
Northridge CA 91324

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7885 Church St
Highland CA 92346

Taylor, Carolee B
2989 Ladera Rd
San Bernardino CA 92405

Barin, Frank E
6141 Merito Ave
San Bernardino CA 92404

Samuel, Nicole R
1695 Denair Ave
Highland CA 92346

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7377 Nye Dr
Highland CA 92346

Alston, Albert J Tr
6130 Merito Ave
San Bernardino CA 92404

Drumm, Francis E Jr Tr
3763 Aspen Dr
San Bernardino CA 92404

Catren, Benjamin F
27188 Nona St
Highland CA 92346

Basurto, Noemi
25747 26th St
San Bernardino CA 92404

Cisneros, Joel
26457 Case St
Highland CA 92346

Reichardt, Lloyd F
7740 Calhoun Street
Highland, CA 92346

Benitez, Albert
1628 Central
Highland CA 92346

Murray, Jim A
507 East H St
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7571 Dunkirk Ave
Highland CA 92346

Lewis, Karen F
27831 Timberwood Dr
Highland CA 92346

Miller, P H
P.O. Box 11016
San Bernardino CA

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27373 Main St
Highland CA 92346

Di Donato, Salvatore & Marilyn M Tr
7034 Rhone Ave
Highland CA 92346

Davis, Shizuko M Liv Tr 3/14/05
7048 Catalpa Ave
Highland CA 92346

Nguyen, Chau H
27636 Powell Dr
Highland CA 92346

Ricordati, Randall J
27791 Clifton
Highland CA 92346

Cabral, Andrew H
7152 Stoney Creek Dr
Highland CA 92346

Stegen, Danielle M
7001 Church Ave #6
Highland CA 92346

Duong, Tu
27751 Stratford St
Highland CA 92346

Malone, Amy L
3435 20th St
Highland CA 92346

Silva, Robert
20321 Via Varadero
Yorba Linda CA 92887

Woodward, Grant
26214 23rd St
Highland CA 92346

Wisdom, Gregg L
7168 Catalpa Ave
Highland CA 92346

Skeate, Richard L
6986 Church Ave
Highland CA 92346

Karnes, Mary L
7138 Devon Ave
Highland CA 92346

Potter, Jack D
7034 Seine Ave
Highland CA 92346

Parnell, Tami L
27610 Foster Ave
Highland CA 92346

Bell, Dwayne A
7153 Stoney Creek Dr
Highland CA 92346

Osborne, John E Tr
1809 Smiley Ridge
Redlands CA 92373

Childress, Ruby L
739 Foothill Blvd
La Canada, CA 91011

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20353 E Crestline Dr
Walnut CA 91789

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Victorville CA 92392

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1677 Denair Ave
Highland CA 92346

Trujillo, Imelda Z
6834 Victoria Ave
Highland CA 92346

Mc Clanahan, Daniel
1728 Capri Ave
Mentone CA 92359

Beale, John D
6985 Center St
Highland CA 92346

Spearman, Claudia
7001 Church Ave #17
Highland CA 92346

Barrios, Andres
7206 Stony Creek Dr
Highland CA 92346

Vanderhorst, Richard Jr
7222 Seine Ave
Highland CA 92346

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7063 La Praix St
Highland CA 92346

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6834 Victoria Ave
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12542 Ironstone Ct
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Highland CA 92346

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Chino Hills CA 91709

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Highland CA 92346

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Highland CA 92346

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5623 N Victoria Ave
Highland CA 92346

Bailey, Gordon D Family 1992 Liv Tru
25230 Lawton Ave
Loma Linda CA 92354

Lumpkin, Steven D
7630 Dunkirk Ave
Highland CA 92346

Howard, William P
6806 Cole Ave
Highland CA 92346

Zuniga, Daniel D
7534 Nye Dr
Highland CA 92346

Mc Garry, James J Jr And Deborah S
7155 Tiara Ave
Highland CA 92346

Ziska, Lewis C
7517 Dunkirk Ave
Highland CA 92346

Campbell, Eleanor J
1775 Buckeye St
Highland CA 92346

Plagman, Diane L
7001 Church Ave Unit 62
Highland CA 92346

Parker, J Thad
1558 Buckeye St
Highland CA 92346

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Chicago Il 60603

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Rancho Cucamonga CA 91730

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Highland CA 92346

Laguna Family Trust 8-15-02
6725 Sherwood Dr
La Verne CA 91750

Thrower, Olin
7292 Stoney Creek Dr
Highland CA 92346

Albelo, David A
7227 Catalpa Ave
Highland CA 92346

Burgeson, Elgar C Tr
1306 Clock Ave
Redlands CA 92374

Price, David C
1757 Mesa Verde Dr
San Bernardino CA 92404

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P.O. Box 7000 318
Rolling Hills Estates CA

Garland, Otis
25842 Pumalo St
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1728 N Central Ave
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Delgado, Guadalupe
6608 Victoria Ave
Highland CA 92346

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Highland CA 92346

Rosas, Lupe
7178 Seine Ave
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Croyle, Dennis
27761 Clifton Ave
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26275 E 23rd St
Highland CA 92346

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La Mirada CA 90638

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6580 La Verne Ave
Highland CA 92346

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6787 Del Rosa Dr
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Church Of The Living God
7561 Olive Tree Ln
Highland CA 92346

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Highland CA 92346

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27631 Powell Dr
Highland CA 92346

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El Monte CA 91731

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Highland CA 92346

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Highland CA 92346

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7561 Stoney Creek Dr
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7661 Dunkirk Ave
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6785 Valaria Dr
Highland CA 92346

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7365 Dunkirk Ave
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7107 La Praix St
Highland CA 92346

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Large, Robert L Sr
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Highland CA 92346

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Highland CA 92346

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Highland CA 92346

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Highland CA 92346-3244

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Highland CA 92346

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Highland CA 92346

Slaven, Melinda S
27681 Powell Dr
Highland CA 92346

Powell, Jesse L Sep Property Tr 12/7
3365 20th St
Highland CA 92346

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Lewis, William D Jr
1859 Church Ave
Highland CA 92123

Martinez, Conrad E
27883 Brookstone Ave
Highland CA 92346

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3479 E 20th St
Highland CA 92346

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Highland CA 92346

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27786 Timberwood Dr
Highland CA 92346

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Highland CA 92346

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Highland CA 92346

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Highland CA 92346

Simpson, Henry E Jr Tr
27510 E Fouteenth St
Highland CA 92346

Rich, Thomas E Tr
27877 Pacific
Highland CA 92346

Smith, Clifton E
2698 Chiquita Ln
San Bernardino CA 92404

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San Bernardino CA 92404

Automobile Club Of Southern California
3333 Fairview Rd
Costa Mesa CA 92626

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San Bernardino CA 92404

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Highland CA 92346

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Garden Grove CA 92645

Gaines, Jacqueline
6265 Newbury Ave
San Bernardino CA 92404

Ruano, Zoila P
6280 Guthrie St
San Bernardino CA 92404

Torres, Ricardo
6265 Chiquita Ln
San Bernardino CA 92404

Estrada, Rudolph S
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Highland CA 92346

D T M Land Company, Llc
9440 Autoplex Dr
Montclair CA 91763

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San Bernardino CA 92404

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Saguan, Adam S
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Gaytan, Lynne
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Highland CA 92346

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Deramo, Dorothy
27568 7th Street
Highland CA 92346

Murray, Shaun E
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Stoney Creek Llc
555 Cajon St Ste G
Redlands CA 92373

Graham 2003 Family Trust
8200 Lake Mc Cumber Rd
Shingletown CA 96088

Liudahl, Robert D
6740 Miller Ln
Highland CA 92346

Fowler, June
7091 Perris Hill Rd
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27829 Norwood St
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Arroyo, Arlene
7550 Seine Ave
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Saldate, Carlos
6733 Rockford Ave
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Garcia, Tommy
7491 Windrose Dr
Highland CA 92346

Johnson, James M
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Diaz, Gasper H
470 A Ct
Colton CA 92324

Hampton Family Trust (3-29-99)
7368 Seine Ave
Highland CA 92346

Eshelman, Opal Revocable Trust
7014 Bradford Ave
Highland CA 92346

Alvarez Family Trust 11-12-99
1568 Buckeye St
Highland CA 92346

Reyes, Alvaro
6778 Victoria Ave
Highland CA 92346

Marquez, Melody
6802 Victoria Ave
Highland CA 92346

Decarvalho, Bryan
7531 Church Ave
Highland CA 92346

Alvarez, Armando
7059 Church Ave
Highland CA 92346

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Highland CA 92346

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Highland CA 92346

Buck, Paul W
2672 Preakness Wy
Norco CA 92860

Larson, Jeffrey
1035 Grand Ave
Long Beach CA 90804

Jennerson, John R Revocable Trust
27590 E 14th St
Highland CA 92346

Moon, Sheila K
6964 Church Ave
Highland CA 92346

Dadisman, Aivel
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Highland CA 92346

Schimmelpfennig, Gilbert
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Cales, Michael H
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Highland CA 92346

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Quiroz, Lorenzo J & Mildred S Rev Tr
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Chung, Joseph H And Jane C Living Tr
21625 High Bluff Rd
Diamond Bar CA 91705

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Findlay, I'nthia
25379 Holly Vista Blvd
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26173 Orchid Dr
Highland CA 92346

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Matias, Santiago
6281 Guthrie St
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Murdock, Myron L
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Beverly Hills CA 90211

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San Bernardino CA 92404

Silver, Homer L
25810 E 27th St
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Coats Family Trust
25819 Date St
San Bernardino CA 92404

Holdridge, Philip D
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Prescott AZ 86301

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Highland CA 92346

Miller Mutual Well Co
6765 Miller Ln
Highland CA 92346

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27612 7th St
Highland CA 92346

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Highland CA 92346

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3421 S Ramona Dr
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27531 Temple St
Highland CA 92346

Ramos, Juan Jr
2336 Holt Rd
Holtville CA 92250

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Highland CA 92346

Chow, Sam
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P.O. Box 4112
Irvine CA 92616

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Highland CA 92346

Kruk Family Trust (7-25-2002)
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Highland CA 92346

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Highland CA 92346

Reinhart, Jeffrey B
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Highland CA 92346

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Highland CA 92346

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27113 Nona Ave
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Boese, David M
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Highland CA 92346

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Highland CA 92346

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27760 Stratford St
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Anderson West Llc
3336 E 32nd St #217
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San Bernardino Ch Of God Christian C
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Highland CA 92346

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Reece Family Trust 5-7-03
6235 Guthrie St
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Cornelius NC 28031

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7852 Cienega Dr
Highland CA 92346

Sauerbier, Robert B
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Highland CA 92346

Ko, Kyung A
7194 Seine Ave
Highland CA 92346

Do, Thuc Hanh
7863 Buckeye St
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D'agostino, Steven D
1511 Linda Vista Ave
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Seven Trees Shopping Center
8639 Wilshire Blvd #204
Beverly Hills CA 90211

Canellopoulos, Nicholas Tr
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Garrett, Alton L Jr
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Mitchell, Ronald L
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Yucaipa CA 92399

Main, Russel D
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Highland CA 92346

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Redlands Financial Services Inc
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Highland CA 92346

