# Mt. Vernon Avenue Improvements Project at I-10

SAN BERNARDINO COUNTY, CALIFORNIA
DISTRICT 08-SBD-10-(PM R22.7/R24.3)
EA 08-1G800/PN 0816000102

## Initial Study with Proposed Mitigated Negative Declaration

Prepared by the
State of California Department of Transportation
in cooperation with the San Bernardino County Transportation Authority
and the City of Colton

**June 2021**

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## General Information About This Document

*What's in this document:*

The California Department of Transportation (Caltrans) has prepared this Initial Study, which examines the potential environmental impacts of alternatives being considered for the proposed project in San Bernardino County, California. Caltrans is the lead agency under the California Environmental Quality Act (CEQA). This document describes the project, the existing environment that could be affected by the project, potential impacts of each of the alternatives, and proposed avoidance, minimization, and/or mitigation measures.

*What you should do:*

- Please read this document. To review this document and the related technical studies, please visit gosbcta.com/i10mountvernon.
- We welcome your comments. If you have any comments about the proposed project, please send your written comments to Caltrans by the deadline.
- Submit comments via U.S. mail to Caltrans at the following address:
    - Antonia Toledo, Senior Environmental Planner
      California Department of Transportation, District 8
      464 West 4th Street, 6th Floor MS-820
      San Bernardino, CA 92401-1400
- Submit comments via email to: Mt.Vernon1G800@dot.ca.gov
- Be sure to send comments by the deadline: August 3, 2021

*What happens next:*

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

*Alternative formats:*

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 Department of Transportation, Attn: Antonia Toledo, Senior Environmental Planner, 464 West 4th Street, 6th Floor MS-820, San Bernardino, CA 92401-1400, or use the California Relay Service 1(800) 735-2929 (TTY to Voice), 1(800) 735-2922 (Voice to TTY), 1(800) 855-3000 (Spanish TTY to Voice and Voice to TTY), 1(800) 854-7784 (Spanish and English Speech-to-Speech) or 711.

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SCH#XXXXXXX
08-SBd-10 (PM R22.7/R24.3)
EA 08-1G800/ PN 0816000102

Reconstruct Mt. Vernon Avenue Overcrossing at the I-10 interchange from Post Mile R22.7 to PM R24.3 in 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

6/15/2021
Date of Approval

David Bricker
District Director
California Department of Transportation
NEPA & CEQA Lead Agency

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

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# DRAFT PROPOSED MITIGATED NEGATIVE DECLARATION

Pursuant to: Division 13, Public Resources Code

**State Clearinghouse Number:**

**DIST-CO-RTE-PM:** 08-SBd-10-PM R22.7/R24.3

**EA:** 1G800

## Project Description

The San Bernardino County Transportation Authority (SBCTA), in cooperation with the California Department of Transportation (Caltrans) and the City of Colton, proposes to construct improvements to Mount (Mt.) Vernon Avenue to accommodate four continuous through lanes through the interchange, two additional left turn lanes in the northbound direction, and bike lanes in both directions at Interstate 10 (I-10), from Post Mile (PM) R22.7 to PM R24.3 between 9th Street and the Interstate 215 (I-215) interchange in the City of Colton, San Bernardino County (refer to Figures 1 and 2). Along Mt. Vernon Avenue, the study area extends approximately 540 feet north of the existing freeway centerline and approximately 640 feet south of the existing freeway centerline at the Union Pacific Railroad (UPRR) bridge overcrossing.

The existing Mt. Vernon Avenue, through the interchange, has four striped lanes which transition to three striped through lanes, north of the eastbound ramps. The project proposes to construct improvements to Mt. Vernon Avenue at the I-10 interchange to address congestion and improve traffic operations, as well as bicycle and pedestrian access at Mt. Vernon Avenue through the interchange.

The Mt. Vernon Avenue overhead structure will be reconstructed to accommodate the widening on Mt. Vernon Avenue and to span the future widening of the I-10 freeway to its ultimate configuration. A City of Colton project (Project ID 200856) will widen Mt. Vernon Avenue from two through lanes to four through lanes from the I-10 eastbound ramps to approximately 300 feet south of the intersection. This project will further widen the southern leg of the intersection in order to accommodate a northbound dedicated left turn pocket.

North of the bridge, the existing five-leg intersection connecting Mt. Vernon Avenue and East Valley Boulevard to the I-10 westbound on-ramp would be realigned with exclusive turn lanes, signalization, and signage improvements incorporated to improve traffic operations. The existing westbound on-ramp and eastbound off-ramp are proposed to be modified in order to accommodate the wider and taller bridge structure.

The project also addresses bicycle and pedestrian modes of travel. Specifically, it would upgrade bicycle access from Class III to Class II by use of a striped bicycle lane on the overcrossing. For pedestrians, it would add a sidewalk on the northeastern side of the bridge and address Americans with Disabilities Act (ADA) standards with up-to-date curb ramps.

## Determination

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

Caltrans has prepared this Initial Study (IS) for the project, and pending public review, 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 impact on agriculture and forest resources, land use and planning, mineral resources, population and housing, public services, recreation, or wildfire.
- The proposed project would have less than significant impacts on aesthetics, air quality, cultural resources, energy, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, noise, transportation, tribal cultural resources, and utilities and service systems,.
- With the following avoidance, minimization, and/or mitigation measures incorporated, the proposed project would have less than significant impacts on geology and soils, and biological resources:

  **BIO-5:** All construction site Best Management Practices (BMPs) from the project's Storm Water Pollution Prevention Plan will be implemented.

  **BIO-6:** 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 so as to prevent runoff from any spills from entering jurisdictional waters.

  **BIO-7:** Project impact areas, staging, and storage areas will be minimized to the greatest extent feasible in and adjacent to any jurisdictional waters by placing highly visible barriers around jurisdictional areas to be preserved in order to establish Environmentally Sensitive Areas (ESAs). No work or equipment will be permitted to enter any ESA.

  **BIO-8:** The project's impacts on aquatic resources will be mitigated and coordinated with RWQCB and CDFW during the permitting process. A minimum ratio of 1:1 is anticipated for permanent and temporary impacts through credit purchase at an

approved in-lieu fee program, mitigation bank, or other approved mitigation provider. This is subject to change during agency coordination.

**PAL-1:** Grading, excavation, and other surface and subsurface excavation in the resource study area have the potential to affect significant nonrenewable fossil resources of Pleistocene age. A Paleontological Mitigation Plan (PMP) shall be prepared, during final project design, by a qualified paleontologist. The PMP will detail the measures to be implemented in the event of paleontological discoveries. The PMP shall include, at a minimum, the following elements:

- Required 1-hour preconstruction paleontological awareness training for earthmoving personnel, including documentation of training, such as sign-in sheets, and hardhat stickers, to establish communications protocols between construction personnel and the Principal Paleontologist.
- A signed repository agreement with the San Bernardino County Museum will be developed to establish a curation process in the event of sample collection.
- Monitoring, by a Principal Paleontologist, of Quaternary older alluvium of the Pleistocene epoch during excavation.
- Field and laboratory methods that meet the curation requirements of the San Bernardino County Museum will be implemented for monitoring, reporting, collection, and curation of collected specimens. Curation requirements are available for the public review at the San Bernardino County Museum.
- All elements of the PMP will follow the PMP format published in the Caltrans Standard Environmental Reference (Caltrans 2003).
- The PMP will be included in the environmental project file and also submitted to the curation facility. Findings and analysis will be prepared by a Principal Paleontologist upon completion of project earthmoving activities.

## Signature

David Bricker
Deputy District Director
Caltrans Department of Transportation
CEQA Lead Agency

Date

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# CEQA ENVIRONMENTAL CHECKLIST

| | |
|---|---|
| **Project Title:** | Mt. Vernon Avenue Improvement Project at I-10 |
| **Lead Agency Name and Address:** | California Department of Transportation, District 8<br>464 West 4th Street<br>San Bernardino, CA 92401-1400 |
| **Contact Person and Telephone Number:** | Antonia Toledo, Senior Environmental Planner<br>(909) 501-5741 |
| **Project Location:** | Interstate 10 (I-10) from Post Mile (PM) R22.7 to PM R24.3 between the 9th Street interchange and the Interstate 215 (I-215) interchange, in San Bernardino County. |
| **Project Sponsor's Name and Address:** | San Bernardino County Transportation Authority<br>1170 W. 3rd Street, 2nd Floor<br>San Bernardino, CA 92410 |
| **General Plan Description:** | N/A |
| **Zoning:** | N/A |
| **Description of Project:** | The existing Mt. Vernon Avenue, through the interchange, has four striped lanes which transition to three striped through lanes, north of the eastbound ramps. The proposed Build Alternative would construct improvements to Mt. Vernon Avenue to accommodate four continuous through lanes through the interchange, two additional left turn lanes in the northbound direction, and bike lanes in both directions. The Mt. Vernon Avenue overhead structure will be reconstructed to accommodate the widening on Mt. Vernon Avenue and to span the future widening of the I-10 freeway to its ultimate configuration. A City of Colton project will widen Mt. Vernon Avenue from two through lanes to four through lanes from the I-10 eastbound ramps to approximately 300 feet south of the intersection. This project will further widen the southern leg of the intersection in order to accommodate a northbound dedicated left turn pocket. North of the bridge, the existing five-leg intersection connecting Mt. Vernon Avenue and East Valley Boulevard to the I-10 westbound on-ramp would be realigned with exclusive turn lanes, signalization, and signage improvements incorporated to improve traffic operations. The existing westbound on-ramp and eastbound off-ramp are proposed to be modified in order to accommodate the wider and taller bridge structure.<br>The project also addresses bicycle and pedestrian modes of travel. Specifically, it would upgrade bicycle access from |

| | |
|---|---|
| | Class III to Class II by use of a striped bicycle lane on the overcrossing. For pedestrians, it would add a sidewalk on the northeastern side of the bridge and address Americans with Disabilities Act (ADA) standards with up-to-date curb ramps. |
| **Surrounding Land Uses and Setting:** | The proposed project is in a primarily urban area in the City of Colton in western San Bernardino County. Project improvements will occur primarily within existing transportation land use right-of-way on I-10, Mt. Vernon Avenue, and East Valley Boulevard. Other land uses in the project area consist of residences, a hotel, commercial uses, industrial uses, and undeveloped land. |
| **Other Agencies Whose Approval Is Required for Regulatory Permits:** | California Department of Fish and Wildlife (CDFW), California Regional Water Quality Control Board (RWQCB) State Water Resources Control Board (SWRCB) |
| **Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code (PRC) Section 21080.3.1?** | Yes |

The environmental factors checked below would be potentially affected by this project. Please see the checklist beginning on page 11 for additional information.

| | |
|---|---|
| ☒ Aesthetics | ☐ Agriculture and Forestry |
| ☒ Air Quality | ☒ Biological Resources |
| ☒ Cultural Resources | ☒ Energy |
| ☒ Geology/Soils | ☒ Greenhouse Gas Emissions |
| ☒ Hazards and Hazardous Materials | ☒ Hydrology/Water Quality |
| ☐ Land Use/Planning | ☐ Mineral Resources |
| ☒ Noise | ☐ Population/Housing |
| ☐ Public Services | ☐ Recreation |

☒ Transportation

☒ Utilities/Service Systems

☒ Mandatory Findings of Significance

☒ Tribal Cultural Resources

☐ Wildfire

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# Chapter 1 Proposed Project

## Introduction

The San Bernardino County Transportation Authority (SBCTA), in cooperation with the California Department of Transportation (Caltrans) and the City of Colton, proposes the Mt. Vernon Avenue Improvements Project at Interstate 10 (project). The project would construct improvements to Mt. Vernon Avenue to accommodate four continuous through lanes through the interchange, two additional left turn lanes in the northbound direction, and bike lanes in both directions at Interstate 10 (I-10), from Post Mile (PM) R22.7 to PM R24.3 between the 9th Street interchange and the Interstate 215 (I-215) interchange, in San Bernardino County. Refer to Figures 1 and 2 for the project location and vicinity, respectively. Caltrans is the lead agency under the California Environmental Quality Act (CEQA).