Sytnik, Elodia Living Trust 5-26-05
7119 Church Ave
Highland CA 92346

Hodges, Ronda L
7149 Cienga Dr
Highland CA 92346

Merriam, Phillip R
27800 Stratford St
Highland CA 92346

Powell, John K Tr
1545 Bellwood Rd
San Marino CA 91108

Smith Family Trust B (07-6-70)Fbo Ma
3696 Sheldon Dr
Ventura CA 93003

Munguia, Antonio C
25419 Holly Vista Blvd
San Bernardino CA 92404

Marken, Clayton
25766 E 26th St
San Bernardino CA 92404

Holekamp, William F Tr
5 Barclay Woods
St Louis MO 63124

Koehler, Cheryl L
7398 Seine Ave
Highland CA 92346

Diaz, Gustavo
3323 E Highland
Highland CA 92346

Cardenas, Arturo
7385 Dunkirk Ave
Highland CA 92346

Housing Authority County Of San Bdno
1053 N "D" St
San Bernardino CA 92410

Covarrubias, Diana L
26659 Highland Ave
Highland CA 92346

Estrada, Michael Robert
7466 Seine Ave
Highland CA 92346

Huynh, Hai
7435 Nye Dr
Highland CA 92346

Glover, Donald W
7540 Dunkirk Ave
Highland CA 92346

Wilson, Earnestine
27623 Norwood Ct
Highland CA 92346

Trujillo, John
27141 Millar St
Highland CA 92346

Parker, Elbertine Tr
27721 Stratford St
Highland CA 92346

Toyama, Greg H
1643 Bronze Knoll Rd
Diamond Bar CA 91765

Mc Queen, Samuel G Jr
1626 Buckeye St
Highland CA 92346

Hamre, Doris F
6718 Los Feliz Dr
Highland CA 92346

Lewis, Gregory L
3516 20th St
Highland CA 92346

Ramirez, Raymond
7749 Palo Verde Ave
Fontana CA 92336

Stenger, Kaity
3415 Rainbow Ln
Highland CA 92346

Humphreys, Robert G
6636 Robinson Rd
San Bernardino CA 92346

Goodnow, Janie W And Henry C Sr Trus
P.O. Box 2121
Orem UT

Lopez, Dale J
27661 Rainbow Ct
Highland CA 92346

Acosta, Edgar Antonio Soto
26326 Millar St
Highland CA 92346

Branson, Jo M
6748 Lynwood Wy
Highland CA 92346

Eudave, Gustavo
27774 Timberwood Dr
Highland CA 92346

Lam, Phuong
27762 Timberwood Dr
Highland CA 92346

Ben, Eric
3450 20th St #2
Highland CA 92346

Mc Neil, Myrna C
1991 Central Ave #22
Highland CA 92346

Reyes, Edward T
7051 Catalpa Ave
Highland CA 92346

Nava, Frank J
7580 Stoney Creek Dr
Highland CA 92346

Abundis, Fidel
1648 Seine Ave
Highland CA 92346

Tamparong, Hernan G
3044 Atlantic
Highland CA 92346

Lowry, James A
27180 Pacific St
Highland CA 92346

Abelardo J. Apuan
6258 Newbury Ave
San Bernardino, CA 92404

Occupant
1584 Buckeye St
Highland CA 92346

Occupant
1589 N Buckeye St
Highland CA 92346

Occupant
611 Tennessee St
Redlands CA 92373

Occupant
1628 Denair Ave
Highland CA 92346

Occupant
1649 La Praix St
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1656 La Praix St
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Occupant
1804 N Colwyn Ave
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1829 N Bangor Ave
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Occupant
1841 Cienega Dr
Highland CA 92346

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1842 Buckeye Ct
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1911 Reedy Ave
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1957 Reedy Ave
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1973 Reedy Ave
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1974 Palm Ave
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1979 Reedy Ave
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1982 Palm Ave
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1986 Palm Ave
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1991 N Central Ave
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1995 Reedy Ave
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1997 Reedy Ave
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1999 E Palm Ave
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2002 Palm Ave
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2004 Palm Ave
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2006 Palm Ave
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2008 Palm Ave
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2097 Reedy Ave
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Highland CA 92346

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2122 La Verne Ave
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3606 E Atlantic Ave
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3734 Pacific St
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4044 E Pacific St
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Occupant
6601 Victoria Ave
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6630 Palm Ave
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6658 Robinson RD
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6676 Lynwood Wy
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7259 Stoney Creek Dr
Highland CA 92346

Occupant
7296 Stoney Creek Dr
Highland CA 92346

Occupant
7316 Pluto Ct
Highland CA 92346

Occupant
7323 Seine Ave
Highland CA 92346

Occupant
7326 Pluto Ct
Highland CA 92346

Occupant
7331 Seine Ave
Highland CA 92346

Occupant
7395 Dunkirk Ave
Highland CA 92346

Occupant
7401 Catalpa Ave
Highland CA 92346

Occupant
7404 Boulder Ave
Highland CA 92346

Occupant
7412 Seine Ave
Highland CA 92346

Occupant
7439 Dunkirk Ave
Highland CA 92346

Occupant
7441 Windrose Dr
Highland CA 92346

Occupant
7452 Catalpa Ave
Highland CA 92346

Occupant
7458 Dunkirk Ave
Highland CA 92346

Occupant
7471 Dunkirk Ave
Highland CA 92346

Occupant
7471 Stoney Creek Dr
Highland CA 92346

Occupant
7477 Nye Dr
Highland CA 92346

Occupant
7478 Nye Dr
Highland CA 92346

Occupant
7483 Dunkirk Ave
Highland CA 92346

Occupant
7490 Windrose Dr
Highland CA 92346

Occupant
7492 Dunkirk Ave
Highland CA 92346

Occupant
7495 Dunkirk Ave
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Occupant
7503 Dunkirk Ave
Highland CA 92346

Occupant
7510 Cienega Dr
Highland CA 92346

Occupant
7510 Buckeye St
Highland CA 92346

Occupant
7511 Cienega Dr
Highland CA 92346

Occupant
7535 Cienega Dr
Highland CA 92346

Occupant
7540 Seine Ave
Highland CA 92346

Occupant
7560 Buckeye St
Highland CA 92346

Occupant
7561 Stoney Creek Dr
Highland CA 92346

Occupant
7635 Stoney Creek Ct
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Occupant
7680 Dunkirk Ave
Highland CA 92346

Occupant
7717 Church Ave
Highland CA 92346

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7925 Baseline Ave
Highland CA 92346

Occupant
26162 23rd St
Highland CA 92346

Occupant
26197 Orchid Dr
Highland CA 92346

Occupant
26255 Orchid Dr
Highland CA 92346

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26265 Orchid Dr
Highland CA 92346

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26334 21St St
Highland CA 92346

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26441 E Highland Ave
Highland CA 92346

Occupant
26446 Western Ave
Highland CA 92346

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26529 Highland Ave
Highland CA 92346

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26655 Highland Ave
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26667 E Highland Ave
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27031 Highland Ave
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27037 Highland Ave
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27135 Nona Ave
Highland CA 92346

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27186 Pacific St
Highland CA 92346

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27211 Millar St
Highland CA 92346

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Highland CA 92346

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27259 Nona Ave
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27284 Pacific St
Highland CA 92346

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27320 Fisher St
Highland CA 92346

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27335 E Main St
Highland CA 92346

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27338 Main St
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27360 Pacific St
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Highland CA 92346

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Highland CA 92346

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27459 Main St
Highland CA 92346

Occupant
27465 Main St
Highland CA 92346

Occupant
27465 Pacific St
Highland CA 92346

Occupant
27550 Temple St
Highland CA 92346

Occupant
27555 Baseline Ave
Highland CA 92346

Occupant
27561 Temple St
Highland CA 92345

Occupant
27563 Atlantic Ave
Highland CA 92346

Occupant
27570 Stratford St
Highland CA 92346

Occupant
27580 Foster Ave
Highland CA 92346

Occupant
27581 Foster Ave
Highland CA 92346

Occupant
27581 Temple St
Highland CA 92346

Occupant
27584 7th St
Highland CA 92346

Occupant
27590 Villa Ave
Highland CA 92346

Occupant
27600 Foster Ave
Highland CA 92346

Occupant
27601 Foster Ave
Highland CA 92346

Occupant
27615 Baseline Ave
Highland CA 92346

Occupant
27625 Powell
Highland CA 92346

Occupant
27637 Temple St
Highland CA 92346

Occupant
27638 Pattee Ct
Highland CA 92346

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27640 Foster Ave
Highland CA 92346

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27641 Villa Ave
Highland CA 92346

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27661 7th St
Highland CA 92346

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27682 7th St
Highland CA 92346

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Highland CA 92346

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27718 Baseline St
Highland CA 92346

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27727 Baseline Ave
Highland CA 92346

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27740 Pluto St
Highland CA 92346

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27759 Stratford St
Highland CA 92346

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Highland CA 92346

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27767 Baseline
Highland CA 92346

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Highland CA 92346

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27772 Stratford St
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Highland CA 92346

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27773 Pebble Ct
Highland CA 92346

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27774 Baseline St
Highland CA 92346

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Highland CA 92346

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27789 Stratford St
Highland CA 92346

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27807 Timberwood Dr
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27813 Pluto St
Highland CA 92346

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27825 Pluto St
Highland CA 92346

Occupant
27837 Pluto St
Highland CA 92346

Occupant
27845 Stratford St
Highland CA 92346

Occupant
27879 Baseline Ave
Highland CA 92346

Occupant
27883 Pacific Ave
Highland CA 92346

Occupant
27889 Pacific St
Highland CA 92346

Occupant
1519 W Lugonia Ave
Redlands CA 92374

Occupant
1520 Industrial Park Blvd
Redlands CA 92373

Occupant
1580 Industrial Park Ave
Redlands CA 92373

Occupant
1590 Industrial Park Ave
Redlands CA 92373

Occupant
1615 Orange Tree Ln
Redlands CA 92374

Occupant
1625 Industrial Park Ave
Redlands CA 92373

Occupant
1630 Industrial Park Rd
Redlands CA 92374

Occupant
1635 Industrial Park Ave
Redlands CA 92373

Occupant
1655 Industrial Park Ave
Redlands CA 92374

Occupant
1660 San Bernardino Ave
Redlands CA 92374

Occupant
27300 Lugonia Ave
Redlands CA 92374

Occupant
27310 Lugonia Ave
Redlands CA 92374

Occupant
27320 Lugonia Ave
Redlands CA 92374

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Redlands CA 92374

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Redlands CA 92374

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27500 Lugonia Ave
Redlands CA 92374

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Redlands CA 92374

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27520 Lugonia Ave
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27540 Lugonia Ave
Redlands CA 92374

Occupant
27550 Lugonia Ave
Redlands CA 92374

Occupant
27580 Lugonia Ave
Redlands CA 92374

Occupant
615 Tennessee St
Redlands CA 92373

Occupant
619 Tennessee St
Redlands CA 92373

Occupant
619 New York
Redlands CA 92346

Occupant
620 Tennesse St
Redlands CA 92373

Occupant
620 New York St
Redlands CA 92373

Occupant
650 New York
Redlands CA 92373

Occupant
716 Tennessee Ave
Redlands CA 92373

Occupant
770 Tennessee St
Redlands CA 92373

Occupant
800 Tri City Center Dr
Redlands CA 92373

Occupant
801 Tri-City Center Dr
Redlands CA 92374

Occupant
810 Tri City Center Dr
Redlands CA 92373

Occupant
828 W Colton Ave
Redlands CA 92373

Occupant
829 W Colton Ave
Redlands CA 92373

Occupant
830 Tri City Center Dr
Redlands CA 92374

Occupant
833 W Colton Ave
Redlands CA 92373

Occupant
835 Carlotta Ct
Redlands CA 92374

Occupant
836 W Colton Ave
Redlands CA 92373

Occupant
839 Tri City Center Dr
Redlands CA 92374

Occupant
840 W Brockton Ave
Redlands CA 92374

Occupant
845 W Brockton Ave
Redlands CA 92374

Occupant
851 Carlotta Ct
Redlands CA 92346

Occupant
855 Alabama St
Redlands CA 92373

Occupant
880 W Pioneer Ave
Redlands CA 92346

Occupant
945 W Brockton Ave
Redlands CA 92373

Occupant
990 Brockton Ave
Redlands CA 92373

Occupant
1003 W Colton Ave
Redlands CA 92373

Occupant
1005 W Lugonia Ave
Redlands CA 92373

Occupant
1042 Pioneer St
Redlands CA 92373

Occupant
1050 Lugonia St
Redlands CA 92374

Occupant
1055 W Domestic Ave
Redlands CA 92373

Occupant
1074 W Pioneer Ave
Redlands CA 92374

Occupant
1095 W Colton Ave
Redlands CA 92373

Occupant
1105 W San Bernardino Ave
Redlands CA 92374

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1105 W Lugonia Ave
Redlands CA 92374

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1120 W Colton Ave
Redlands CA 92373

Occupant
1121 W Colton Ave
Redlands CA 92373

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1140 W Colton Ave
Redlands CA 92373

Occupant
1141 W Lugonia Ave
Redlands CA 92374

Occupant
1141 W Colton Ave
Redlands CA 92373

Occupant
1151 Arizona St
Redlands CA 92373

Occupant
1160 Arizona St
Redlands CA 92373

Occupant
1160 W Pioneer St
Redlands CA 92374

Occupant
1161 W Lugonia Ave
Redlands CA 92374

Occupant
1170 Lugonia Ave
Redlands CA 92346

Occupant
1180 Alabama St
Redlands CA 92373

Occupant
1200 Arizona St
Redlands CA 92373

Occupant
1200 Alabama St
Redlands CA 92373

Occupant
1205 W Colton Ave
Redlands CA 92374

Occupant
1210 W Colton Ave
Redlands CA 92374

Occupant
1210 Indiana Ave
Redlands CA 92373

Occupant
1214 Indiana Ave
Redlands CA 92373

Occupant
1222 Indiana Ave
Redlands CA 92373

Occupant
1226 Indiana Ave
Redlands CA 92373

Occupant
1230 W Colton Ave
Redlands CA 92373

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1235 Indiana Ave
Redlands CA 92346

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1245 W Colton Ave
Redlands CA 92373

Occupant
1255 W Colton Ave
Redlands CA 92373

Occupant
1265 W Colton Ave
Redlands CA 92373

Occupant
1280 Alabama St
Redlands CA 92374

Occupant
1320 Industrial Park Ave
Redlands CA 92373

Occupant
1323 W Colton Ave
Redlands CA 92373

Occupant
1325 Industrial Park Ave
Redlands CA 92373

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1327 W Colton Ave
Redlands CA 92373

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1330 W Colton Ave
Redlands CA 92374

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1330 Industrial Park Ave
Redlands CA 92373

Occupant
1331 W Colton Ave
Redlands CA 92373

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1350 Industrial Park Ave
Redlands CA 92374

Occupant
1362 Industrial Park Ave
Redlands CA 92374

Occupant
1372 Industrial Park Ave
Redlands CA 92374

Occupant
1380 Industrial Park Ave
Redlands CA 92346

Occupant
1402 Industrial Park Ave
Redlands CA 92373

Occupant
1460 Industrial Park Ave
Redlands CA 92374

Occupant
1475 E Date St
San Bernardino CA 92404

Occupant
1530 Date St
San Bernardino CA 92404

Occupant
1535 Date St
San Bernardino CA 92404

Occupant
1551 Date St
San Bernardino CA 92404

Occupant
1560 E Date St
San Bernardino CA 92404

Occupant
1575 Citrus St
San Bernardino CA 92404

Occupant
1580 Date St
San Bernardino CA 92404

Occupant
1589 E Date St
San Bernardino CA 92404

Occupant
1633 E Date St
San Bernardino CA 92404

Occupant
1633 E Date St
San Bernardino CA 92404

Occupant
1640 Date PL
San Bernardino CA 92404

Occupant
1681 E Date PL
San Bernardino CA 92404

Occupant
1700 E Date St
San Bernardino CA 92404

Occupant
1705 N Olive St
San Bernardino CA 92346

Occupant
1717 E Date St
San Bernardino CA 92404

Occupant
1728 N Dundee Ave
San Bernardino CA 92346

Occupant
1741 N Dundee Ave
San Bernardino CA 92346

Occupant
1759 E Date PL
San Bernardino CA 92404

Occupant
1759 N Dundee Ave
San Bernardino CA 92346

Occupant
1775 N Palm Ave
San Bernardino CA 92346

Occupant
1794 N Dundee Ave
San Bernardino CA 92346

Occupant
1795 N Bangor Ave
San Bernardino CA 92346

Occupant
1811 E Pumalo St
San Bernardino CA 92404

Occupant
1829 N Dundee Ave
San Bernardino CA 92346

Occupant
1873 Pumalo St
San Bernardino CA 92404

Occupant
1900 E Highland Ave
San Bernardino CA 92404

Occupant
1920 E Highland Ave
San Bernardino CA 92404

Occupant
1962 N Palm Ave
San Bernardino CA 92404

Occupant
1980 E Highland Ave
San Bernardino CA 92404

Occupant
1998 E Highland Ave
San Bernardino CA 92404

Occupant
2002 E Highland Ave
San Bernardino CA 92404

Occupant
2004 Arden Ave
San Bernardino CA 92404

Occupant
2004 N Dumbarton Ave
San Bernardino CA 92404

Occupant
2004 N Newcomb St
San Bernardino CA 92404

Occupant
2005 N Guthrie St
San Bernardino CA 92404

Occupant
2005 N Dumbarton Ave
San Bernardino CA 92404

Occupant
2011 N Arden Ave
San Bernardino CA 92346

Occupant
2011 N Arden Ave
San Bernardino CA 92346

Occupant
2020 N Guthrie St
San Bernardino CA 92404

Occupant
2028 Arden Ave
San Bernardino CA 92404

Occupant
2028 Dumbarton Ave
San Bernardino CA 92404

Occupant
2028 N Newcomb St
San Bernardino CA 92404

Occupant
2028 N Mckinley St
San Bernardino CA 92404

Occupant
2029 Dumbarton Ave
San Bernardino CA 92404

Occupant
2029 N Mckinley St
San Bernardino CA 92404

Occupant
2029 N Newcomb St
San Bernardino CA 92404

Occupant
2029 N Guthrie St
San Bernardino CA 92404

Occupant
2050 Arden Ave
San Bernardino CA 92404

Occupant
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San Bernardino CA 92404

Occupant
2050 N Mckinley St
San Bernardino CA 92404

Occupant
2050 N Dumbarton Ave
San Bernardino CA 92404

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San Bernardino CA 92404

Occupant
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San Bernardino CA 92404

Occupant
2051 N Guthrie St
San Bernardino CA 92404

Occupant
2065 E Highland Ave
San Bernardino CA 92404

Occupant
2072 Arden Ave
San Bernardino CA 92404

Occupant
2072 N Mckinley St
San Bernardino CA 92404

Occupant
2072 N Dumbarton Ave
San Bernardino CA 92404

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San Bernardino CA 92404

Occupant
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San Bernardino CA 92404

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2073 Dumbarton Ave
San Bernardino CA 92404

Occupant
2073 N Guthrie St
San Bernardino CA 92404

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2073 N Newcomb St
San Bernardino CA 92404

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2075 E Highland Ave
San Bernardino CA 92404

Occupant
2085 E Highland Ave
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San Bernardino CA 92404

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2094 N Newcomb St
San Bernardino CA 92404

Occupant
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San Bernardino CA 92404

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2095 N Dumbarton Ave
San Bernardino CA 92404

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San Bernardino CA 92404

Occupant
2095 Guthrie St
San Bernardino CA 92404

Occupant
2095 N Newcomb St
San Bernardino CA 92404

Occupant
2102 Palm Ave
San Bernardino CA 92346

Occupant
2104 N Dumbarton Ave
San Bernardino CA 92404

Occupant
2104 N Newcomb St
San Bernardino CA 92404

Occupant
2104 N Mckinley St
San Bernardino CA 92404

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2104 Arden Ave
San Bernardino CA 92404

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San Bernardino CA 92404

Occupant
2105 N Newcomb St
San Bernardino CA 92404

Occupant
2105 N Guthrie St
San Bernardino CA 92404

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2105 N Dumbarton Ave
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2122 N Mckinley St
San Bernardino CA 92404

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2122 N Arden Ave
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San Bernardino CA 92404

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2123 Mckinley St
San Bernardino CA 92404

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2123 N Dumbarton Ave
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2140 N Mckinley St
San Bernardino CA 92404

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San Bernardino CA 92404

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2140 N Arden Ave
San Bernardino CA 92404

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2141 Newcomb St
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2141 N Guthrie St
San Bernardino CA 92404

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2141 Mckinley St
San Bernardino CA 92404

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San Bernardino CA 92404

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2158 N Newcomb St
San Bernardino CA 92404

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2158 N Dumbarton Ave
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2158 N Mckinley St
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2159 N Newcomb St
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2159 N Guthrie St
San Bernardino CA 92404

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2176 N Newcomb St
San Bernardino CA 92404

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2176 N Mckinley St
San Bernardino CA 92404

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2177 N Mckinley St
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2177 N Newcomb St
San Bernardino CA 92404

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2177 Dumbarton Ave
San Bernardino CA 92404

Occupant
2177 N Guthrie St
San Bernardino CA 92404

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2185 E Highland Ave
San Bernardino CA 92404

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2194 Mckinley St
San Bernardino CA 92404

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2195 N Guthrie St
San Bernardino CA 92404

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2195 Mckinley St
San Bernardino CA 92404

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2208 N Arden Ave
San Bernardino CA 92404

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2210 E Highland Ave
San Bernardino CA 92404

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2222 E Highland Ave
San Bernardino CA 92404

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2225 E Pumalo St
San Bernardino CA 92404

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2225 E Pumalo St
San Bernardino CA 92404

Occupant
2318 N Sterling Ave
San Bernardino CA 92404

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2360 N Sterling Ave
San Bernardino CA 92404

Occupant
2361 E 20th St
San Bernardino CA 92404

Occupant
2361 Date St
San Bernardino CA 92404

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2371 E 20th St
San Bernardino CA 92404

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2372 N Sterling Ave
San Bernardino CA 92404

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2380 N Sterling Ave
San Bernardino CA 92404

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2381 E 20th St
San Bernardino CA 92404

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San Bernardino CA 92404

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2388 N Arden Ave
San Bernardino CA 92404

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San Bernardino CA 92404

Occupant
2402 E Highland Ave
San Bernardino CA 92404

Occupant
2505 E Highland Ave
San Bernardino CA 92376

Occupant
2506 Taylor Rd
San Bernardino CA 92346

Occupant
2508 Taylor Rd
San Bernardino CA 92404

Occupant
2510 Van Luven
San Bernardino CA 92346

Occupant
2525 E Highland Ave
San Bernardino CA 92346

Occupant
2575 E Highland Ave
San Bernardino CA 92346

Occupant
2601 N Del Rosa Ave
San Bernardino CA 92404

Occupant
2604 Taylor Rd
San Bernardino CA 92404

Occupant
2643 N Taylor Rd
San Bernardino CA 92404

Occupant
2644 Taylor Rd
San Bernardino CA 92346

Occupant
2646 Taylor Rd
San Bernardino CA 92404

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2649 E Highland Ave
San Bernardino CA 92346

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2655 N Taylor Rd
San Bernardino CA 92404

Occupant
2673 Del Rosa Ave
San Bernardino CA 92404

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2680 E Highland Ave
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2705 Del Rosa Ave
San Bernardino CA 92404

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2729 Del Rosa
San Bernardino CA 92404

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2734 Del Rosa Ave
San Bernardino CA 92404

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2741 N Park Ave
San Bernardino CA 92404

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2742 Del Rosa Ave
San Bernardino CA 92404

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2772 N Sterling Ave
San Bernardino CA 92404

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2855 N Del Rosa Ave
San Bernardino CA 92404

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2858 Del Rosa Ave
San Bernardino CA 92404

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2871 N Park Ave
San Bernardino CA 92404

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2885 N Del Rosa St
San Bernardino CA 92404

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2886 N Del Rosa Ave
San Bernardino CA 92346

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2900 W Del Rosa Ave
San Bernardino CA 92404

Occupant
3044 E Atlantic Ave
San Bernardino CA 92346

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3054 E Atlantic Ave
San Bernardino CA 92346

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3065 E 17th St
San Bernardino CA 92346

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3074 E Atlantic Ave
San Bernardino CA 92346

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3075 E 17th St
San Bernardino CA 92346

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3094 E Atlantic Ave
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3104 E Atlantic Ave
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3130 E Atlantic Ave
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3140 E Atlantic Ave
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3158 E Atlantic Ave
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3383 Highland Ave
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3605 E Highland Ave
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3663 E Highland Ave
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3683 E Highland Ave
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3693 E Highland Ave
San Bernardino CA 92346