The proposed project is included in Southern California Association of Governments' (SCAG) *2020-2045 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS)* under Project ID 4120198 and SCAG's 2021 Federal Transportation Improvement Program (FTIP) under Project ID 20190010. The RTP/SCS and FTIP descriptions state that the project will *widen Mt. Vernon bridge structure (3-4 lanes, 1 new SB lane) to accommodate new dedicated turn and bike lanes, widen Mt. Vernon Ave (2-4 lanes) from I-10 EB off/on-ramps to approx. 300 ft south along Mt. Vernon; realign Mt. Vernon & E Valley Blvd intersection; relocate WB on-ramp (remains 1 lane at the mainline).* SBCTA is currently in the process of coordinating with SCAG to amend the FTIP so that the project description, as reflected in the FTIP, matches the project description described in this report. This amendment shall occur prior to project approval and adoption of the final environmental document.

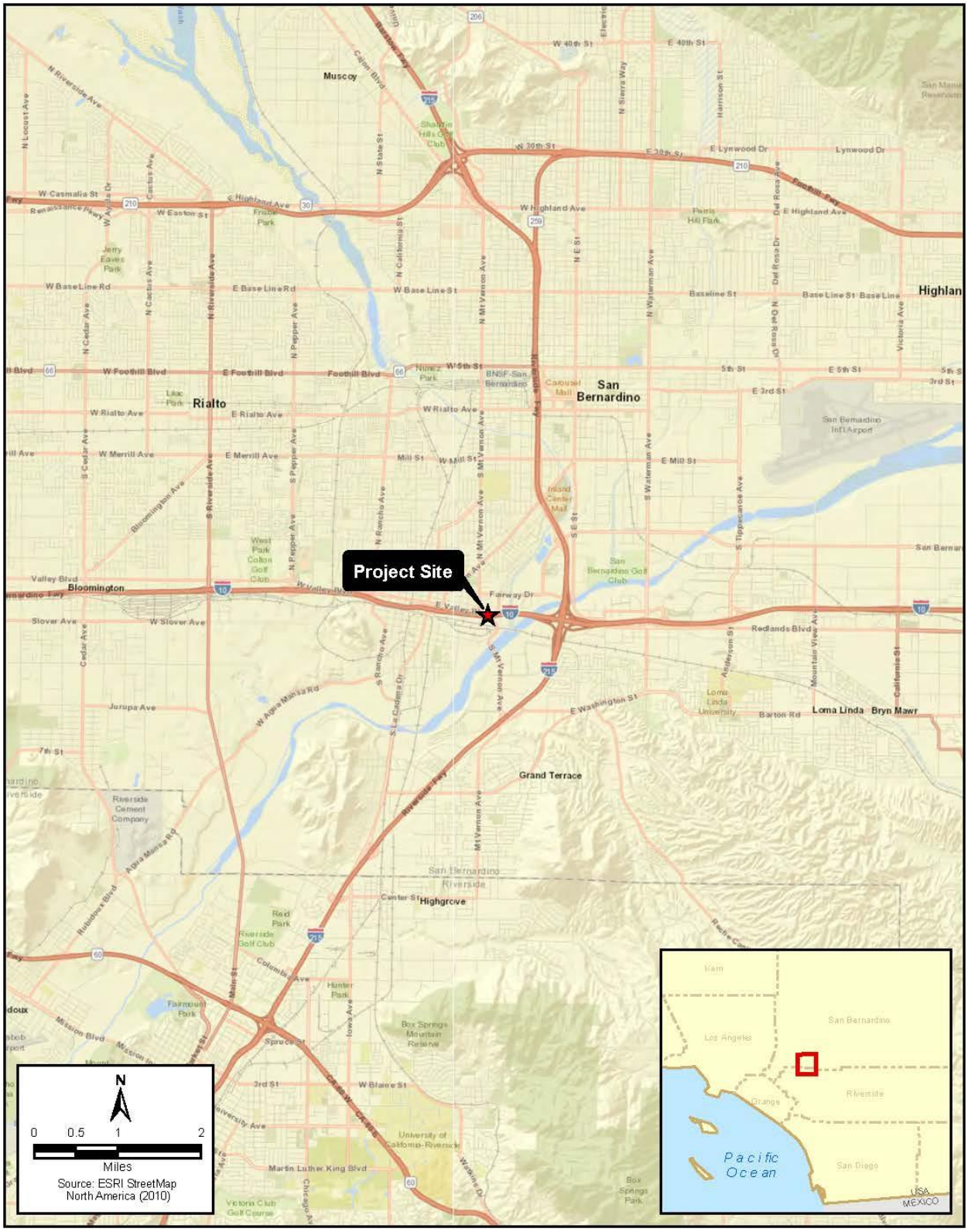


**Figure 1. Project Location**


**Figure 2. Project Vicinity**

## Existing Facility

*Interstate 10*

I-10 is a major east-west transcontinental surface transportation route. Its primary purpose is to provide safe and efficient interstate and interregional movement of people and goods. In San Bernardino County, it is also known as the San Bernardino Freeway. Originating in Santa Monica at the Pacific Coast Highway near the Pacific Ocean, it crosses Los Angeles County before entering San Bernardino County on its way to the Arizona State line and continues east. It terminates near the Atlantic Ocean in Florida.

Within the project limits, I-10 is composed of four lanes and auxiliary lanes in each direction and runs beneath the Mt. Vernon Avenue overcrossing within the project limits.

*Mt. Vernon Avenue*

Mt. Vernon Avenue, a major north-south arterial, serves as an access point to the freeway for the southern and northern portions of the City of Colton. It is the first local service interchange to the west of the I-10/I-215 system interchange. Mt. Vernon Avenue, north of the East Valley Boulevard intersection to East F Street, includes two through lanes in each direction; a southbound to eastbound turn pocket; Class III (unmarked/unsigned/shared use) bike lanes, sidewalks, and curb ramps that do not meet ADA standards. Between East Valley Boulevard and Mission Street, Mt. Vernon Avenue has one to two southbound lanes, two northbound lanes, Class III (unmarked/unsigned/shared use) bike lanes, and no sidewalks. Further south, over the Union Pacific Railroad (UPRR) overcrossing, Mt. Vernon Avenue has one lane in each direction, Class III (unmarked/unsigned/shared use) bike lanes, and no sidewalks. The City of Colton is leading a project to widen the existing UPRR Overhead. The westbound on-ramp to I-10 from Mt. Vernon Avenue creates a five-leg intersection with East Valley Boulevard and Mt. Vernon Avenue, resulting in deteriorated traffic operations.

*East Valley Boulevard*

East Valley Boulevard is an east-west minor arterial (west of Mt. Vernon Avenue) and a major collector (east of Mt. Vernon Avenue). East of Mt. Vernon Avenue, East Valley Boulevard has one lane in each direction and a sidewalk on the north side. West of Mt. Vernon Avenue, East Valley Boulevard has two lanes, sidewalks in each direction, and a median.

## Project Background

SBCTA initiated preparation of the Project Study Report-Project Development Support (PSR-PDS) for this project in 2015. Build and No-Build alternatives were evaluated, as discussed in the approved PSR dated December 2018. Through coordination with Caltrans, these alternatives were recommended for further study.

## Project Description

This section describes the proposed project alternatives that were developed while avoiding or minimizing environmental impacts. The alternatives are the No-Build Alternative and the Build Alternative.

*No-Build Alternative*

The No-Build Alternative proposes no improvements be constructed at the facility at this time. This alternative does not address operational deficiencies at Mt. Vernon Avenue. The lack of adequate and timely improvements would result in increased congestion leading to operational breakdown at the interchange. In addition, the existing non-ADA compliant curb ramps would remain.

*Build Alternative*

The Build Alternaitve proposes to realign and widen Mt. Vernon Avenue, reconstruct the Mt. Vernon Avenue bridge, modify ramps to I-10, and provide additional local street improvements. The objective of this alternative is to improve Mt. Vernon Avenue traffic operations, improve geometric elements, and minimize traffic conflict. Major elements of work for this proposed alternative consist of the following:

- Mt. Vernon Avenue would be realigned and widened from north of East Valley Boulevard to the eastbound ramps. It would have four through-lanes (two lanes in each direction); two northbound dedicated left turn lanes heading to the westbound entrance ramp; one sidewalk on the east side of the structure; and two Class II bike lanes (one in each direction).
- Mt. Vernon Avenue overcrossing over I-10 would be reconstructed. The proposed structure would be wider than the existing bridge to accommodate the new roadway configuration. The bridge span would be longer than the existing in order to span the ultimate freeway facility. The structure profile would be higher than the existing bridge in order to meet vertical clearance standards. The proposed structure alignment would be shifted east of the existing alignment to improve geometry and accommodate traffic during construction. The improved geometry would increase the radius and design speed of the roadway.
- The westbound I-10 on-ramp profile would be raised to accommodate the higher Mt. Vernon Avenue bridge profile. The westbound on-ramp gore location would not be moved.
- The high-occupancy vehicle lane on the westbound I-10 on-ramp would be converted to a general purpose lane.
- The eastbound I-10 off-ramp would be shifted south at the bridge to avoid the bridge columns. The eastbound off-ramp gore location would not be moved. The off-ramp would be widened to increase the right-turn lane length and accommodate truck turning movements. Some of the existing pavement will be cold plane and overlaid.

It is anticipated that no major drainage would be installed or replaced for this ramp work.

- Part of East Valley Boulevard would be reconstructed to accommodate the raised intersection at Mt. Vernon Ave due to the higher bridge profile. It would also accommodate truck turn movements and improved ADA facilities. Left turn lanes would be added for dual left turn lane movements on eastbound and westbound East Valley Boulevard.
- The existing five-leg intersection layout at Mt. Vernon Avenue, East Valley Boulevard, and the westbound I-10 on-ramp would remain.
- Mt. Vernon Avenue, between the eastbound ramps and the UPRR overcrossing, would be widened to match improvements at the bridge with four through-lanes (two lanes in each direction); one northbound dedicated left turn lane; and one northbound dedicated right turn lane to the eastbound on-ramp.
- Drainage would be improved at the corner of Sperry Drive and East Valley Boulevard by adding an underground drainage system.
- Two retaining walls would be needed on each side of the westbound I-10 on-ramp. A third retaining wall would be needed between Mt. Vernon Avenue and the UPRR property to avoid grading impacts to their property.
- A pump station that collects water from I-10 would be relocated due to the new alignment of the Mt. Vernon Avenue bridge.
- Existing guardrail systems within the project limits will be upgraded to the current approved Midwest Guardrail System (MGS).

The Build Alternative is estimated to cost approximately $71,173,000. A detailed project layout map is included in Appendix B, Project Layout Map.

### *Transportation System Management and Transportation Demand Management Alternatives*

Transportation System Management (TSM) and Transportation Demand Management (TDM) strategies increase the efficiency of existing facilities. They are actions that increase the number of vehicle trips a facility can carry without increasing the number of through lanes. Examples of TSM strategies include ramp metering, auxiliary lanes, turning lanes, reversible lanes, and traffic signal coordination. Other TSM strategies include encouraging the public to use public and private transit and ridesharing programs. TDM provides cost-effective improvements that seek to reduce system demand and thus increase system performance without implementing travel restrictions. TDM programs encompass rideshare programs, employer flex-time, telecommuting, transit marketing, parking pricing, and intermodal improvements that support TDM programs and transfers between modes at key locations.

Although no specific TSM/TDM features are included as part of this project, the proposed project serves a TSM purpose by providing improved operation of Mt. Vernon Avenue at I-10 within the project limits, while also introducing new bicycle and pedestrian facilities along Mt. Vernon Avenue through the interchange. Therefore, the proposed project is considered consistent with TSM/TDM goals and will support the operation of Mt. Vernon Avenue and I-10 within the project limits once constructed.

## Permits and Approvals Needed

The following permits, licenses, agreements, and certifications listed in Table 1-1 would be required for project construction.

**Table 1-1. Required Permits, Reviews, and Approvals**

| Agency | Permit/Approval | Status |
|---|---|---|
| California Department of Fish and Wildlife (CDFW) | 1602 Streambed Alteration Agreement | Caltrans will apply during the project specifications and estimates (final design) phase of the project. |
| Regional Water Quality Control Board (RWQCB) | NPDES Statewide Stormwater Permit (order No. 2012-0111-DWQ, NPDES No. CAS000003) and Construction General Permit (Order No. 2009-0009-DWQ, NPDES No. CAS000002) | Caltrans will apply for and obtain prior to start of construction. |
| State Water Resources Control Board (SWRCB) | Porter-Cologne Act and Clean Water Act Section 401 Water Quality Certification | Caltrans will apply during the project specifications and estimates (final design) phase of the project. |

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# Chapter 2 California Environmental Quality Act (CEQA) Evaluation

## Determining Significance under CEQA

The California Environmental Quality Act (CEQA) requires the California Department of Transportation (Caltrans) to identify each “significant effect on the environment” resulting from the project and ways to mitigate each significant effect. If the project would result in a significant effect on an environmental resource, then an environmental impact report (EIR) must be prepared. Each and every significant effect on the environment must be disclosed in the EIR and mitigated if feasible. In addition, the CEQA Guidelines list a number of “mandatory findings of significance" that also require preparation of an EIR.

This chapter discusses the effects of the project and CEQA significance.

## CEQA Environmental Checklist

This checklist identifies physical, biological, social, and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the project indicate no impacts; a “No Impact” answer in the last column reflects this determination. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

# I. Aesthetics

Except as provided in Public Resources Code (PRC) Section 21099, would the project:

| Question | CEQA Determination |
|---|---|
| a) Have a substantial adverse effect on a scenic vista? | Less Than Significant Impact |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | No Impact |
| c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? | Less Than Significant Impact |
| d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | Less Than Significant Impact |

The information from this section is based on the *Visual Impact Assessment* (Caltrans 2020a).

**Response to Item a) Less Than Significant Impact.** The project area lies in the City of Colton in San Bernardino County. The topography of the surrounding area is generally flat. However, I-10 travels at a lower elevation under the Mt. Vernon Avenue bridge, and vegetated berms along the freeway limit views to surrounding areas. Background views toward the San Bernardino Mountains and Crafton Hills to the north and east—and toward the Jurupa Mountains, Box Springs Mountains, and the Badlands to the south—are available from the Mt. Vernon Avenue bridge and from roadways crossing and near the project area. However, transportation facilities, development, and numerous power lines and poles of varying height dominate foreground views. Therefore, these views are not considered to be scenic.

Construction activities would introduce heavy equipment and associated vehicles into the viewshed of all viewer groups. Construction equipment would be visible to vehicles traveling near the staging areas along East Valley Boulevard, Mt. Vernon Avenue, and on east-and westbound onramps to I-10. However, the staging area would be shielded from view to the extent possible and would be temporary and short-term, lasting the duration of construction, which is anticipated to be approximately 19 months. The sensitivity of the roadway users and local employees and business patrons is considered low because of their low potential for concern in the scenic quality of the project site, as these viewers are accustomed to the existing industrial setting, and the project would not result in a substantial change to their existing views.

New retaining walls would be constructed south of Mt. Vernon Avenue, near the rail line, and along the I-10 westbound onramp. The retaining wall south of Mt. Vernon Avenue would not be visible to many viewers or stand out in views, so it would not affect the

visual landscape. However, new retaining walls along the I-10 westbound onramp have the potential to stand out in the visual landscape and increase glare if not properly designed. Compliance with the Corridor Master Plan will reduce visual impacts associated with retaining walls by applying aesthetic design treatments to the wall surfaces and improving project aesthetics. Utility relocations would also occur as a result of the proposed project. However, relocations would result in only minor visual changes once built and would be consistent with existing visual conditions associated with the roadway.

Once built, the proposed project would be consistent with the existing visual character of the project area. Although approximately 40 feet wider, the replacement overcrossing structure and approaches would follow the same alignment, be made of the same materials, and have the same coloring as the existing structure. However, the new bridge would receive aesthetic treatments that would improve the overall appearance of the bridge compared to existing conditions. In addition, the wider structure would result in only a negligible increase in daytime and nighttime glare from the additional surface area created.

Although the proposed project may slightly alter the visual composition of views within the project corridor by adding new and/or altered visible elements, the project area would not affect a scenic vista, and the visual changes to the project area would be minor. Therefore, the proposed project would have a less than significant impact on a scenic vista.

**Response to Item b) No Impact.** There are no roadways in the project area that are officially designated in state plans as a scenic highway or route worthy of protection for maintaining and enhancing scenic viewsheds. The proposed bridge replacement is approximately 4.5 miles north of the segments of I-15 and State Route 91 that have been determined by Caltrans to be Eligible State Scenic Highways, although neither segment has been officially designated. No other protected resources, historic or otherwise, have been found to occur throughout the proposed project alignment.

The proposed project would not damage scenic resources along a state scenic highway. The key visual resources in the setting are views of the mountain ridgelines. Such views would not be affected by the proposed project. As detailed in the Visual Impact Assessment, although the proposed project may slightly alter the visual composition of views within the project corridor by adding new and/or altered visible elements, it would result in low resource change for all viewer groups. The proposed project also would be consistent with applicable regulations, standards, and policies outlined in guidance documents, such as the *City of Colton General Plan* and the *Interstate-10 Corridor Master Plan*. Therefore, the proposed project would have no impact on scenic resources.

**Response to Item c) Less Than Significant Impact.** The proposed project is located in an urbanized area. Land uses within the immediate project vicinity are characterized by roadway facilities associated with I-10, Mt. Vernon Avenue bridge, East Valley Boulevard, and other adjacent local roadways; industrial and commercial land uses north of I-10; railroad facilities south of I-10; and undeveloped vacant lands south of I-10 between the freeway and rail facilities. Construction equipment would be visible to vehicles traveling near the staging areas along East Valley Boulevard, Mt. Vernon Avenue, and on east- and westbound onramps to I-10. However, the staging area would be shielded from view to the extent possible and would be temporary and short-term, lasting the duration of construction (anticipated to be approximately 19 months). Construction activities would be temporary in duration and governed by city, state, and federal regulations and standards designed to minimize the potential negative effects of those activities to adjacent sensitive areas/zones.

Any existing vegetation that would be disturbed or removed within the project limits during construction would be replanted consistent with Caltrans' *7th Edition Highway Design Manual* and the roadway design requirements of the *City of Colton General Plan – Mobility Element* (City of Colton 2013). The proposed project also would be required to comply with Caltrans' *Interstate 10 Corridor Master Plan*, which features design treatments that would improve project aesthetics (Caltrans 2011). Once built, the proposed project would be consistent with the existing visual character of the project area. Although approximately 40 feet wider, the replacement overcrossing structure and approaches would follow the same alignment, be made of the same materials, and have the same coloring as the existing structure; however, the new bridge would receive aesthetic treatments that would improve the overall appearance of the bridge compared to existing conditions.

Because the modifications would be keeping with or improving the existing visual character of the project area, the project would be consistent with applicable zoning and other regulations governing scenic quality. Therefore, the proposed project would result in a less than significant impact.

**Response to Item d) Less Than Significant Impact.** Nighttime construction would be needed to construct the proposed project. However, Section 7-1.04, *Public Safety*, of Caltrans' *2018 Standard Plans and Standard Specifications* requires that temporary illumination be installed in a manner that the illumination and its equipment do not interfere with public safety (Caltrans 2019). Lighting would not be aimed toward drivers, businesses, or residences.

As part of the proposed project, new light-emitting diode (LED) street lighting would be installed for security and safety purposes. The lighting would be consistent with City of Colton Municipal Code 16.80.070B. However, this would result in a substantial source of nighttime light and glare that would negatively affect nighttime views in the area, if the lighting is not properly designed and shielding is not employed. Therefore, lighting will

be designed using Illuminating Engineering Society's design guidelines and in compliance with International Dark-Sky Association–approved fixtures. All lighting will be designed to have minimum impact on the surrounding environment and will use downcast, cut-off type fixtures that are shielded and direct the light only toward objects requiring illumination. Lights will be installed at the lowest allowable height and cast low-angle illumination while minimizing incidental light spill onto adjacent properties or open spaces, or backscatter into the nighttime sky. The lowest allowable wattage will be used in all lighted areas, and the amount of lights needed to light an area will be minimized to the highest degree possible. Light fixtures will have non-glare finishes to avoid reflective daytime glare. Lighting will be designed for energy efficiency, with daylight sensors or timers with an on/off program. Lights will provide good color rendering, with natural light qualities, but with the minimum intensity feasible for security, safety, and personnel access needs. Lighting, including color rendering and fixture types, will be designed to be aesthetically pleasing. LED lighting will avoid the use of blue-rich white light (BRWL) lamps and will use a correlated color temperature that is no higher than 3,000 kelvins, consistent with the International Dark-Sky Association's Fixture Seal of Approval Program (International Dark-Sky Association 2010a, 2010b, 2015). Furthermore, implementation of measure **AES-1** would apply minimum lighting standards to lessen light and glare impacts caused by project lighting.