Occupant
6020 Elmwood Rd
San Bernardino CA 92346

Occupant
6085 Merito Ave
San Bernardino CA 92404

Occupant
6151 Merito Ave
San Bernardino CA 92404

Occupant
6170 Merito Ave
San Bernardino CA 92404

Occupant
6181 Merito Ave
San Bernardino CA 92404

Occupant
6223 Guthrie St
San Bernardino CA 92404

Occupant
6236 Del Rosa Ave
San Bernardino CA 92404

Occupant
6244 Chiquita
San Bernardino CA 92404

Occupant
6248 Del Rosa Ave
San Bernardino CA 92346

Occupant
6258 Newbury Ave
San Bernardino CA 92404

Occupant
6262 Del Rosa Ave
San Bernardino CA 92404

Occupant
6262 Argyle Ave
San Bernardino CA 92404

Occupant
6269 Guthrie St
San Bernardino CA 92404

Occupant
6298 Bonnie St
San Bernardino CA 92404

Occupant
6337 Guthrie St
San Bernardino CA 92404

Occupant
6538 Victoria Ave
San Bernardino CA 92346

Occupant
6650 Robinson Rd
San Bernardino CA 92346

Occupant
6659 Robinson Rd
San Bernardino CA 92346

Occupant
6668 Robinson Rd
San Bernardino CA 92346

Occupant
25326 Date Pl
San Bernardino CA 92404

Occupant
25363 Holly Vista Blvd
San Bernardino CA 92404

Occupant
25389 Holly Vista Blvd
San Bernardino CA 92404

Occupant
25397 Holly Vista Blvd
San Bernardino CA 92404

Occupant
25400 Pumalo St
San Bernardino CA 92404

Occupant
25407 Ulyssys Ct
San Bernardino CA 92404

Occupant
25408 Pumalo
San Bernardino CA 92404

Occupant
25420 Ulyssys Ct
San Bernardino CA 92404

Occupant
25460 Pumalo St
San Bernardino CA 92404

Occupant
25515 26th St
San Bernardino CA 92404

Occupant
25550 Pumalo St
San Bernardino CA 92404

Occupant
25670 E 27th St
San Bernardino CA 92346

Occupant
25747 E 27th St
San Bernardino CA 92346

Occupant
25748 E 27th St
San Bernardino CA 92404

Occupant
25765 E 27th St
San Bernardino CA 92346

Occupant
25783 E 27th St
San Bernardino CA 92404

Occupant
25791 Date St
San Bernardino CA 92404

Occupant
25792 E 27th St
San Bernardino CA 92404

Occupant
25792 Pumalo St
San Bernardino CA 92404

Occupant
25801 E 26th St
San Bernardino CA 92346

Occupant
25802 E 26th St
San Bernardino CA 92404

Occupant
25802 Pumalo St
San Bernardino CA 92404

Occupant
25819 E 26th St
San Bernardino CA 92404

Occupant
25830 E 26th St
San Bernardino CA 92404

Occupant
25841 E 27th St
San Bernardino CA 92404

Occupant
25853 Date St
San Bernardino CA 92404

Occupant
25854 Pumalo St
San Bernardino CA 92404

Occupant
26022 Pumalo St
San Bernardino CA 92404

Occupant
26461 E Highland Ave
San Bernardino CA 92346

Occupant
3655 Atlantic Avenue
Highland, California 92346

Occupant
1604 Buckeye St
Highland CA 92346

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Appendix A – Key Observation Points, Existing and Proposed Conditions

Key View Photo Vantages
State Route 210 Mixed Flow Lane Addition from Highland Avenue to San Bernardino Avenue

KEY OBSERVATION POINTS

KEY OBSERVATION POINT 1

KOP1 Existing Condition - View is looking eastbound on SR-210 in the existing median, approximately 1,000 feet east Victoria Avenue

KOP1 Proposed Condition

KEY OBSERVATION POINT 2

KOP 2 Existing Condition - The view is looking north along Westbound SR-210 at the Base Line Overcrossing.

KOP 2 Proposed Condition

KEY OBSERVATION UNIT 3

KOP 3 Existing Condition – The view is looking southeast diagonally across SR-210 towards San Andreas High School athletic fields from along the south side of the Willow Creek Townhomes, located at 1991 N. Central Avenue, Highland.

KOP 3 Proposed Condition

KEY OBSERVATION UNIT 4

KOP 4 – The view is looking north along westbound SR-210 from the Santa Ana River Overcrossing.

KOP 4 - Existing Condition

KOP 4 Proposed Condition

Appendix B – Title VI Policy Statement

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS-49
SACRAMENTO, CA 94273-0001
PHONE (916) 654-5266
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www.dot.ca.gov

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Be energy efficient!

March 2013

NON-DISCRIMINATION POLICY STATEMENT

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person in the State of California shall, on the grounds of race, color, national origin, sex, disability, religion, sexual orientation, or age, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.

For information or guidance on how to file a complaint based on the grounds of race, color, national origin, sex, disability, religion, sexual orientation, or age, please visit the following web page: http://www.dot.ca.gov/hq/bep/title_vi/t6_violated.htm.

Additionally, if you need this information in an alternate format, such as in Braille or in a language other than English, please contact the California Department of Transportation, Office of Business and Economic Opportunity, 1823 14th Street, MS-79, Sacramento, CA 95811. Telephone: (916) 324-0449, TTY: 711, or via Fax: (916) 324-1949.

MALCOLM DOUGHERTY
Director

Appendix C – Environmental Commitment Record

Date: (April 2016)
Project Phase:
☒ PA/ED (*DED/FED*)
☐ PS&E Submittal
☐ Construction

ENVIRONMENTAL COMMITMENTS RECORD
(State Route 210 Mixed Flow Lane Addition from Highland Avenue to San Bernardino Avenue Project)

08-RIV-210
PM R25.0/R33.2

EA 0C700

PN **08-12000164**

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc.	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision: (standard, special, non-standard)	Action(s) Taken to Implement Measure	Measure Completed (Date and Initials)		Remarks	Environmental Compliance	
										YES	NO
Visual/Aesthetics											
AES-1 During the proposed project construction phase, in instances where existing ground cover or other vegetation is removed as a result of proposed project actions, standard soil erosion prevention measures and standard highway planting measures will be implemented. Vegetation will be replaced at a rate and size determined by the District Landscape Architect.	p. 2-5	Initial Study	Resident Engineer / Contractor, Landscape Architect	Construction							
AES-2 During the proposed project's design phase, a landscape and aesthetic plan will be developed by the proposed project landscape architect, and subject to input from and approval from by the Caltrans District Landscape Architect and the City of Highland Planning Division, with the purpose of enhancing the proposed project limits. Such landscape and aesthetic treatments will be designed to be consistent with the recently completed portions of theSR-210 corridor in San Bernardino County.	p. 2-6	Initial Study	Resident Engineer / Contractor, Landscape Architect	Final Design							
AES-3 Abatement in the form of sound barriers WB-1, WB-2, WB-3A, WB-4, WB-5, WB-6, WB-7, EB 1, EB-2, and EB-3 have been included into the project (see Measure NOI-2). If and when proposed, these sound barriers will employ design enhancements elements (e.g., texturing, coloration, potential landscape screening where appropriate) and, for corridor consistency, will be designed to be compatible with the design of the sound barriers on SR-210 west of I-215.	p. 2-6	Initial Study	Resident Engineer / Contractor, Landscape Architect	Final Design							
AES-4 Construction staging areas, roads, trails, and other soil disturbed and/or compacted by equipment will be cultivated to a depth of six inches prior to re-	p. 2-6	Initial Study	Resident Engineer / Contractor, Landscape	Construction							

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☐ Construction

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										YES	NO
vegetation.			Architect								
AES-5 Water quality basins, if utilized, will be designed as an integral part of the landscape and aesthetic plan. The form of the basins will take cues from natural water courses found in the surrounding landscape, incorporating planting and inert materials, a freeform perimeter, and shallow side slopes.	p. 2-6	Initial Study	Resident Engineer / Contractor, Landscape Architect	Final Design							
AES-6 Widened or otherwise modified structures will have aesthetic treatments to bridge abutments, wing walls, and slope paving and may also include enhancements to bridge barriers. Such aesthetic treatments will be designed to be consistent with the recently completed portions of the SR-210 corridor in San Bernardino County.	p. 2-6	Initial Study	Resident Engineer / Contractor, Landscape Architect	Final Design							
AES-7 A rock blanket will be installed at areas beyond modified ramp gore areas, and otherwise unpaved locations too narrow for planting beyond the outside shoulders.	p. 2-6	Initial Study	Resident Engineer / Contractor, Landscape Architect	Construction							
Air Quality											
AQ-1 The construction contractor shall comply with Caltrans' Standard Specifications in Section 14 (2010). a) Section 14-9.02 specifically requires compliance by the contractor with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances. b) Section 14-9.03 is directed at controlling dust. If dust palliative materials other than water are to be used, material specifications are contained in Section 18.	p. 2-12	Initial Study	Resident Engineer / Contractor	Grading/ Construction	Standard Specification 14-9						

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										YES	NO
AQ-2 Apply water or dust palliative to the site and equipment as frequently as necessary to control fugitive dust emissions. Fugitive emissions generally must meet a “no visible dust” criterion either at the point of emission or at the right of way line, depending on local regulations.	p. 2-12	Initial Study	Resident Engineer / Contractor	Grading/ Construction	Standard Specification 19-9.03A						
AQ-3 Spread soil binder on any unpaved roads used for construction purposes and all project construction parking areas.	p. 2-12	Initial Study	Resident Engineer / Contractor	Grading/ Construction							
AQ-4 Wash off trucks as they leave the right of way as necessary to control fugitive dust emissions.	p. 2-12	Initial Study	Resident Engineer / Contractor	Grading/ Construction							
AQ-5 Properly tune and maintain construction equipment and vehicles. Use low-sulfur fuel in all construction equipment, as provided in California Code of Regulations Title 17, Section 93114.	p. 2-12	Initial Study	Resident Engineer / Contractor	Grading/ Construction							
AQ-6 Develop a dust control plan documenting sprinkling, temporary paving, speed limits, and expedited revegetation of disturbed slopes as needed to minimize construction impacts on existing communities.	p. 2-12	Initial Study	Resident Engineer / Contractor	Grading/ Construction							
AQ-7 Locate equipment and material storage sites as far away from residential and park uses as practical. Keep construction areas clean and orderly.	p. 2-12	Initial Study	Resident Engineer / Contractor	Grading/ Construction							
AQ-8 Establish Environmentally Sensitive Areas or their equivalent near sensitive air receptors where construction activities involving extended idling of diesel equipment would be prohibited, to the extent feasible.	p. 2-12	Initial Study	Resident Engineer/ Contractor/ District Air Quality	Prior to Construction							
AQ-9 Use track-out reduction measures such as gravel pads at project access points to minimize dust and mud deposits on roads affected by construction	p. 2-12	Initial Study	Resident Engineer/ Contractor	Grading/ Construction							

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										YES	NO
traffic.											
AQ-10 Cover all transported loads of soils and wet materials prior to transport or provide adequate freeboard (space from the top of the material to the top of the truck) to minimize emissions of dust (particulate matter) during transportation.	p. 2-13	Initial Study	Resident Engineer/ Contractor	Grading/ Construction							
AQ-11 Promptly and regularly remove dust and mud on paved public roads from construction activity and traffic to decrease particulate matter.	p. 2-13	Initial Study	Resident Engineer/ Contractor	Grading/ Construction							
AQ-12 Route and schedule construction traffic to avoid peak travel times as much as possible to reduce congestion and related air quality impacts caused by idling vehicles along local roads.	p. 2-13	Initial Study	Resident Engineer/ Contractor, SANBAG	Prior to/ During Construction							
AQ-13 Install mulch or plant vegetation as soon as practicable following completion of all site disturbance activities to reduce windblown particulate in the area. Be aware that certain methods of mulch placement, such as straw blowing, may themselves cause dust and visible emission issues; controls, such as dampened straw, may be needed.	p. 2-13	Initial Study	Resident Engineer/ Contractor	During/ After Construction							
AQ-14 To control the generation of construction-related fugitive dust emissions, the Department will require construction contractors to comply with SCAQMD's Rule 403 requirements.	p. 2-13	Initial Study	Resident Engineer/ Contractor	During Grading/ Construction							

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										YES	NO
Biological Resources											
BIO-1 Santa Ana River woollystar. a) Prior to clearing or construction, Environmentally Sensitive Areas (ESA) fencing will be installed around designated Santa Ana River woollystar population boundaries adjacent to the project footprint and within the state right of way to designate ESAs to be avoided. No grading or fill activity of any type will be permitted within these ESAs. In addition, heavy equipment, including motor vehicles, will not be allowed to operate within the ESAs. All construction equipment will be operated in such a manner as to prevent accidental damage to nearby preserved areas. No structure of any kind, or incidental storage of equipment or supplies, will be allowed within these ESAs. b) All equipment maintenance, staging, and dispensing of fuel, oil, or any other such activities will occur in developed or designated non-sensitive upland habitat areas. The designated upland areas will be located in areas that will prevent runoff from any spills from entering areas with Santa Ana River woollystar. c) A Biological Resource Information (BRI) program for all construction personnel would will be developed and implemented prior to construction. At a minimum, the program will include the following topics: (1) biology, conservation, and legal status of the Santa Ana River woollystar; (2) responsibilities of the biological monitor; (3) delineation and flagging of adjacent habitat; (4) limitations on all movement of those employed on site, including ingress and egress	p. 2-84	Initial Study	Qualified Biologist/Resident Engineer/ Contractor/ SANBAG	Install ESA fencing prior to/Monitor during construction						