Therefore, the proposed project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

*Avoidance, Minimization, and/or Mitigation Measures*

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

**AES-1** **Apply Minimum Lighting Standards**. All artificial outdoor lighting and overhead street lighting is to be limited to safety and security requirements and the minimum required for driver safety. In addition, LED lights will use shielding to ensure that nuisance glare and light spill do not affect sensitive residential viewers. Bridge safety lighting will use shielding to minimize offsite light spill and glare and will be screened and directed away from adjacent uses to the highest degree possible. The number of lights used will be minimized to the highest degree possible to ensure that spaces are not unnecessarily over-lit.

## II. Agriculture and Forest Resources

In determining whether impacts on 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 on forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection (CAL FIRE) 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 (CARB). Would the project:

| Question | CEQA Determination |
|---|---|
| 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? | No Impact |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | No Impact |
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in PRC section 12220(g)), timberland (as defined by PRC section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | No Impact |
| d) Result in the loss of forest land or conversion of forest land to non-forest use? | No Impact |
| 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? | No Impact |

**Response to Item a) No Impact.** According to the California Department of Conservation Farmland Mapping and Monitoring Program, there are no farmlands or vacant lands that are mapped as Prime Farmlands, Unique Farmlands, Farmlands of Statewide Importance, or Farmlands of Local Importance in the vicinity of the proposed project.

**Response to Item b) No Impact.** There are no areas within the study area under a Williamson Act contract.

**Response to Item c) No Impact.** There are no forest lands, timberlands, or timberland production areas adjacent to or within the project site. The proposed project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production.

**Response to Item d) No Impact.** The proposed project would not result in the loss or conversion of forest lands.

**Response to Item e) No Impact.** There are no forest lands, timberlands, or agricultural lands within or adjacent to the project site. The proposed project would not involve changes that would result in the conversion of farmland to non-agricultural use or forest land to non-forest use.

*Avoidance, Minimization, and/or Mitigation Measures*

No measures are required for Agriculture and Forest Resources.

## III. Air Quality

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied on to make the following determinations. Would the project:

| Question | CEQA Determination |
|---|---|
| a) Conflict with or obstruct implementation of the applicable air quality plan? | No Impact |
| b) 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? | Less Than Significant Impact |
| c) Expose sensitive receptors to substantial pollutant concentrations? | Less Than Significant Impact |
| d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? | Less Than Significant Impact |

The information from this section is based on the *Air Quality Report* (Caltrans 2021).

**Response to Item a) No Impact.** California is divided geographically into 15 air basins for the purpose of managing the air resources of the state on a regional basis. Each air basin generally has similar meteorological and geographic conditions throughout. Local districts are responsible for preparing the portion of the State Implementation Plan (SIP) applicable within their boundaries.

The proposed project is located in the South Coast Air Basin (SCAB). The South Coast Air Quality Management District (SCAQMD) is responsible for managing the air resources for the portion of the SCAB in which the project is located and bringing the SCAB into attainment for federal and state air quality standards. To achieve this goal, SCAQMD prepares plans for the attainment of air quality standards and maintenance of those standards once achieved.

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. The proposed project is included in SCAG's *2020–2045 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS)* under Project ID 4120198 and SCAG's 2021 Federal Transportation Improvement Program (FTIP) under Project ID 20190010. The 2020–2045 RTP/SCS was adopted by the SCAG's Regional Council on May 7, 2020, and the Federal Highway Administration (FHWA) and Federal Transit Administration found that the RTP/SCS conforms to the SIP on June 5, 2020. SCAG adopted the 2021 FTIP, in which the project is included, on March 4, 2021. Because the proposed project is included as proposed in both the SCAG 2020–2045 RTP/SCS and the 2021 FTIP, which were found to conform to the SIP responsible for attaining and maintaining compliance with air quality standards, the proposed project would not conflict with or obstruct implementation of an air quality plan. No impact would result.

**Response to Item b) Less Than Significant Impact.**

*Construction*

During construction, short-term degradation of air quality may occur due to the release of particulate emissions (airborne dust) generated by excavation, grading, hauling, and other construction-related activities. Emissions from construction equipment also are expected and would include carbon monoxide (CO), nitrogen oxides ($NO_X$), sulfur dioxide ($SO_2$), reactive organic gases (ROGs), directly emitted particulate matter 10 micrometers or less ($PM_{10}$), particulate matter 2.5 micrometers or less ($PM_{2.5}$), and toxic air contaminants, such as diesel exhaust particulate matter.

Site preparation and roadway construction typically involve clearing; cut-and-fill activities; grading, removing, or improving existing roadways; building bridges; and paving roadway surfaces. Construction-related effects on air quality from most highway projects would be greatest during the site preparation phase because most engine emissions are associated with the excavation, handling, and transport of soils to and from the site. These activities could temporarily generate enough $PM_{10}$, $PM_{2.5}$, and small amounts of CO, $SO_2$, and $NO_X$ to be of concern.

Sources of fugitive dust would include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Unless properly controlled, vehicles leaving the site could deposit mud on local streets, which could be an added source of airborne dust after it dries. $PM_{10}$ emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. $PM_{10}$ emissions would depend on soil moisture, silt content of soil, wind speed, and the amount of equipment operating. Larger dust particles would settle near the source, whereas fine particles would be dispersed over greater distances from the construction site.

In addition to dust-related $PM_{10}$ emissions, heavy-duty trucks and construction equipment powered by gasoline and diesel engines would generate CO, $SO_2$, $NO_X$, and some soot particulate ($PM_{10}$ and $PM_{2.5}$) in exhaust emissions. If construction activities increase traffic congestion in the area, CO and other emissions from traffic would increase slightly while those vehicles are delayed. These emissions would be temporary and limited to the immediate area surrounding the construction site.

$SO_2$ is generated by oxidation during combustion of organic sulfur compounds contained in diesel fuel. Under California law and CARB regulations, off-road diesel fuel used in California must meet the same sulfur and other standards as on-road diesel fuel (i.e., not more than 15 parts per million of sulfur), so $SO_2$-related issues due to diesel exhaust would be minimal.

Most of the construction impacts on air quality are short term in duration and, therefore, would not result in long-term adverse conditions. Implementation of the standardized measures, as described in Measure **AQ-1**, would reduce any air quality impacts resulting from construction activities to a less than significant level.

*Operation*

The project is not located in a CO nonattainment area, and the Caltrans Carbon Monoxide Protocol screening analysis demonstrates that the project would not have a material effect on localized CO concentrations. The project would not create a new, or worsen an existing, $PM_{2.5}$ or $PM_{10}$ violation because it was determined to not be a Project of Air Quality Concern by the SCAG Transportation Conformity Working Group on January 26, 2021. Any increases in $PM_{2.5}$ or $PM_{10}$ would be exclusively due to factors external to the project. The project would not result in substantial changes in traffic volumes or vehicle mix that would cause a meaningful increase in regional MSAT emissions compared with those of the No-Build Alternative. In addition, because annual average daily traffic volumes on all road segments in the study area are below 100,000, the project would have low potential with respect to MSAT effects. Finally, the Build Alternative would have no meaningful effect on regional capacity or daily vehicle miles traveled (VMT) in the transportation study area; as such, it would have no effect on regional criteria pollutants or GHG emissions relative to the No-Build Alternative. As such, impacts related to a cumulatively considerable net increase of any criteria pollutants during operation would be less than significant.

**Response to Item c) Less Than Significant Impact.** CARB characterizes sensitive land uses as simply as possible by using the example of residences, schools, day care centers, playgrounds, and medical facilities. However, a variety of facilities are encompassed. For example, residences can include houses, apartments, and senior living complexes. Medical facilities can include hospitals, convalescent homes, and health clinics. Playgrounds can be play areas associated with parks or community centers.

Given the size of the project area and the project's potential to influence receptors at great distances from the project site, sensitive receptors within 2,000 feet of the project site have been identified, as documented in Table 2-1.

**Table 2-1. Sensitive Receptors Located within 2,000 Feet of the Project Site**

| Receptor | Description | Distance Between Receptor and Project (feet) |
|---|---|---|
| Existing residences | Residences | 10 |
| Washington High School | School | 1,610 |
| Colton Plunge Park | Athletic Field | 1,115 |
| Central Park | Athletic Field | 2,000 |

Source: Google Earth 2020.

*Construction*

As discussed in the response to Item b) above, construction of the proposed project would result in the short-term generation of pollutants over about 19 months in the vicinity of identified sensitive receptors. Implementation of Standard Measure **AQ-1** would limit emissions at locations near identified sensitive receptors such that exposure to substantial pollutant concentrations would not occur. Construction-period impacts related to sensitive receptors would be less than significant with the implementation of avoidance and minimization measures.

*Operation*

As discussed in the response to Item b) above, the project would not result in a meaningful increase in operational emissions. As such, operation of the project would not expose sensitive receptors to substantial pollutant concentrations.

**Response to Item d) 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. Project operation would not create objectionable odors. Impacts from objectionable odors would be less than significant.

*Avoidance, Minimization, and/or Mitigation Measures*

The following minimization measure would be implemented into the proposed project for Air Quality.

**AQ-1:** The following standard measures would reduce air quality impacts resulting from construction activities:

a) The construction contractor must comply with the Caltrans' Standard Specifications in Section 14-9 (2018). 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) Water or a dust palliative will be applied to the site and equipment as often as necessary to control fugitive dust emissions, consistent with SCAQMD Rule 403.

c) Soil binder will be spread on any unpaved roads used for construction purposes, and on all project construction parking areas.

d) Trucks will be washed as they leave the right of way as necessary to control fugitive dust emissions.

e) Construction equipment and vehicles will be properly tuned and maintained. All construction equipment will use low sulfur fuel as required by the California Code of Regulations Title 17, Section 93114.

f) A dust control plan will be developed documenting sprinkling, temporary paving, speed limits, and timely revegetation of disturbed slopes as needed to minimize construction impacts on existing communities.

g) Equipment and materials storage sites will be located as far away from residential and park uses as practicable. Construction areas will be kept clean and orderly.

h) Environmentally sensitive areas will be established near sensitive air receptors. Within these areas, construction activities involving the extended idling of diesel equipment or vehicles will be prohibited, to the extent feasible.

i) Track-out reduction measures, such as gravel pads at project access points to minimize dust and mud deposits on roads affected by construction traffic, will be used.

j) All transported loads of soils and wet materials will be covered before transport, or adequate freeboard (i.e., space from the top of the material to the top of the truck) will be provided to minimize emission of dust during transportation.

k) Dust and mud that are deposited on paved, public roads due to construction activity and traffic will be promptly and regularly removed to reduce particulate matter emissions.

l) To the extent feasible, construction traffic will be scheduled and routed to reduce congestion and related air quality impacts caused by idling vehicles along local roads during peak travel times.

m) Mulch will be installed, or vegetation planted, as soon as practical after grading to reduce windblown particulate matter in the area.

## IV. Biological Resources

Would the project:

| Question | CEQA Determination |
|---|---|
| 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, U.S. Fish and Wildlife Service, or National Oceanic and Atmospheric Administration Fisheries? | Less Than Significant Impact |
| 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? | Less Than Significant Impact |
| c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | Less Than Significant with Mitigation Incorporated |
| 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? | Less Than Significant Impact |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | No Impact |
| 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? | No Impact |

The information from this section is based on the *Natural Environment Study* (Caltrans 2020c).

**Response to Item a) Less than Significant Impact.** Based on database searches, a total of 73 special status plants are known to occur within the project region. No special status plants were observed in the biological study area (BSA) during the reconnaissance survey, and, based on the onsite habitat types and existing and historic levels of disturbance, no special status plants are expected to be present within the BSA. A 300-foot buffer was used for general reconnaissance and vegetation mapping. The site lacked suitable habitat to support rare plant species determined to be potentially present during the literature review, and focused plant surveys were not conducted. No direct or indirect impacts from the proposed project are anticipated; therefore, no avoidance, minimization, and/or mitigation measures are needed.

A total of 16 wildlife species were recorded in the BSA during the habitat assessment. A yellow warbler (*Setophaga petechia*) was found singing approximately 225 feet outside of the BSA, or approximately 525 feet from the limits of disturbance (LOD). There is no suitable nesting habitat for yellow warbler within the BSA, and because of the distance from the LOD, neither direct nor indirect effects are expected. A total of

seven special status wildlife species were determined to have a low potential to occur within the BSA, including orange-throated whiptail (*Aspidoscelis hyperythra*), coastal whiptail (*Aspidoscelis tigris stejnegeri*), Cooper's hawk (*Accipiter cooperii*), California horned lark (*Eremophila alpestris actia*), merlin (*Falco columbarius*), loggerhead shrike (*Lanius ludovicianus*), and San Diego black-tailed jackrabbit (*Lepus californicus bennettii*). Due to its extensive disturbance, the BSA has a limited diversity of native birds. Of those that do and could occur in the BSA, most, or all, of these species lack any special status, but all are protected under the Migratory Bird Treaty Act (MBTA). Measures **BIO-12** through **BIO-14** would ensure compliance with the MBTA.

Burrowing owl habitat was evaluated during the June 2019 reconnaissance survey. The site lacked suitable burrows for this species, and focused surveys were not conducted.

Habitat for small mammals in general was not present, as the areas with open spaces and lower percentage of plant cover did not contain burrows, and other areas were covered in dense weeds and therefore unsuitable for small mammals, which generally require open spaces between vegetation for movement.

An acoustic emergent bat survey was conducted on August 1, 2019, following a bat habitat assessment on June 19, 2019. The habitat assessment identified nine palm trees with frond skirts that could serve as suitable bat roosting habitat. These were located just south of Mt. Vernon Avenue at the eastbound Mt. Vernon Avenue on-ramp/off-ramp. At the time of the August survey, eight of the palm trees that had previously been deemed suitable for surveys in June had been recently trimmed and no longer contained skirts. Personnel observed all remaining suitable habitat, which included one palm tree with hanging fronds. The Mt. Vernon bridge was considered to have no suitable habitat (i.e., lacked crevices) and was not part of the acoustic survey. Personnel were in position to count and acoustically detect any bats emerging from the potential palm tree roost and any incidental bats that used the area. Based on the results of the habitat assessment and acoustic emergence survey, no bats or active bat roosts were identified within the BSA.

On March 9, 2021, an official U.S. Fish and Wildlife Service (USFWS) List of Proposed, Threatened, and Endangered Species, and Critical Habitats was obtained through the IPaC database (USFWS 2021). Based on the surveys and analysis presented in the July 2020 Natural Environment Study (Minimal Impacts), as well as the lack of suitable habitat within the BSA, Caltrans has determined that the project would have no effect on federally listed species or on any designated critical habitat. Section 7 consultation with USFWS will not be required for this project and there has been no federal Environmental Species Act consultation to date for this project. On March 9, 2021, a California Department of Fish and Wildlife (CDFW) California Natural Diversity Database list was obtained through its database. Based on the surveys and analysis presented in the Natural Environment Study (NES) and the lack of suitable habitat

within the BSA, Caltrans has determined that the project would have “no take” of State-listed species as threatened, endangered, or candidate for endangered.

**Response to Item b): Less Than Significant Impact.** California buckwheat scrub is identified as a depleted community by CDFW. This plant community exists in the southwestern portion of the BSA, composed of approximately 6.10 acres. This plant community within the BSA is highly disturbed and sparse, contains prevalent bare ground, and is occupied by invasive plant species. The vegetation is isolated and not contiguous with any other California buckwheat scrub or any other type of coastal sage scrub. The overall biological value of this community, within the BSA, is judged to be low, but some suitable habitat may be present within the Santa Ana River. This plant community is located largely outside of the project limits. Based on the temporary disturbance limits, a temporary impact of 0.05 acre on disturbed California buckwheat scrub may occur. However, this vegetation is on the south side of the freeway fence, and would be avoided during construction. No direct impacts are expected, however, there may still be impacts on this community as a result of adjacent construction, notably from the spread of exotic plant species and the spread of dust. Implementation of measures **BIO-1** through **BIO-4** and **BIO-9** through **BIO-12** would minimize impacts on disturbed California buckwheat scrub. As such, impacts to sensitive natural communities would be less than significant.

**Response to Item c): Less Than Significant Impact with Mitigation Incorporated**. Jurisdictional delineation surveys for aquatic resources were conducted on July 17, 2019. The delineation area consisted of the proposed project footprint, including all temporary project staging areas, plus a 100-foot-wide buffer. Areas of potential jurisdiction were evaluated according to CDFW criteria. Several potential features within the delineation area were identified and evaluated for potential U.S. Army Corps of Engineers (USACE), RWQCB, and CDFW jurisdiction, pursuant to the regulations described above. RWQCB and CDFW mapped and identified only one feature as a potential aquatic resource subject to regulation, as shown in Figure 3. This feature is determined to not be Waters of the United States and is not subject to regulation by USACE as determined by the I-10 Corridor Project Approved Jurisdictional Determination (USACE 2017). No permits under Section 404 of the Clean Water Act will be required. The project would result in 0.01 acre of permanent impact and 0.03 acre of temporary impact to waters of the State and would therefore require a Clean Water Act Section 401 Water Quality Certification, as administered by the RWQCB. Construction of the proposed project would also result in permanent impacts on 0.04 acre and temporary impacts on 0.06 acre of potentially jurisdictional CDFW unvegetated streambed, thus requiring a Streambed Alteration Agreement. Table 2-2 summarizes the permanent and temporary impacts on jurisdictional aquatic resources. Figures 3 and 4 show impacts on RWQCB and CDFW resources, respectively. Implementation of measures **BIO-5** through **BIO-8** would minimize impacts on jurisdictional aquatic resources to less than significant levels.

**Table 2-2. Permanent and Temporary Impacts on Jurisdictional Aquatic Resources**

| Drainage Feature | RWQCB (Acres) | | CDFW Streambed (Acres) | |
|---|---|---|---|---|
| | ***Permanent*** | ***Temporary*** | ***Permanent*** | ***Temporary*** |
| Feature 3 | 0.01 | 0.03 | 0.04 | 0.06 |
| **Total** | **0.01** | **0.03** | **0.04** | **0.06** |

**Response to Item d): Less Than Significant Impact.** As discussed in the NES, burrowing owl habitat was evaluated during the June 2019 reconnaissance survey. The site lacked suitable burrows for this species, and focused surveys were not conducted. Habitat for small mammals in general was not present because the areas with open spaces and lower percentage of plant cover did not contain burrows, and other areas were covered in dense weeds and therefore unsuitable for small mammals, which generally require open spaces between vegetation for movement. Habitat connectivity opportunities within the BSA are highly limited, with the only notable wildlife movement opportunities along the Southern Pacific Railroad corridor or along the mostly open space area between the railroad corridor and I-10, neither of which provides native, undisturbed habitat to move through. Wildlife are assumed to utilize the Santa Ana River, just beyond the BSA for habitat connectivity. Measures **BIO-13** through **BIO-15** would be implemented in order to minimize potential impacts on nesting and migratory birds and ensure compliance with the MBTA and California Fish and Game Code. Impacts would be less than significant.

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

**Response to Item f): No Impact.** The project would not occur within the boundaries of any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