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										YES	NO
of equipment and personnel, to designated construction zones (personnel will not be allowed access to adjacent sensitive habitats); (5) on-site pet prohibitions; (6) use of trash containers for disposal and removal of trash; and (7) project features designed to reduce the impacts on listed species and habitat and promote continued successful occupation of adjacent habitat areas.											
d) A preconstruction notification will be provide to PSFWO and CDFW in writing, at least 5 days prior to project initiation.											
e) An authorized biologist will be present on site during construction within or adjacent to suitable habitat to ensure that avoidance and minimization measures are in place according to specifications and monitor construction within the vicinity of the Santa Ana River woollystar populations at a frequency necessary to ensure that avoidance and minimization measures are properly followed. The biological monitor will report any non-compliance within 24 hours to PSFWO.											
f) Before ground disturbance or other activities, a qualified botanist will survey all proposed construction and access areas for presence of Santa Ana River woollystar. Preconstruction surveys will occur during the appropriate season and in accordance with established protocols up to one year in advance of construction, provided temporary construction easements have been granted to construction areas. These surveys will be conducted in all construction areas that contain suitable habitat for Santa Ana River woollystar, including scalebroom											

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										YES	NO
scrub and California buckwheat scrub. These surveys will be for the purpose of documenting plant locations relative to the construction areas and avoidance, where feasible. If construction starts prior to the appropriate season and it is unfeasible to conduct preconstruction surveys, then plant documentation for avoidance and ESA fencing will rely on previous survey areas of populations.											
g) Populations of Santa Ana River woollystar will be clearly mapped and recorded along with the approximate numbers of individuals in each population and their respective condition. To the maximum extent feasible, construction areas and access roads will be adjusted to avoid loss of individual Santa Ana River woollystar and damage to habitats supporting this species.											
h) Fire suppression capability, including extinguishers, shovels, and water tankers, will be available on site whenever construction occurs during the fire season (as determined by the San Bernardino County Fire Department). Activities that may produce sparks, including welding or grinding, will require the use of protective gear such as shields and protective mats to reduce fire risks.											
i) The construction contractor will implement dust control measures to reduce excessive dust emissions. Dust control measures will occur at least two times per day on all construction days, or more during windy or dry periods, and may include wetting work areas, using soil binders on dirt roads, and wetting or covering stockpiles.											
j) The construction contractor will inspect and clean											

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										YES	NO
construction equipment prior to transporting equipment from one project location to another to avoid the introduction and spread of invasive plant species. k) A weed abatement plan will be developed to minimize the spread and importation of nonnative plant material during and after construction in compliance with Executive Order 13112. This plan will include an assessment of invasive species that occur within the project area, measures to avoid the introduction and spread of invasive species, eradication procedures to be followed if an invasive species does become established, and revegetation guidelines for temporarily disturbed areas.											
BIO-2 Compensatory mitigation for Santa Ana River woollystar. a) Mitigation for impacts will include seed collection after the plants have flowered (up to one year in advance of construction, provided temporary construction easements have been granted to construction areas), redistribution of seeds, stockpiling and spreading of duff, and on-site restoration of impacted areas as described in an HMMP to be submitted and approved by PSFWO prior to impacts within occupied or suitable habitat. b) Compensation for permanent impacts on Santa Ana River woollystar may be provided by purchasing Santa Ana River woollystar occupied lands within the Santa Ana Watershed for preservation through Wildlands, Inc. and/or through an accredited mitigation bank. Permanent impacts will be mitigated at a minimum 3:1 ratio. Temporary impacts will be	p. 2-95	Initial Study	Qualified Biologist/SANBAG	Following approval of ED/Prior to construction						

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										YES	NO
mitigated at a 1:1 ratio at the site of temporary impact as described in the approved HMMP, which will address both spatial and temporal impacts.											
BIO-3 Slender-horned spineflower. a) Prior to clearing or construction, Environmentally Sensitive Area (ESA) fencing will be installed around designated slender-horned spineflower population boundaries adjacent to the project footprint and within the State right of way to designate ESAs to be avoided. No grading or fill activity of any type will be permitted within these ESAs. In addition, heavy equipment, including motor vehicles, will not be allowed to operate within the ESAs. All construction equipment will be operated in such a manner as to prevent accidental damage to nearby preserved areas. No structure of any kind, or incidental storage of equipment or supplies, will be allowed within these ESAs. b) All equipment maintenance, staging, and dispensing of fuel, oil, or any other such activities will occur in developed or designated non-sensitive upland habitat areas. The designated upland areas will be located in areas that will prevent runoff from any spills from entering areas with slender-horned spineflower. c) A BRI program for all construction personnel would will be developed and implemented prior to construction. At a minimum, the program will include the following topics: (1) biology, conservation, and legal status of the slender-horned spineflower; (2) responsibilities of the biological monitor; (3) delineation and flagging of adjacent habitat; (4)	p. 2-85	Initial Study	Qualified Biologist/ Resident Engineer/ Contractor	Install fencing prior to construction/ Monitor during construction						

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										YES	NO
limitations on all movement of those employed on site, including ingress and egress of equipment and personnel, to designated construction zones (personnel will not be allowed access to adjacent sensitive habitats); (5) on-site pet prohibitions; (6) use of trash containers for disposal and removal of trash; and (7) project features designed to reduce the impacts on listed species and habitat and promote continued successful occupation of adjacent habitat areas. d) A preconstruction notification will be provided to PSFWO and CDFW in writing at least 5 days prior to Project initiation. e) An authorized biologist will be present on site during construction within or adjacent to suitable habitat to ensure that avoidance and minimization measures are in place according to specifications and monitor construction within the vicinity of the slender-horned spineflower populations at a frequency necessary to ensure that avoidance and minimization measures are properly followed. The biological monitor will report any non-compliance within 24 hours to PSFWO. f) Before ground disturbance or other activities, a qualified botanist will survey all proposed construction and access areas for presence of slender-horned spineflower. Preconstruction surveys will occur during the appropriate season and in accordance with established protocols up to one year in advance of construction, provided temporary construction easements have been granted to construction areas. These surveys will be conducted										

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										YES	NO
in all construction areas that contain suitable habitat for slender-horned spineflower, including scalebroom scrub and California buckwheat scrub. These surveys will be for the purpose of documenting plant locations relative to the construction areas and avoidance where feasible. If construction starts prior to the appropriate season and it is unfeasible to conduct preconstruction surveys, then plant documentation for avoidance and ESA fencing will rely on previous survey areas of populations. g) Populations of slender-horned spineflower will be clearly mapped and recorded, along with the approximate numbers of individuals in each population and their respective condition. To the maximum extent feasible, construction areas and access roads will be adjusted to avoid loss of individual slender-horned spineflower and damage to habitats supporting this species. h) Fire suppression capability, including extinguishers, shovels, and water tankers, will be available on site whenever construction occurs during the fire season (as determined by the San Bernardino County Fire Department). Activities that may produce sparks, including welding or grinding, will require the use of protective gear such as shields and protective mats to reduce fire risks. i) The construction contractor will implement dust control measures to reduce excessive dust emissions. Dust control measures will occur at least two times per day on all construction days, or more during windy or dry periods, and may include wetting work areas, using soil binders on dirt roads, and										

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										YES	NO
wetting or covering stockpiles. j) The construction contractor will inspect and clean construction equipment prior to transporting equipment from one project location to another to avoid the introduction and spread of invasive plant species. k) A weed abatement plan will be developed to minimize the spread and importation of nonnative plant material during and after construction in compliance with Executive Order 13112. This plan will include an assessment of invasive species that occur within the project area, measures to avoid the introduction and spread of invasive species, eradication procedures to be followed if an invasive species does become established, and revegetation guidelines for temporarily disturbed areas.										
BIO-4 Compensatory Mitigation for slender-horned spineflower. a) Mitigation for impacts will include seed collection after the plants have flowered (up to one year in advance of construction, provided temporary construction easements have been granted to construction areas), redistribution of seeds, stockpiling and spreading of duff, and on-site restoration of impacted areas as described in an HMMP to be submitted and approved by PSFWO prior to impacts within occupied or suitable habitat. b) Compensation for permanent impacts on slender-horned spineflower may be provided by purchasing slender-horned spineflower occupied lands within the Santa Ana Watershed for preservation through Wildlands, Inc. and/or through an accredited	p. 2-96	Initial Study	Qualified Biologist/SANBAG	Following approval of ED/Prior to construction						

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										YES	NO
mitigation bank. Permanent impacts will be mitigated at a minimum 3:1 ratio. Temporary impacts will be mitigated at a 1:1 ratio at the site of temporary impact as described in the approved HMMP, which will address both spatial and temporal impacts.											
BIO-5 Santa Ana Sucker a) A construction SWPPP and a soil erosion and sedimentation plan will be developed to minimize erosion and identify specific pollution prevention measures that will eliminate or control potential point and nonpoint pollution sources on site during and following the project construction phase. The SWPPP will identify specific BMPs to be implemented during project construction to not cause or contribute to exceedance of any water quality standards. In addition, the SWPPP will contain provisions for changes to the plan such as alternative mechanisms, if necessary, during project design and/or construction to achieve the stated goals and performance standards. b) A preconstruction notification will be provided toPSFWO and CDFW in writing at least five days prior to project initiation. c) All equipment maintenance, staging, and dispensing of fuel, oil, or any other such activities will occur in developed or designated non-sensitive upland habitat areas. The designated upland areas will be located to prevent the runoff from entering any drainages. d) Mud, silt, or other pollutants from construction activities will not be placed within drainages and will not be allowed to enter a flowing stream.	p. 2-87	Initial Study	Qualified Biologist/SANBAG	Following approval of ED/Prior to construction						

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										YES	NO
e) All portable toilets will be placed on a vegetated or dirt surface away from any streams, storm drains, or drainage swales. f) An authorized biologist will be present on site during construction within and adjacent to critical habitat to ensure that avoidance and minimization measures are in place according to specifications and monitor construction within the vicinity of the Santa Ana sucker populations at a frequency necessary to ensure that avoidance and minimization measures are properly followed. The biological monitor will report any non-compliance within 24 hours to PSFWO.											
BIO-6 San Bernardino kangaroo rat. a) A USFWS authorized with knowledge of San Bernardino kangaroo rat and its habitat will function as a biological monitor. Prior to initiating project activities, the name(s) and resumes of all prospective biological monitors will be submitted to the appropriate USFWS office. The biological monitor will ensure compliance with the project avoidance and minimizations measures, including Conservation Measures and Terms and Conditions of the biological opinion, and will have the authority to halt/suspend all activities until appropriate corrective measures have been taken. The biological monitor will report any noncompliance immediately to the USFWS and the CDFW. b) The biological monitor will be present during vegetation clearing, grading, and construction to monitor construction impacts, as stated in project environmental documents and any applicable	p. 2-88	Initial Study	Qualified Biologist/ Resident Engineer/ Contractor	Install ESA fencing prior to construction/ Monitor during construction						

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										YES	NO
permits.											
c) A USFWS authorized biologist will be present on site during construction within and adjacent to occupied habitat to ensure that avoidance and minimization measures are in place according to specifications and monitor construction within the vicinity of the San Bernardino kangaroo rat populations at a frequency necessary to ensure that avoidance and minimization measures are properly followed. The biological monitor will report any non-compliance within 24 hours to PSFWO.											
d) A BRI program for all construction personnel will be developed and implemented prior to construction. At a minimum, the program will include the following topics: (1) biology, conservation, and legal status of the San Bernardino kangaroo rat and its critical habitat; (2) responsibilities of the biological monitor; (3) delineation and flagging of adjacent habitat; (4) limitations on all movement of those employed on site, including ingress and egress of equipment and personnel, to designated construction zones (personnel shall not be allowed access to adjacent sensitive habitats); (5) on-site pet prohibitions; (6) use of trash containers for disposal and removal of trash; and (7) project features designed to reduce the impacts on listed species and habitat and promote continued successful occupation of adjacent habitat areas.											
e) A preconstruction notification will be provided to PSFWO and CDFW in writing at least 5 days prior to project initiation.											
f) Prior to ground disturbance in sensitive areas, limits											

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										YES	NO
of project construction will be delineated and marked to be clearly visible to personnel on foot and in heavy equipment. All construction-related activities (e.g., vegetation removal, grading, equipment lay-down and storage, and contractor parking) will occur inside the limits of construction. Construction staging and equipment storage will be located outside of any potential habitat areas. All movement of contractors, subcontractors, or their agents and equipment will be restricted to the limits of construction, staging areas, and construction access routes.											
g) Prior to clearing or construction, Environmentally Sensitive Area (ESA) fencing will be installed around all San Bernardino kangaroo rat suitable habitat areas that will be avoided and are adjacent to the project footprint and within the state right- of- way. No grading or fill activity of any type will be permitted within these ESAs. In addition, heavy equipment, including motor vehicles, will not be allowed to operate within the ESAs. All construction equipment should be operated in a manner so as to prevent accidental damage to nearby avoidance areas. Silt fence barriers will be installed at the ESA boundary to prevent accidental deposition of fill material in areas where San Bernardino kangaroo rat suitable habitat vegetation is immediately adjacent to planned grading activities and deposition could occur.											
h) Exclusion fencing will be installed around all areas with suitable habitat for San Bernardino kangaroo rat that will be impacted by project construction. Prior to clearing or construction a fence plan design will be submitted for USFWS approval. Exclusionary trapping for San Bernardino kangaroo rat will be											

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										YES	NO
conducted by a USFWS approved biologist within San Bernardino kangaroo rat suitable habitat areas where exclusionary fencing is installed to remove all San Bernardino kangaroo rats prior to the start of any ground disturbance. San Bernardino kangaroo rats trapped in these areas will be released in suitable habitat areas, outside the construction limits, in the immediate project vicinity.											
i) The ESA fencing and San Bernardino kangaroo rat exclusionary fencing will be inspected by the biological monitor at the close of each work day to ensure that it is in place and properly maintained. ESA fencing and exclusion fencing will remain in place and be maintained until project construction is completed.											
j) During final design, exclusion fencing specifications within occupied San Bernardino kangaroo rat habitat will be approved by the USFWS prior to grading. The qualified biologist experienced with San Bernardino kangaroo rat will be present on site when the fence is installed to minimize the disturbance of San Bernardino kangaroo rat burrows from the fence installation. An exclusion fence design will be submitted to the USFWS for approval at least 30 days prior to emplacement.											
k) To the extent feasible, no nighttime work will be conducted within San Bernardino kangaroo rat habitat; however, nighttime construction may be allowed on the roadways above the elevation of occupied habitat or in other areas where lighting will not impact San Bernardino kangaroo rats. Any nighttime work conducted near San Bernardino											

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										YES	NO
kangaroo rat habitat will require shielded lighting to minimize light spillage into San Bernardino kangaroo rat habitat. Speed limits will be reduced to five miles per hours during any nighttime construction in areas where San Bernardino kangaroo rats may be present.											
l) Any excavated, steep-walled holes or trenches more than two feet deep will be backfilled or covered at the close of each working day to help prevent entrapment of San Bernardino kangaroo rats during construction. This measure is not applicable to the deep excavations in sandy (unstable) soils within the Santa Ana River, City Creek, or Plunge Creek; however, these trenches will necessarily be sloped rather than steep-angled.											
m) During grading activities, all unfilled holes or trenches will be inspected by the monitoring biologist for entrapped San Bernardino kangaroo rats as necessary prior to the onset of construction. Any San Bernardino kangaroo rats discovered will be removed from the trench or hole by a qualified biologist and released outside of the limits of construction.											
n) Unburied pipes or conduit laid in trenches overnight will be capped. All other pipes or conduit with a bore-diameter of 1.5 inches or greater stored overnight within the construction site for one or more nights will be thoroughly inspected for the presence of San Bernardino kangaroo rat before the pipe is subsequently buried, capped, or otherwise used or moved in any way. If San Bernardino kangaroo rats are discovered inside a pipe, a qualified biologist will											

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										YES	NO
supervise movement or relocation of the pipe until the animal has been removed and released.											
o) Soil stockpiles will be located outside of San Bernardino kangaroo rat suitable habitat and ESA areas, to the maximum extent feasible. ESA fencing and San Bernardino kangaroo rat exclusionary fencing will be placed around any soil stockpiles that must be located within these areas to prevent this species from entering the stockpiles. The ESA fencing and San Bernardino kangaroo rat exclusionary fencing will be inspected by the biological monitor at the close of each work day to ensure that it is in place and properly maintained and that no San Bernardino kangaroo rats are present. If sign of this species is found, then a qualified biologist will conduct trapping within these areas and release any captured individuals into suitable habitat areas, outside the construction limits, in the immediate project vicinity.											
p) A USFWS approved biological monitor and/or designated biologist will serve as the contact source for any personnel who might inadvertently kill or injure a San Bernardino kangaroo rat or who finds a dead, injured, or entrapped individual. The designated biological monitor and/or designated biologist will be identified within the BRI. The designated biological monitor's name and telephone number will be provided to USFWS and CDFW.											
q) Any personnel who inadvertently kills or injures a San Bernardino kangaroo rat will immediately report the incident to the designated biological monitor and/or designated biologist, who will notify USFWS											

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										YES	NO
and CDFW immediately and in writing within three working days. Notification must include the date, time, and location of the incident or of the finding of a dead or injured animal, as well as any other pertinent information.											
r) Following construction, all permanent lighting installed along the new freeway alignment will be permanently shielded and directed onto the roadway.											
s) Restoration plans for any temporarily impacted areas within San Bernardino kangaroo rat suitable habitat will be developed and approved by Caltrans and USFWS. Such restoration plans will be implemented within 24 months of the completion of major construction.											
t) All equipment maintenance, staging, and dispensing of fuel, oil, coolant, or any other such activities will be restricted to designated staging areas to prevent the release of hazardous substances into the project site or drainages (i.e., Sand Creek, City Creek, Plunge Creek, Santa Ana River, or their tributaries). Any accidental spills will be immediately contained and properly disposed of.											
u) No pets will be allowed in, or adjacent to, the project site.											
v) Rodenticides, herbicides, insecticides, or other chemicals that could potentially harm San Bernardino kangaroo rats will not be used.											
w) Trash will be stored in closed containers so that it is not readily accessible to scavengers and will be removed from the construction site on a daily basis so as not to attract potential San Bernardino kangaroo rat predators.											

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										YES	NO
x) Spoils and rubble will not be deposited outside the identified limits of construction, and material waste generated by the project will be disposed of off site. y) A copy of fee payment to a USFWS approved mitigation bank to satisfy mitigation for permanent impacts will be provided to USFWS prior to impacts to San Bernardino kangaroo rat suitable habitat.											
BIO-7 Compensatory mitigation for San Bernardino kangaroo rat. Compensation for permanent impacts on critical habitat containing the PCEs for San Bernardino kangaroo rat and suitable habitat outside of designated critical habitat may be provided by purchasing San Bernardino kangaroo rat occupied lands within the Santa Ana Watershed for preservation through Wildlands, Inc. and/or through an accredited mitigation bank. Temporary impacts will be mitigated at a minimum 1:1 ratio, and permanent impacts will be mitigated at a minimum 3:1 ratio. On-site restoration of temporarily impacted scalebroom scrub will occur upon completion of construction and will consist of returning impacted areas to original grade and preconstruction conditions. An HMMP will be developed and will include a monitoring period with specific success criteria to be developed through agency consultation. a) Temporary and permanent impacts on San Bernardino kangaroo rat suitable habitat and critical habitat containing PCEs and total mitigation credits to be purchased are provided in the table below. Impacts occur to suitable habitat both within and outside of critical habitat. b) The protocol-level trapping surveys for San	p. 2-96	Initial Study	Qualified Biologist/SANBAG	Following approval of ED/Prior to construction						

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08-RIV-210
PM R25.0/R33.2

EA 0C700

PN **08-12000164**

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc.	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision: (standard, special, non-standard)	Action(s) Taken to Implement Measure	Measure Completed (Date and Initials)		Remarks	Environmental Compliance	
										YES	NO
Bernardino kangaroo rat included a habitat quality analysis, which ranked suitable habitat on its expected relative abundances of San Bernardino kangaroo rat; this Habitat Suitability Classification system did not include whether the area was designated as critical habitat. As such, the temporary and permanent impacts to be mitigated for in the table below are additive and separated into two sections to avoid double-counting impacted areas; that is, if an area is included in the Habitat Suitability Classification section then it is not included in the critical habitat section, even if it is designated as critical habitat. The first section of the table includes all Habitat Suitability Classification areas that will be impacted, whether they occur within critical habitat or not. The second section of the table includes critical habitat containing PCEs and does not occur within the Habitat Suitability Classification areas but will require mitigation compensation (i.e., unvegetated wash and open water areas). Critical habitat that does not contain PCEs (i.e., developed areas, ornamental landscapes, and paved roads) is not included in the table because it does not require mitigation compensation. **Total Mitigation Credits for Impacts on San Bernardino Kangaroo Rat** **Habitat Type** / **Permanent Impact (acre)** / **Temporary Impact (acre)** / **Total Mitigation Credits to be Purchased+** *Habitat Sustainability Classification from Trapping Surveys* High: 0.000 / 0.004 / 0.004 Medium/high: 0.000 / 0.000 / 0.000										

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										YES	NO
Medium 0.253 0.069 0.828 Low/medium 0.000 1.175 1.175 Low 0.333 1.293 2.292 Low/Trace 0.000 0.155 0.155 Subtotal 0.586 2.696 4.454 *Critical Habitat with PCEs* Critical habitat with PCEs** 1.497*+ 8.776+ 13.267 Subtotal 1.497[+] 8.776 13.267 Total 2.083 11.472 17.721 Source: Caltrans 2015b. *Permanent and temporary effects will be mitigated at a 3:1 and 1:1 ratio, respectively. ** Mitigation does not include areas without PCEs for San Bernardino kangaroo rat; as such, only acreage for critical habitat containing the PCEs is included. Areas not considered PCEs include developed areas, ornamental landscapes, and paved roads. [+]Excludes impacts within occupied habitat suitability classification types from trapping studies that overlap with critical habitat with PCEs to avoid double counting.											
BIO-8 Burrowing owls. A pre-construction surveys within the BSA will be conducted for burrowing owls within 30 days prior to the start of construction activities. Additional avoidance and minimization measures will also be developed in consultation with the CDFW during the permitting phase of the project. Potential measures may include establishing an avoidance buffer around active burrows, eliminating potential unoccupied burrows, and/or passive relocation	p. 2-91	Initial Study	Qualified Biologist/ SANBAG	30 days prior to the start of construction activities							

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										YES	NO
BIO-9 Bats. a) A qualified bat biologist will survey the BSA prior to construction to assess the potential for maternity roosts in the BSA. The surveys may include a combination of structure and tree inspection, sampling, exit counts, and acoustic surveys. b) All work areas on existing bridges with potential bat roosting habitat that will be affected between April 15 and August 31 will be cleared of all bats prior to construction under the guidance and observation of a qualified biologist. Exclusionary devices should be used to exclude bats from directly affected work areas and avoid potential direct impacts. Such exclusion efforts must be continued to keep the structures free of bats until August 31 or completion of construction. All bat exclusion techniques will be coordinated between Caltrans and the resource agencies, as applicable. c) Prior to tree removal, large trees and snags should be examined by a bat biologist prior to removal or trimming to ensure that no roosting bats are present. Palm frond trimming, if necessary, should be conducted outside the maternity season (i.e., April 15–August 31) to avoid potential mortality to flightless young. d) If maternity sites are identified during the preconstruction bat habitat suitability assessment, then no construction activities at the location containing the maternity roost will be allowed during the maternity season (i.e., April 15–August 31), unless a qualified bat biologist has determined that young have been weaned. If maternity sites are	p. 2-91	Initial Study	Qualified Biologist/ Resident Engineer/ Contractor	Prior to/ Monitor during construction						

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										YES	NO
present, and it is anticipated that construction activities cannot be completed outside of the maternity season, then bat exclusion at maternity roost sites shall be completed either as soon as allowed by CDFW and the qualified bat biologist after the young have been weaned or outside of the maternity season, prior to initiating construction activities or as otherwise approved by the qualified bat biologist in coordination with CDFW.											
BIO-10 Scalebroom scrub. a) Prior to clearing or construction, highly visible barriers (such as orange construction fencing) will be installed around scalebroom scrub adjacent to the project footprint to designate ESAs to be preserved. No grading or fill activity of any type will be permitted within these ESAs. In addition, no construction activities, materials, or equipment will be allowed within the ESAs. All construction equipment will be operated in a manner so as to prevent accidental damage to nearby preserved areas. Silt fence barriers will be installed at the ESA boundary to prevent accidental deposition of fill material in areas where vegetation is immediately adjacent to planned grading activities. b) All equipment maintenance, staging, and dispensing of fuel, oil, or any other such activities will occur in developed or designated non-sensitive upland habitat areas. The designated upland areas will be located to prevent runoff from any spills from entering waters of the U.S. c) A SWPPP and a soil erosion and sedimentation plan will be developed to minimize erosion and identify	p. 2-91	Initial Study	Qualified Biologist/ Resident Engineer/ Contractor/ SANBAG	Install barriers prior to construction/ Prepare SWPPP prior to construction/ Monitor during Construction						