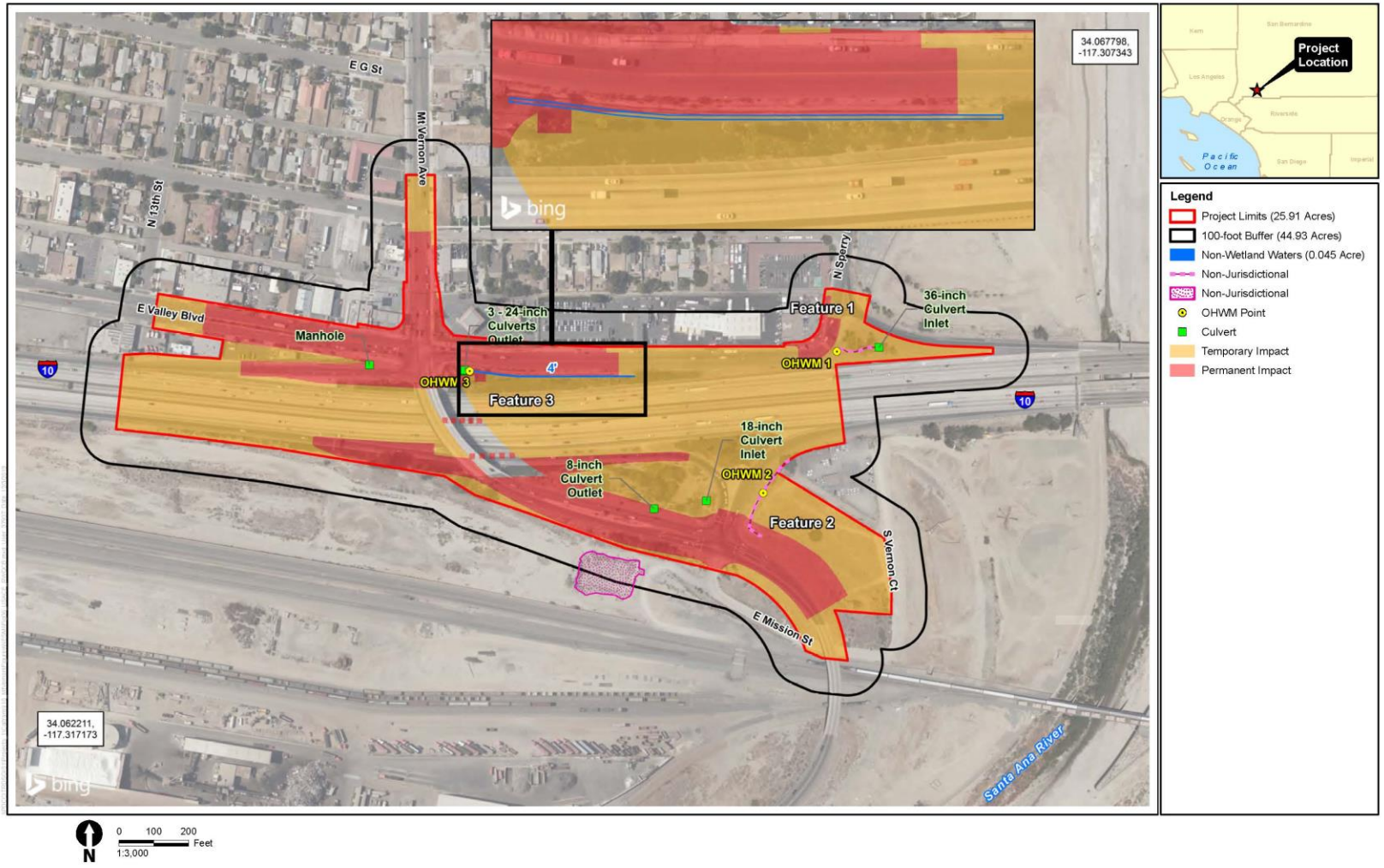


**Figure 3. RWQCB Results Map**

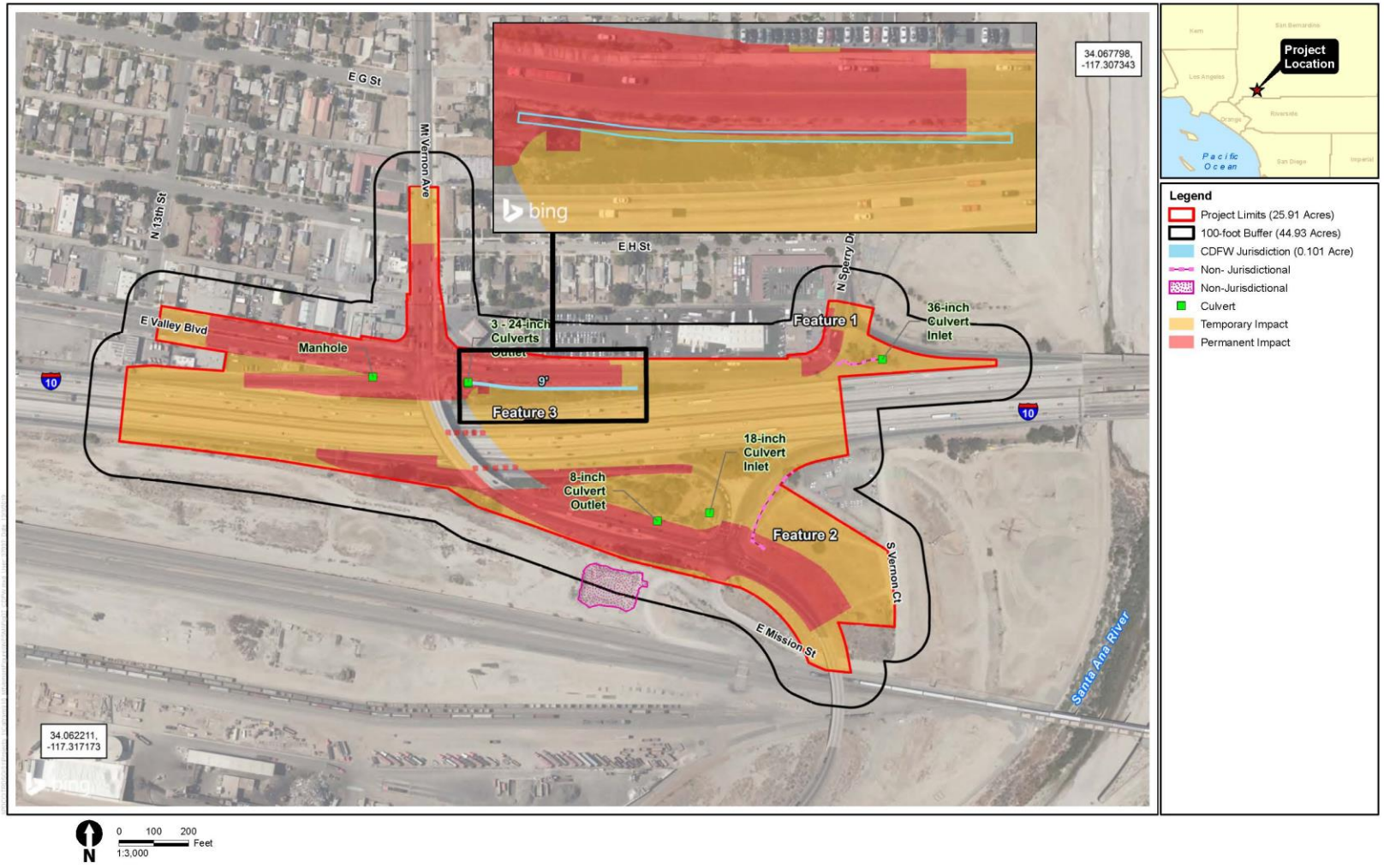


**Figure 4. CDFW Results Map**

*Avoidance, Minimization, and/or Mitigation Measures*

The following measures would be implemented for Biological Resources.

**BIO-1** All temporary impact areas will be replanted and/or re-seeded with a plant palette containing locally native seeds/plants adapted to upland and xeric conditions. All erosion control seed mixes (if applicable) will also contain a seed mix of locally native species.

**BIO-2** Temporary construction fencing (with silt barriers) will be installed at the limits of project impacts (including construction staging areas and access routes) to prevent habitat impacts and prevent the spread of pollutants such as silt, oil, and grease from the construction zone into adjacent habitats. The fencing will be installed in a manner that does not affect habitats to be avoided. Employees will strictly limit their activities, vehicles, equipment, and construction materials to the fenced construction limits, staging areas, and routes between the construction limits and staging areas. Temporary construction fencing will be removed on project completion.

**BIO-3** Construction equipment will be cleaned of mud or other debris that may contain invasive plants and/or seeds and will be inspected to reduce the potential of spreading noxious weeds before mobilizing to the site and before leaving the site during the course of construction. In addition, exotic and invasive plant removal will be conducted throughout the project area for the duration of the project schedule. Removal will be done by hand or mechanically and will avoid the use of herbicides. Exotic and invasive plant material will be properly transported and disposed of to avoid spread.

**BIO-4** A water truck will be kept onsite and used as needed for dust containment. To the extent possible, the spread of fugitive dust will be avoided.

**BIO-5** All construction site best management practices from the project's Storm Water Pollution Prevention Plan (SWPPP) will be implemented.

**BIO-6** 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 so as to prevent runoff from any spills from entering jurisdictional waters.

**BIO-7** Project impact areas, staging, and storage areas will be minimized to the greatest extent feasible in and adjacent to any jurisdictional waters by placing highly visible barriers around jurisdictional areas to be preserved in order to establish Environmentally Sensitive Areas. No work or equipment will be permitted to enter any Environmentally Sensitive Areas.

**BIO-8** The project's impacts on aquatic resources will be mitigated and coordinated with RWQCB and CDFW during the permitting process. A minimum ratio of 1:1 is anticipated for permanent and temporary impacts through credit

purchase at an approved in-lieu fee program, mitigation bank, or other approved mitigation provider. This is subject to change during agency coordination.

**BIO-9** An employee education program will be developed and implemented by the project biologist. Each employee (including temporary, contractors, and subcontractors) will receive a training/awareness program prior to working on the proposed project. Sign-in sheets will be maintained to document completion of the program by each employee. They will be advised of the potential impact on protected species and the potential penalties for taking such species.

**BIO-10** A preconstruction survey will be conducted by a qualified biologist within non-developed construction areas (i.e., open dirt ground or vegetated areas, but not paved areas) on the morning of the start of construction in any given area. Should any special status animal species or any other wildlife be found within the preconstruction survey area, then the qualified biologist will move the animal(s) out of the construction area as feasible or will work with the crew to avoid the area until the animal(s) moves on its own. Should a special status species be found within the BSA that is not already covered with avoidance measures under project permits, the qualified biologist will restrict construction access to that specific area and will take measures to coordinate with CDFW and/or USFWS as applicable for further avoidance or consultation.

**BIO-11** The project site will be kept clear of debris to the extent possible. All food-related trash items will be enclosed in sealed containers and regularly removed from the site. All spoils and material disposal will be disposed of in accordance with applicable laws and regulations.

**BIO-12** Project personnel will be prohibited from bringing domestic pets to the construction site to ensure that domestic pets do not disturb or depredate wildlife in the adjacent native habitat.

**BIO-13** All project activities will be initiated outside of the bird nesting season, October 1 through January 31, to the maximum extent feasible, to avoid impacts on nesting birds within the BSA. If this cannot be accomplished, measures **BIO-14** and **BIO-15** will be implemented.

**BIO-14** To prevent project effects on bridge- and crevice-nesting birds (e.g., swallows and swifts), bird nests will be removed from the bridge, and exclusion devices will be installed on weep holes and crevices prior to initiation of bridge improvements and prior to the onset of nesting bird season: February 1 through September 30. Removal of nests will occur prior to February 1 of that year, before a swallow colony returns 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 (e.g., netting or a similar mechanism that keeps birds from building nests). Nest removal and exclusion device installation will be monitored by a qualified biologist to ensure proper exclusion/eviction techniques and prevent entrapment of animals within the structure. Such exclusion efforts must be continued to keep the structures free of swallows until September or the completion of construction.

**BIO-15** Within three days prior to the commencement of construction activities (if between February 1 and September 30), a qualified biologist will perform a nesting bird survey to determine whether there are active nests within 500 feet of the project limits. This survey will also identify the species and, to the degree feasible, nesting stage (e.g., incubation of young, feeding of young, near-fledging). Nests will be mapped manually, not by using a global positioning system, because close encroachment may cause nest abandonment. If active nests are found, construction will not occur within a minimum 300 feet of passerine and 500 feet of raptor nests or as determined by a qualified biologist until the nesting attempt has been completed and/or abandoned because of non-project-related reasons.

## V. Cultural Resources

Would the project:

| Question | CEQA Determination |
|---|---|
| a) Cause a substantial adverse change in the significance of a historical resource pursuant to in §15064.5? | Less Than Significant Impact |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? | Less Than Significant Impact |
| c) Disturb any human remains, including those interred outside of dedicated cemeteries? | No Impact |

Information from this section is based on the *Historic Property Survey Report* (Caltrans 2020d).

**Response to Items a) and b) Less than Significant Impact.** Caltrans uses a single process to fulfill both its National Historic Preservation Act Section 106 and CEQA responsibilities. The Area of Potential Effects (APE) was established as the limits of construction, temporary construction easements, potential staging areas, a sufficient buffer to allow heavy equipment to maneuver, and the I-10 travel lanes. The vertical APE extends to a maximum height of 50 feet and a maximum depth of 50 feet from the I-10 centerline for pile drilling and bridge demolition and construction.

The Native American Heritage Commission (NAHC) was contacted in July 2019 to request pertinent cultural resource information available in the Sacred Lands File (SLF). The NAHC stated that the SLF search for the project was positive and recommended that San Manuel Band of Mission Indians be contacted for more information. Additionally, the NAHC provided a list of Native American tribes who might have knowledge of cultural resources in the project area.