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										YES	NO
specific pollution prevention measures that will eliminate or control potential point and nonpoint pollution sources on site during and following the project construction phase. The SWPPP will identify specific BMPs to be implemented during project construction to not cause or contribute to exceeding any water quality standard. In addition, the SWPPP will contain provisions for changes to the plan such as alternative mechanisms, if necessary, during project design and/or construction to achieve the stated goals and performance standards.											
d) To avoid impacts on nesting birds, any native vegetation removal or tree (native or exotic) trimming activities will occur outside of the nesting bird season (i.e., February–September 1). If vegetation clearing is necessary during the nesting season, then a qualified biologist will conduct a preconstruction survey to identify the locations of nests within 72 hours of proposed vegetation clearing. Should nesting birds be found, an exclusionary buffer (typically 200 feet, or 500 feet for raptors and listed species) will be established by the biologist. This buffer should be clearly marked in the field by construction personnel under guidance of the biologist, and construction or clearing will not be conducted within this buffer until the biologist determines that the young have fledged or the nest is no longer active. The specific buffer size may be adjusted depending on the species and work activities under guidance of the biologist with concurrence by CDFW.											
e) A biologist will monitor construction within the vicinity of scalebroom scrub areas prior to and during											

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										YES	NO
vegetation removal to flush any wildlife species present to ensure that vegetation removal, BMPs, ESAs, and all avoidance and minimization measures are properly implemented. f) Fire suppression capability, including extinguishers, shovels, and water tankers, will be available on site whenever construction occurs during the fire season (as determined by the San Bernardino County Fire Department). Activities that may produce sparks, including welding or grinding, will use protective gear to reduce fire risks, such as the use of shields and protective mats. g) Dust control measures will be implemented by the contractor to reduce excessive dust emissions. Dust control measures will occur at least two times per day on all construction days, or more during windy or dry periods, and may include wetting work areas, the use of soil binders on dirt roads, and wetting or covering stockpiles.										
BIO-11 Compensatory mitigation for scalebroom scrub. A compensatory mitigation plan for impacts on scalebroom scrub located within jurisdictional aquatic resources will be developed during the permitting phase in coordination with the USACE, CDFW, and RWQCB. Mitigation will consist of payment into the Santa Ana Watershed Association in-lieu fee program or other approved in-lieu fee or mitigation bank program. Temporary and permanent impacts will be mitigated at a minimum 1:1 ratio. On-site restoration of temporarily impacted scalebroom scrub will occur upon completion of construction and will consist of returning impacted areas to original	p. 2-97	Initial Study	SANBAG	Following approval of ED/Prior to construction							

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										YES	NO
grade and preconstruction conditions. A HMP will be developed and will include a monitoring period with specific success criteria to be developed through agency consultation. In addition, impacts onto scalebroom scrub occupied with San Bernardino kangaroo rat and Santa Ana River woollystar will be mitigated during Section 7 consultation with USFWS and will consist of on-site restoration of temporarily impacted areas and off-site mitigation of permanently impacted areas (see measures BIO-2 and BIO-7 above).											
BIO-12 California buckwheat scrub. a) Prior to clearing or construction, highly visible barriers (such as orange construction fencing) will be installed around California buckwheat scrub adjacent to the project footprint to designate ESAs to be preserved. No grading or fill activity of any type will be permitted within these ESAs. In addition, no construction activities, materials, or equipment will be allowed within the ESAs. All construction equipment will be operated in a manner so as to prevent accidental damage to nearby preserved areas. Silt fence barriers will be installed at the ESA boundary to prevent accidental deposition of fill material in areas where vegetation is immediately adjacent to planned grading activities. b) To avoid impacts on nesting birds, any native vegetation removal or tree (native or exotic) trimming activities will occur outside of the nesting bird season (i.e., February 1–September 1). If vegetation clearing is necessary during the nesting season, then a qualified biologist will conduct a preconstruction	p. 2-93	Initial Study	Qualified Biologist/ Resident Engineer/ Contractor/ SANBAG	Prior to/ During Construction						

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survey to identify the locations of nests within 72 hours of proposed vegetation clearing. Should nesting birds be found, an exclusionary buffer (typically 200 feet, or 500 feet for raptors and listed species) will be established by the biologist. This buffer should be clearly marked in the field by construction personnel under guidance of the biologist, and construction or clearing will not be conducted within this zone until the biologist determines that the young have fledged or the nest is no longer active. The specific buffer size may be adjusted depending on the species and work activities under guidance of the biologist with concurrence by CDFW.											
c) A biologist will monitor construction within the vicinity of California buckwheat scrub areas prior to and during vegetation removal to flush any wildlife species present to ensure that vegetation removal, BMPs, ESAs, and all avoidance and minimization measures are properly implemented.											
d) Fire suppression capability, including extinguishers, shovels, and water tankers, will be available on site whenever construction occurs during the fire season (as determined by the San Bernardino County Fire Department). Activities that may produce sparks, including welding or grinding, will use protective gear to reduce fire risks, such as the use of shields and protective mats.											
e) Dust control measures will be implemented by the contractor to reduce excessive dust emissions. Dust control measures will occur at least two times per day on all construction days, or more during windy or											

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dry periods, and may include wetting work areas, the use of soil binders on dirt roads, and wetting or covering stockpiles.											
BIO-13 Riparian habitat. a) Hydrologic connectivity will be maintained within City Creek and Plunge Creek during the duration of construction. Mud, silt, or other pollutants from construction activities will not be placed within drainages and will not be allowed to enter a flowing stream. b) Temporary impacts will be reduced to the maximum extent feasible to construct the project. Permanent impacts will be minimized through project design modifications where practicable. c) Prior to clearing or construction, highly visible barriers (such as orange construction fencing) will be installed around all riparian habitats adjacent to the project footprint to designate ESAs to be preserved. The riparian communities that occur along City Creek and other areas within the BSA are dynamic and likely change year to year depending on precipitation events, associated scour, and flood-control maintenance activities. As such, ESA fencing in areas to be avoided may need to be adjusted and installed just prior to construction. No grading or fill activity of any type will be permitted within these ESAs. In addition, no construction activities, materials, or equipment will be allowed within the ESAs. All construction equipment will be operated in a manner so as to prevent accidental damage to nearby avoided areas. Silt fence barriers will be installed at the ESA boundary to prevent accidental	p. 2-93	Initial Study	Qualified Biologist/ Resident Engineer/ Contractor/ SANBAG	Prior to/ During Construction						

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deposition of fill material in areas where vegetation is immediately adjacent to planned grading activities. d) All equipment maintenance, staging, and dispensing of fuel, oil, or any other such activities will occur in developed or designated non-sensitive upland habitat areas. The designated upland areas will be located to prevent the runoff from entering any drainages. e) A SWPPP and a soil erosion and sedimentation plan will be developed prior to construction to minimize erosion and identify specific pollution prevention measures that will eliminate or control potential point and nonpoint pollution sources on site during and following the project construction phase. The SWPPP will identify specific BMPs to be implemented during project construction to not cause or contribute to exceeding any water quality standard. In addition, the SWPPP will contain provisions for changes to the plan such as alternative mechanisms, if necessary, during project design and/or construction to achieve the stated goals and performance standards. f) To avoid impacts on nesting birds, any native vegetation removal or tree (native or exotic) trimming activities will occur outside of the nesting bird season (i.e., February 1–September 1). If vegetation clearing is necessary during the nesting season, then a qualified biologist will conduct a preconstruction survey to identify the locations of nests within 72 hours of proposed vegetation clearing. Should nesting birds be found, an exclusionary buffer (typically 200 feet, or 500 feet for raptors and listed										

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species) will be established by the biologist. This buffer should be clearly marked in the field by construction personnel under guidance of the biologist, and construction or clearing will not be conducted within this zone until the biologist determines that the young have fledged or the nest is no longer active. The specific buffer size may be adjusted depending on the species and work activities under guidance of the biologist with concurrence by CDFW. g) A biologist will monitor construction within the vicinity of riparian areas prior to and during vegetation removal to flush any wildlife species present to ensure that vegetation removal, BMPs, ESAs, and all avoidance and minimization measures are properly constructed and followed.										
BIO-14 Compensatory mitigation for riparian habitat. A compensatory mitigation plan for impacts on riparian habitats located within jurisdictional aquatic resources will be developed during the permitting phase in coordination with the USACE, CDFW, and RWQCB. Permanent impacts will be mitigated at a minimum 2:1 ratio through payment into the Santa Ana Watershed Association in-lieu fee program, or other approved in-lieu fee or mitigation program. Temporary impacts will be mitigated in-kind via on-site restoration within the project area. On-site restoration, if applicable, will occur upon completion of construction and will consist of returning impacted areas to original grade and preconstruction conditions. An HMMP will be developed and will include a monitoring period with specific success	p. 2-97	Initial Study	Qualified Biologist/SANBAG	Following approval of ED/Prior to construction						

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criteria to be developed through agency consultation.											
BIO-15 Compensatory mitigation for CDFW wetlands and non-wetlands. To mitigate impacts on these jurisdictional areas, a compensatory mitigation plan will be developed during the permitting phase (measure BIO-15). Compensatory mitigation for temporary impacts will include on-site habitat restoration within Caltrans right of way. Permanent impacts on non-wetland and wetland waters will be mitigated off site at a minimum 2:1 ratio through an approved in-lieu fee program or other agency-approved mitigation bank/in-lieu fee program.	p. 2-97	Initial Study	Qualified Biologist/SANBAG	Following approval of ED/Prior to construction							
BIO-16 Wildlife movement corridors. Access and disturbance within the wildlife corridors should be kept to a minimum. a) To the maximum extent feasible, the corridors will not be fully blocked by equipment or structures that could potentially serve as barriers to wildlife passage. b) Equipment maintenance, lighting, and staging will occur only in designated areas, and will not block wildlife corridors. c) Nighttime construction activities, if any, will use shielded lighting to prevent spillover into the corridor. Security lights on vehicles used in the Santa Ana River will not be left on overnight. d) Speed limits will be reduced to 5 miles per hour during any nighttime construction that occurs within wildlife corridors. e) Within wildlife corridors, structures required for bridgework will be erected in a manner so as not to	p. 2-94	Initial Study	Resident Engineer/ Contractor/ SANBAG	During Construction							

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completely block the underpass.											
BIO-17 Construction during breeding season. In the event that vegetation clearing is necessary during the breeding season (i.e., February 1–September 1), a qualified biologist will conduct a preconstruction survey of construction areas and appropriate buffer no more than 72 hours prior to construction to identify the locations of avian nests. Should nests be found, an appropriate buffer will be established around each nest site (typically 200 feet, or 500 feet for raptors and listed species). To the extent feasible, no construction will take place within this buffer until the nest is no longer active. In the event that construction must occur within the buffer, the biological monitor will take steps to ensure that construction activities are not disturbing or disrupting nesting activities. If the biological monitor determines that construction activities are disturbing or disrupting nesting activities, then the biologist will have the authority to halt construction in order to reduce the noise and/or disturbance to the nests, as appropriate and with consultation with CDFW.	p. 2-95	Initial Study	Qualified Biologist/ Resident Engineer/ Contractor/ SANBAG	Survey to occur no more than 72 hours prior to construction during the breeding season (i.e., February 1–September 1). Monitoring during construction.						
BIO-18 Removal of swallow nesting habitat. Existing bridges with swallow nesting habitat will be cleared of all swallow nests prior to any work conducted between February 1 and September 1. Swallow nests will be removed under the guidance of a qualified biologist prior to February 1, before swallows return to the nesting site. Removal of swallow nests that are under construction must be repeated as frequently as necessary to prevent nest completion or until a nest exclusion device is	p. 2-95	Initial Study	Qualified Biologist/ Resident Engineer/ Contractor/ SANBAG	Nest Removal to occur prior to any work conducted between February 1 and September 1 And during						

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installed (such as netting or a similar mechanism that keeps swallows from building nests). Nest removal and exclusion device installation will be monitored by a qualified biologist. Such exclusion efforts must be continued to keep the structures free of swallows, as well as swifts using bridge holes, until September 1 or completion of construction. All nest exclusion techniques will be coordinated between Caltrans and resource agencies, as applicable.				construction							
Cultural Resources											
CR-1 If cultural materials are discovered during construction, all work must halt or be diverted within a sixty-foot radius of the discovery until a qualified archaeologist can assess the nature and significance of the find.	p. 2-101	Initial Study	Resident Engineer / Contractor	All ground disturbing activities/ Construction	Standard Specification 14-2.02A						
CR-2 If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities will stop in any area or nearby area suspected to overlie remains, and the County Coroner contacted. If suspected human remains are discovered during construction, Caltrans requires that all work must halt or be diverted within a sixty-foot radius of the discovery until the Coroner has made a determination. Pursuant to California Public Resources Code (PRC) Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission, which will then notify the Most Likely Descendent. At this time, the person who discovered the remains will contact the District 8 Environmental Branch so that they may work with the Most Likely Descendent on the respectful treatment and	p. 2-101	Initial Study	Resident Engineer / Contractor	All ground disturbing activities/ Construction							