Four Native American tribes were contacted under Assembly Bill (AB) 52. Letters were sent on August 6, 2019, to the San Manuel Band of Mission Indians (Lee Clauss, Director of Cultural Resources), the Soboba Band of Luiseno Indians (Joseph Ontiveros, Tribal Historic Preservation Officer), the Gabrieleño Band of Mission Indians (Andrew Salas, Chairperson), and the Serrano Nation of Mission Indians (Wayne Walker, Co-Chairperson; and Mark Cochrane, Co-Chairperson). For a detailed description on correspondence with these tribes, please refer to Section XVIII, *Tribal Cultural Resources.*

Background records search conducted for the proposed project indicate that a total of 37 previously recorded historic-era archaeological resources were identified within a 0.5-mile radius of the APE. However, no previously recorded archaeological resources were identified within the APE. A pedestrian field survey conducted in August 2019 did not record any resources within the APE. Therefore, it is determined that there is a low likelihood of encountering subsurface archaeological material during activities

associated with the proposed project. In addition, Caltrans determined that seven historic-era resources that are more than 50 years old are present within the APE. None of the seven evaluated properties are eligible for the National Register of Historic Places (NRHP), as determined in consultation with the State Historic Preservation Officer, and none are considered a CEQA historical resource. Caltrans' Professionally Qualified Staff has determined that there are no historical resources present, as outlined in CEQA Guidelines 15064.5(a). Implementation of standard measure **CR-1** would minimize potential impacts related to discovery of cultural materials. Therefore, impacts on historical resources as a result of the project would be less than significant.

**Response to Item c): No Impact.** No human remains were discovered during field surveys conducted for the proposed project, and no formal cemeteries are within the project site. If buried cultural materials, including human remains, are encountered during construction, it is Caltrans' policy that work stop in that area until a qualified archaeologist can evaluate the nature and significance of the find. If human remains are discovered, California Health and Safety code Section 7050.5 will be followed, which, in summary, states that further disturbances and activities will stop in any area or nearby area suspected to overlie remains, and the county coroner contacted. If the remains are thought to be Native American, the NAHC will be contacted, who, pursuant to California PRC Section 5097.98, will then notify the Most Likely Descendant (MLD), as further detailed in measure **CR-2**.

*Avoidance, Minimization, and/or Mitigation Measures*

The following measures would be implemented for Cultural Resources.

**CR-1:** **Treatment of Previously Unidentified Cultural Resources.** If buried cultural resources are encountered during project activities, it is Caltrans policy that work stop within 60 feet of the area until a qualified archaeologist can evaluate the nature and significance of the find.

**CR-2:** **Treatment of Human Remains.** In the event that human remains are found, the county coroner will immediately be notified and all construction activities within 60 feet of the discovery will stop. Pursuant to PRC Section 5097.98, if the remains are thought to be Native American, the coroner will notify NAHC, who will then notify the MLD. The person who discovered the remains will contact the District 8 Division of Environmental Planning; Andrew Walters, DEBC: (909) 260-5178, and Gary Jones, DNAC: (909) 261-8157. Further provisions of PRC 5097.98 are to be followed as applicable.

## VI. Energy

Would the project:

| Question | CEQA Determination |
|---|---|
| a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction, or operation? | Less Than Significant Impact |
| b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? | Less Than Significant Impact |

**Response to Items a) and b): Less Than Significant Impact.** The proposed project would use a minimal amount of energy during proposed construction activities, such as excavation, road cut and fill, demolition, and other construction-related activities. Construction-related effects on energy would likely be greatest during the site preparation phase because of energy use associated with the handling and transport of soils to and from the site. However, these construction activities would be short-term in duration and, therefore, would not result in wasteful, inefficient, or unnecessary consumption of energy resources during project construction.

During project operation, the proposed project would accommodate existing traffic demand, but it would not create new demand, directly or indirectly. As such, operation of the proposed project would not result in a wasteful, inefficient, or unnecessary consumption of energy resources and impacts would be less than significant.

*Avoidance, Minimization, and/or Mitigation Measures*

No measures are required for Energy.

## VII. Geology and Soils

Would the project:

| Question | CEQA Determination |
|---|---|
| a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:<br>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. | Less Than Significant Impact |
| ii) Strong seismic ground shaking? | Less Than Significant Impact |
| iii) Seismic-related ground failure, including liquefaction? | Less Than Significant Impact |
| iv) Landslides? | Less Than Significant Impact |
| b) Result in substantial soil erosion or the loss of topsoil? | Less Than Significant Impact |
| 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 offsite landslide, lateral spreading, subsidence, liquefaction, or collapse? | Less Than Significant Impact |
| d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property? | No Impact |
| 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? | No Impact |
| f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | Less Than Significant with Mitigation Incorporated |

**Response to Items a.i) and 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. According to the California Department of Conservation Seismic Hazard Program map (2019), the project site is located within the San Jacinto fault zone and adjacent to the Rialto-Colton fault zone.

Compliance with the most current Caltrans procedures regarding seismic design, which is standard practice on all Caltrans projects, is anticipated to avoid any significant impacts related to seismic ground shaking. Seismic design would also meet county requirements under the Uniform Building Code. Therefore, through the incorporation of standard seismic design practices, the proposed project would result in a less than significant impact related to exposing people to a risk of loss, injury, or death associated with an earthquake or strong seismic ground shaking.

**Response to Item a.iii) Less than Significant Impact.** Liquefaction 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. According to the Safety Element of the *City of Colton General Plan*, there is a medium potential for liquefaction within the project area (City of Colton 2018). South of the project area, there is medium-high and high potential for liquefaction surrounding the Santa Ana River. Compliance with the most current Caltrans procedures regarding seismic design, which is standard practice on all Caltrans projects, is anticipated to avoid any significant impacts related to liquefaction and seismic risk. Seismic design would also meet city and county requirements under the Uniform Building Code. Therefore, through the incorporation of standard seismic design practices, the proposed project would result in a less than significant impact related to exposing people and structures to a risk of loss, injury, or death associated with seismically related ground failure, including liquefaction.

**Response to Item a.iv) Less than Significant Impact.** The project lies northwest of where the terminus of Warm Creek joins the Santa Ana River and generally slopes to the south. According to the Safety Element of the *City of Colton General Plan*, areas to the east of the proposed project are identified as having moderate soil instability (City of Colton 2018:4). As such, landslides in this area are possible. The proposed project would involve the installation of a retaining wall in the potentially affected area south of Mt. Vernon Avenue, near the rail line, and along the I-10 westbound onramp, which would be designed to current seismic standards. Therefore, although there is moderate soil instability in the general vicinity, project features such as retaining walls and other erosion control measures, discussed in more detail in Section X, *Hydrology and Water Quality*, will result in less than significant impacts related to exposing people or structures to potential substantial adverse effects from landslides.

**Response to Item b): Less than Significant Impact.** Grading and fill activities during the construction phase of the project would displace soils and temporarily increase the potential for soils to be subject to wind and water erosion. Erosion control measures would be used to address site soil stabilization during construction. Typical measures would include temporary soil stabilization, temporary sediment control, stabilizing construction entrances, wind erosion control, non-stormwater discharge management, waste management, and materials pollution control.

State jurisdictions require that a SWPPP be prepared and approved for projects that involve greater than 1 acre of disturbance. A SWPPP specifies BMPs that would minimize erosion and keep all products of erosion from moving off site and into receiving waters. Measure **WQ-1** (see Section X, *Hydrology and Water Quality*) would be implemented to incorporate storm water treatment BMPs that preserve the existing hydrology to the maximum extent practical. Additionally, as described in measure **WQ-2 (**see Section X, *Hydrology and Water Quality)*, 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.

**Response to Item c): Less than Significant Impact.** As discussed above in Items a.i through a.iv, the geology and soils of the project area indicate that on- or off-site landslides, lateral spreading, subsidence, and liquefaction or collapse are possible. However, compliance with the most current Caltrans procedures regarding seismic design, which is standard practice on all Caltrans projects, is anticipated to avoid any significant impacts related to liquefaction and seismic risk. In addition, measures discussed in Section X, *Hydrology and Water Quality*, would further minimize erosion. As such, impacts would be less than significant.

**Response to Item d): No Impact.** Soils in the study area consist of loam (soil composed mostly of sand, silt, and a smaller amount of clay); rocky, sandy loam; and coarse sandy loams. The Tujunga soils in the delineation area are characterized as Tujunga loamy sand, 0 to 5 percent slopes (TuB), and Tujunga gravelly loamy sand, 0 to 9 percent slopes (TvC). These soils are not considered expansive soils; therefore, the proposed project would not be constructed on expansive soils. 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 no impact.

**Response to Item e): No Impact.** Due to the nature of the proposed project, which involves the replacement of the existing Mt. Vernon Avenue Overcrossing bridge structure, the proposed project would not affect existing or proposed septic tanks or alternate wastewater disposal systems, nor would the use of septic tanks be involved during construction. Therefore, no impacts would occur.

**Response to Item f): Less than Significant with Mitigation Incorporated.** Information in this response is based on the *Paleontological Identification Report/Paleontological Evaluation Report* (Caltrans 2020f). As discussed in the Paleontology Literature/Records Review, no recorded paleontological resource localities are present in the immediate vicinity of the project site and no resource localities are recorded by the San Bernardino County Museum (SBCM) and San Diego Natural History Museum within one mile of the project in any direction. However, one fossil locality (SBCM Locality 1.102.2) was found approximately two miles north of the proposed project. This locality (SBCM Locality 1.102.2) represents a series of individual fossil occurrences discovered during drilling of the Mill Street well project. Where excavations would extend more than 10 feet below existing grades at locations mapped as very young wash deposits and young axial-channel deposits, the proposed project would have the potential to disturb Pleistocene-age alluvial deposits. The project components that could require earthwork and extend more than 10 feet deep include bridge support columns or structures, box culverts, retaining walls, and underground utilities.

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) (**PAL-1)** will be prepared and implemented prior to commencement of project construction. With implementation of **PAL-1**, potential impacts relating to the discovery of paleontological resources would be minimized because a qualified principal paleontologist would consult with construction contractors and direct paleontological monitoring for subsurface construction activities involving excavations deeper than 10 feet below existing grade. Additionally, the PMP provides steps intended to minimize impacts if fossils are discovered.

*Avoidance, Minimization, and/or Mitigation Measures*

Measures **WQ-1** and **WQ-2** (see Section X, *Hydrology and Water Quality*) would be implemented to minimize soil erosion. Additionally, the following measure would be implemented to minimize impacts on paleontological resources.