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										YES	NO
disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.											
Paleontology											
CR-3 A Paleontological Mitigation Plan (PMP) will be developed and implemented prior to commencement of project construction. The PMP will follow the guidelines of Caltrans and the recommendations of the Society of Vertebrate Paleontology, and they will be prepared and submitted to Caltrans for review during the Plans, Specifications, and Estimates phase of the project. These recommendations include:	p. 2-105	Initial Study	Qualified Paleontologist	During PS&E							
a) Having the qualified paleontologist attend the preconstruction meeting to consult with the grading and excavation contractors.											
b) Providing a paleontological monitor on site to inspect paleontological resources on a full-time basis during the original cutting of previously undisturbed deposits of high or moderate paleontological resource potential and on a part-time basis during the original cutting of previously undisturbed deposits of low paleontological resource potential.											
c) Having the qualified paleontologist or paleontological monitor salvage and recover paleontological resources.											
d) Collecting stratigraphic data (by the qualified paleontologist and/or paleontological monitor) to provide a stratigraphic context for recovered paleontological resources.											
e) Preparing (i.e., repairing and cleaning), sorting, and cataloging recovered paleontological resources.											
f) Donating prepared fossils, field notes, photographs, and											

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										YES	NO
maps to a scientific institution with permanent paleontological collections, such g) Completing a final summary report that outlines the results of the mitigation program as the San Bernardino County Museum.											
Geology and Soils											
GEO-1 Earthwork in the project area will be performed in accordance with the latest edition of the California Department of Transportation Standard Specifications and/or the requirements of applicable government agencies.	p. 2-109	Initial Study	RE	During Construction							
GEO-2 The project will conform to all applicable seismic design criteria from the Uniform Building Code, Caltrans Standards, and state, county, and city regulations.	p. 2-109	Initial Study	RE/Contractor	During construction							
GEO-3 A comprehensive geotechnical study, including a field investigation and laboratory soil testing, will be performed during the PS&E phase of the proposed project to confirm these findings.	p. 2-109	Initial Study	SANBAG/RE/ Geologist	PS&E							
Hazards and Hazardous Materials											
HAZ-1 Prior to construction in order to avoid potential impacts from pavement striping during construction, testing and removal requirements for yellow striping and pavement marking materials shall will be performed in accordance with Caltrans Standard Special Provision 15 300 “Remove Traffic Stripe and Pavement Markings.”.	p. 2-128	Initial Study	Resident Engineer/ Contractor	Prior to Construction							
HAZ-2 Should any previously unknown hazardous waste/material be encountered during construction, Caltrans Hazards Procedures for Construction shall	p. 2-129	Initial Study	Resident Engineer/ Contractor	During Construction							

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										YES	NO
be followed.											
Hydrology and Water Quality											
WQ-1 Construction Site BMPs will be implemented during construction for controlling potential pollutants on construction sites. The following BMP categories will be considered and implemented, where feasible: soil stabilization practices; sediment control practices; tracking control practices; wind erosion control; non-storm water controls; and waste management and material pollution controls.	p. 2-138	Initial Study	Resident Engineer / Contractor	Final Design (incorporate BMPs into project), Prior to/ during grading and construction (implement BMPs)	Standard Specification 13-4.01						
WQ-2 Implement design pollution prevention best management practices (BMPs) in compliance with NPDES permit requirements.	p. 2-138	Initial Study	Resident Engineer / Contractor	Final Design (incorporate BMPs into Project), Prior to/ during grading and construction (implement BMPs)							
WQ-3 Construction will be scheduled to minimize soil-disturbing work during the rainy season.	p. 2-138	Initial Study	Resident Engineer / Contractor	During ground-disturbing activities and construction							
WQ-4 A Notice of Intent will be filed with the Santa Ana Regional Water Quality Control Board (SARWQCB) for coverage under the state-wide National Pollutant Discharge Elimination System (NPDES) permit for	p. 2-138	Initial Study	Resident Engineer / Contractor/ District	Final Design (incorporate BMPs into project),							

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										YES	NO
construction-related discharges. The contractor will prepare a Stormwater Pollution Prevention Plan (SWPPP) that sets forth the BMPs that will be implemented on site. The best management practices (BMPs) will be implemented to minimize spills and keep potentially contaminated materials used during construction out of the drainage waterways as documented in the SWPPP.			Stormwater, NPDES	Prior to/ during grading and construction (implement BMPs)							
Noise											
NOI-1 Construction will be conducted in accordance with applicable local noise standards and Caltrans' provisions in Section 14-8.02, "Noise Control," of the 2010 Standard Specifications and Special Provisions.	2-233	Initial Study	Resident Engineer/ Contractor, SANBAG	During grading and construction							
NOI-2 Abatement in the form of sound barriers WB-1,WB-2, WB-4, WB-5, WB-6, WB-7, EB 1, EB-2, and EB-3 have been included to reduce traffic noise impacts at impacted receptors along the project alignment.	2-233	Initial Study	Resident Engineer / Contractor	Final Design							
Public Services, Transportation and Traffic											
PS-1 Prior to construction, a Transportation Management Plan (TMP) will be developed by SANBAG to minimize potential impacts on emergency services and commuters during construction.	p. 2-240	Initial Study	Resident Engineer/ Contractor, SANBAG	Final Design/ Prior to construction	Standard Specification 12-4.01						
PS-2 All roadway locations will be identified on final plans where special construction techniques (e.g., directional drilling or night construction) would be used to minimize impacts to traffic flow.	p. 2-240	Initial Study	Resident Engineer/ Contractor, SANBAG	Final Design/ Prior to construction							
PS-3 Prior to construction, circulation and detour plans will be developed to minimize impacts to local street circulation. This may include the use of signing and flagging to guide vehicles through and/or around the	p. 2-240	Initial Study	Resident Engineer/ Contractor, SANBAG	Final Design/ Prior to construction							

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										YES	NO
construction zone. This should be implemented in coordination with Measure PS-1.											
PS-4 Lane closures will be limited during peak hours to the extent possible.	p. 2-241	Initial Study	Resident Engineer/ Contractor, SANBAG	Final Design/ Prior to construction							
PS-5 Detours for bicycles and pedestrians will be included in all areas potentially affected by construction. This should be implemented in coordination with Measure PS-1.	p. 2-241	Initial Study	Resident Engineer/ Contractor, SANBAG	Final Design/ Prior to construction							
PS-6 Coordination with local transit agencies will occur for temporary relocation of routes or bus stops in work zones, as necessary. This should be implemented in coordination with Measure PS-1.	p. 2-241	Initial Study	Resident Engineer/ Contractor, SANBAG	Final Design/ Prior to construction							

PERMITS AND AGREEMENTS:

AGENCY	Type	Issue Date	Expiration Date
California Department of Fish and Wildlife	Section 1602 Streambed Alteration Agreement	Application to be submitted after approval of Environmental Document.	
State Water Resources Control Board	Clean Water Act Section 402 – National Pollutant Discharge Elimination System (NPDES)	SWPPP to be submitted after approval of Environmental Document.	
Regional Water Quality Control Board	Clean Water Act Section 401 Water Quality Certification	Application to be submitted after approval of Environmental Document	
U.S. Army Corps of Engineers	Clean Water Act Section 404 Nationwide Permit 14	Permit application to be submitted after approval of Environmental Document	
U.S. Fish and Wildlife Service	Section 7 Consultation, MSHCP Consistency Determination	Anticipated submittal after approval of Environmental Document	

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Appendix D –Acronyms

Appendix D Acronyms

AB	Assembly Bill
ACM	Asbestos containing materials
ADL	aerially deposited lead
APE	area of potential effects
ASR	archaeological survey report
BMP	best management practice
BRI	Biological Resource Information
BSA	biological study area
CAL FIRE	California Department of Forestry and Fire Protection
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act of 1980
CERFA	Community Environmental Response Facilitation Act
CESA	California Endangered Species Act
CFR	Code of Federal Regulations
CH_4	methane
CO	carbon monoxide
CO_2	carbon dioxide
CO-CAT	Coastal Oceanic Climate Action Team
County	San Bernardino County
CTP	California Transportation Plan
CWA	Clean Water Act
dB	decibel
dBA	A-weighted decibel
DSA	Disturbed Soil Area
EO	Executive Order
EOS	edge of the shoulder
ESA	environmentally sensitive area
FCAA	Federal Clean Air Act
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FHWA	Federal Highway Administration
FIFRA	Federal Insecticide, Fungicide, and Rodenticide Act
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GHG	greenhouse gas
H_2S	hydrogen sulfide
HAR	Highway Advisory Radio
HMMP	Habitat Mitigation and Monitoring Plan
HOV	high occupancy vehicle
HPSR	historic property survey report

I-10	Interstate 10
IGR	Intergovernmental Review
IPCC	United Nations and World Meteorological Organization's Intergovernmental Panel on Climate Change
IS	Initial Study
ITS	Intelligent Transportation Systems
KOP	Key Observation Point
LBP	lead-based paint
LEDPA	least environmentally damaging practicable alternative
Leq	equivalent energy noise level
Leq(h)	hourly equivalent sound level
Lmax	maximum noise level
LOD	limits of disturbance
LOS	level of service
MBTA	Migratory Bird Treaty Act
MMT	million metric tons
MND	Mitigated Negative Declaration
MPO	Metropolitan Planning Organization
MRZ	Mineral Resource Zone
MS4	Municipal Separate Storm Sewer System
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAC	noise abatement criteria
NADR	Noise Abatement Decision Report
NAHC	Native American Heritage Commission
NEPA	National Environmental Policy Act
NES	Natural Environment Study
NHPA	National Historic Preservation Act
NHTSA	National Highway Traffic Safety Administration
NO_2	nitrogen dioxide
NOAA Fisheries Service	National Oceanic and Atmospheric Administration's National Marine Fisheries Service
NO_X	nitrogen oxide
NPDES	National Pollutant Discharge Elimination System
NSR	Noise Study Report
O_3	ozone
OPR	Office of Planning and Research
OSHA	Occupational Safety and Health Administration
PA	Programmatic Agreement
Pb	lead
PCE	Primary Constituent Element
PDT	Project Development Team
PIR/PER	Paleontological Identification Report/Paleontological Evaluation Report
PM	post mile
PM	particulate matter

PM_{10}	particulate matter 10 microns or less in diameter
$PM_{2.5}$	particulate matter 2.5 microns or less in diameter
PMP	Paleontological Mitigation Plan
PRC	Public Resources Code
PS&E	Plans, Specifications, and Estimates
PSFWO	Palm Springs Fish and Wildlife Office
Qof_3	Pleistocene deposits
R	Revised
RAP	Relocation Assistance Program
RCRA	Resource Conservation and Recovery Act of 1976
REC	Recognized Environmental Concern
Resources Agency	California Natural Resources Agency
RFD	City of Redlands Fire Department
ROG	reactive organic gas
RPD	Redlands Police Department
RSA	resource study area
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SANBAG	San Bernardino Associated Governments
SB	Senate Bill
SBCFD	San Bernardino County Fire Department
SBCM	San Bernardino County Museum
SBCSD	San Bernardino County Sheriff's Department
SBFD	City of San Bernardino Fire Department
SBPD	City of San Bernardino Police Department
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCS	Sustainable Communities Strategy
SDC	Seismic Design Criteria
SF_6	sulfur hexafluoride
SHPO	State Historic Preservation Office
SO_2	sulfur dioxide
SR	State Route
SR-210	State Route 210
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TCE	Temporary Construction Easement
TMDL	Total Maximum Daily Load
TMP	Traffic Management Plan
TNM	Traffic Noise Model
TOAR	Traffic Operations Analysis Report
TSCA	Toxic Substances Control Act
U.S. EPA	United States Environmental Protection Agency
U.S.	United States
USACE	U.S. Army Corps of Engineers

USC	United States Code
USDOT	U.S. Department of Transportation
USFWS	United States Fish and Wildlife Service
UST	underground storage tank
VIA	Visual Impact Assessment
VMT	vehicle miles traveled
WDR	Waste Discharge Requirement
WPCP	Water Pollution Control Plan