**PAL-1:** Grading, excavation, and other surface and subsurface excavation in the resource study area have potential to affect significant nonrenewable fossil resources of Pleistocene age. A Paleontological Mitigation Plan (PMP) shall be prepared, during final project design, by a qualified paleontologist. The PMP will detail the measures to be implemented in the event of paleontological discoveries. The PMP shall include, at a minimum, the following elements:

- Required 1-hour preconstruction paleontological awareness training for earthmoving personnel, including documentation of training, such as sign-in sheets, and hardhat stickers, to establish communications protocols between construction personnel and the Principal Paleontologist.
- A signed repository agreement with the San Bernardino County Museum will be developed to establish a curation process in the event of sample collection.
- Monitoring, by a Principal Paleontologist, of Quaternary older alluvium of the Pleistocene epoch during excavation.
- Field and laboratory methods that meet the curation requirements of the San Bernardino County Museum will be implemented for monitoring, reporting, collection, and curation of collected specimens. Curation requirements are available for the public review at the San Bernardino County Museum.
- All elements of the PMP will follow the PMP format published in the Caltrans Standard Environmental Reference.
- The PMP will be included in the environmental project file and also submitted to the curation facility. Findings and analysis will be prepared by a Principal Paleontologist upon completion of project earthmoving activities.

## VIII. Greenhouse Gas Emissions

Would the project:

| Question | CEQA Determination |
|---|---|
| a) Generate greenhouse gas (GHG) emissions, either directly or indirectly, that may have a significant impact on the environment? | Less Than Significant Impact |
| b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | Less Than Significant Impact |

**Response to Items a) and b): Less Than Significant Impact.** See extensive climate change discussion included in Chapter 3, *Climate Change*.

## IX. Hazards and Hazardous Materials

Would the project:

| Question | CEQA Determination |
|---|---|
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | Less Than Significant Impact |
| 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? | Less Than Significant Impact |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | No Impact |
| 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? | Less Than Significant Impact |
| 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 or excessive noise for people residing or working in the project area? | No Impact |
| f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | Less Than Significant Impact |
| g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires? | No Impact |

The information from this section is based on the *Initial Site Assessment* (Caltrans 2020g).

**Response to Items a), and 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, including fuel, solvents, paints, oils, grease, and caulking, would be used during construction of the proposed project. It is possible that any of these substances could be released during construction activities. Relocation or replacement of guard rails, power poles, and roadside signs on wooden posts may generate treated wood waste if the wooden posts are unable to be reused. However, compliance with federal, state, and local 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. Implementation of measure **HAZ-1** and **HAZ-5** would minimize potential impacts.

There is potential for aerially deposited lead (ADL) to be present in soil within the project footprint from historic leaded gasoline emissions, which includes areas of undisturbed soil within the median. As such, an ADL investigation would be required for the project area due to disturbance of earth materials during the construction phase, containing the

potential for ADL. The proposed project would not include the routine use, transport, or disposal of hazardous materials unless asbestos-containing material (ACM) and lead-based paint (LBP) from pavement striping and/or potential polychlorinated biphenyls are unexpectedly identified during construction. If present, removal and disposal of ACM and LBP would be performed prior to the start of the demolition/renovation in accordance with measures **HAZ-1** through **HAZ-4**. 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.

**Response to Item c): No Impact.** The nearest school to the project site is Washington High School (900 E C Street, Colton), approximately 0.5 mile to the northeast of the project area. There are no schools within one-quarter mile of the project site; therefore, no impacts would occur.

**Response to Item d): Less than Significant Impact.** According to the California Department of Toxic Substances Control's EnviroStor database, there are two hazardous materials sites near the proposed project site, compiled pursuant to Government Code Section 65962.5. The Pacific Rail Dismantling Facility is adjacent to, and south of, the proposed project site. However, historic records indicate that the developed portions of the railroad facility, the areas where dismantling activities were likely to occur, are approximately 1,000 feet from the boundaries of the proposed project site. Based on the distance from the proposed project site, and an understanding that the proposed project improvements would not result in a disturbance of soil within the railyard, it is not anticipated that a significant impact would occur. The Edison/Colton manufactured gas plant is located approximately 1,300 feet southwest of the proposed project site. Polynuclear aromatic hydrocarbons were left in place in four locations at the facility because of inaccessibility; they have been maintained to prevent workers from coming into direct contact with surface soil or dust blown from the soil. Based on the information available, it is unlikely that the proposed project would result in a significant safety hazard associated with the Edison/Colton manufactured gas plant. Implementation of Measure **HAZ-1** would further minimize potential impacts on hazardous waste/material. As such, impacts would be less than significant.

**Response to Item e) No Impact.** The nearest airport is the San Bernardino International Airport, which is approximately 3.5 miles east of the proposed project site. However, the proposed project is outside of the San Bernardino International Airport Influence Area (City of San Bernardino 2005). The proposed project is also not located within the vicinity of a private airstrip; therefore, no impacts would occur. Additionally, the project would not include any features that would interfere with any air traffic flight paths or other airport activities.

**Response to Item f) Less than Significant Impact.** The proposed project would improve the ability of emergency service providers to serve the community as it would reduce congestion and improves operational efficiency at Mt. Vernon Avenue in the project area.

Therefore, the proposed project would not interfere with an emergency response or evacuation plan. During the construction period, emergency response times could increase temporarily due to increased traffic congestion (caused by temporary lane closures, speed reductions, and the presence of construction personnel and equipment, etc.) in the area. During project construction, a Traffic Management Plan (TMP) would be implemented as a part of measure **TRA-1** to minimize these obstructions, which would help to ensure continued emergency access to the proposed project area and nearby properties. As such, impacts related to physical interference with an adopted emergency response plan or emergency evacuation plan would be less than significant.

**Response to Item g): No Impact.** Based on the CAL FIRE Fire Hazard Severity Zones Map for the County of San Bernardino (CAL FIRE 2020), the project is not in an area designated as a fire hazard severity zone. In addition, the proposed project is not in or near any areas designated as local responsibility area (LRA) Very High or LRA High areas of the fire hazard severity zones. As such. the proposed project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires, and no impact would occur.

*Avoidance, Minimization, and/or Mitigation Measures*

Refer to measure **TRA-1** in Section XVII, *Transportation*. In addition, the following measures would be implemented for Hazards and Hazardous Materials.

**HAZ-1:** If hazardous materials contamination or sources are suspected or identified during project construction activities, the contractor shall stop work and follow the Unknown Hazards Procedures described in Section 7 of the Caltrans Construction Manual.

**HAZ-2:** Prior to construction in order to avoid potential impacts from pavement striping during construction, testing and removal requirements for yellow striping, pavement marking materials, and bridge paints will be performed in accordance with Caltrans Standard Specifications Sections 14-11.12.

**HAZ-3:** Aerially Deposited Lead (ADL) testing shall be conducted prior to completion of the Design phase. If soil is determined to contain lead concentrations exceeding the regulated threshold level, it will be managed during construction in accordance with the criteria in the Soil Management for Aerially Deposited Lead-Soils Agreement (California Environmental Protection Agency, Department of Toxic Substances Control, Docket No. ESPO-SMA 15/ 16-001, June 29, 2016) [ADL Agreement]).

**HAZ-4:** Lead-Based Paint (LBP) and Asbestos-Containing Material (ACM) surveys, for all bridge structures that will be disturbed by the proposed project, shall be conducted prior to completion of the Design phase. Due to the possible presence of elevated levels of lead concentrations on bridges and within the yellow thermoplastic and yellow painted traffic stripes along the existing

highway, the Contractor shall be required during construction to properly manage removed stripe and pavement markings as hazardous waste, in accordance with Section 14-11.12 of Caltrans' Standard Specifications. If asbestos minerals are identified in the materials sampled during surveys and should the materials be disturbed during demolition, renovation, and/or construction, any generated ACM wastes will be disposed as hazardous asbestos waste; and an ACM abatement is required by a licensed ACM abatement contractor prior to renovation, refurbishing, or demolition activities, in accordance with Section 14-11.16 of Caltrans' Standard Specifications.

**HAZ-5:** The handling, storing, and transporting of treated wood waste shall be in accordance with Caltrans' Standard Specifications section 14-11.14.

## X. Hydrology and Water Quality

Would the project:

| Question | CEQA Determination |
|---|---|
| a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality? | Less Than Significant Impact |
| b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such the project may impede sustainable groundwater management of the basin? | No Impact |
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: (i) result in substantial erosion or siltation on- or off-site; | Less Than Significant Impact |
| (ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; | Less Than Significant Impact |
| (iii) 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; or | Less Than Significant Impact |
| (iv) impede or redirect flood flows? | Less Than Significant Impact |
| d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? | No Impact |
| e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? | No Impact |

**Response to Item a): Less than Significant Impact.** The potential temporary effects of the proposed project on the quality of the water in the area would come from runoff during construction, including erosion. The National Pollutant Discharge Elimination System (NPDES) permits issued by RWQCB set limits on discharges, schedules for compliance, special conditions, and monitoring programs. These permits also limit discharges, set water quality standards, and establish a monitoring program of the waste discharge. Potential impacts of the proposed project on existing water quality include temporary increases in sediments, oil, grease, and chemical pollutants during construction, as well as potential long-term discharges of sediments and other pollutants that collect in stormwater runoff. Short-term or temporary construction impacts on water quality have the potential to occur during demolition, minor land-disturbance activities, material and equipment use and storage at staging areas, and other construction activities. The proposed project would disturb approximately 1.44 acres of soil area. Because the project would be constructed within existing Caltrans right of way (ROW), the California Statewide NPDES Permit No. CAS000003 as amended in Order No. 2014-0077-DWQ would apply to this project. Coverage under the Construction General Permit for stormwater discharges associated with construction activities and land disturbance activities NPDES No. CAS 000002 would also be required during the construction phase of the project.

A SWPPP will be prepared for the project to control pollutants, and their sources, including sources of sediment associated with construction, construction site erosion, and all other activities associated with construction. Temporary treatment BMPs would be implemented to reduce or eliminate pollutants in stormwater discharges. Temporary treatment BMPs may include, but not limited to, temporary soil binder, temporary erosion control blanket, temporary cover, hydraulic mulch, temporary high-visibility fence, temporary fiber rolls, temporary bag berm, street sweeping, stabilized construction entrance, temporary drainage inlet protection, wind erosion control, vehicle and equipment maintenance, waste management, and materials pollution control. A site-specific Construction Site Monitoring Program would be developed as part of the SWPPP prior to the start of construction and revised as necessary to reflect project revisions.

The project would use stormwater controls, as required, to minimize the amount of roadway pollution from the project area during construction. Compliance with the NPDES requirements would further reduce such polluting impacts. Projects within Caltrans' ROW are obligated to comply with the latest Caltrans and RWQCB water quality standards relative to the treatment of post-construction stormwater runoff. Determination and implementation of BMPs within the ROW are defined based on the evaluation of existing site constraints, constituents of concern at the receiving waters, soil conditions, and hydraulic conditions. Prior to approval of the final design of the project, applicable post-construction BMPs would be identified to ensure that applicable Caltrans selection and siting criteria have been achieved. Deployment of BMPs would reduce long-term water quality impacts due to implementation of the proposed project. Therefore, less than significant water quality impacts are anticipated.

**Response to Item b): No Impact.** The project site is in the Upper Santa Ana Valley Groundwater Basin and within the southeastern part of the Rialto-Colton Subbasin. According to the Stormwater Data Report (Caltrans 2020h) prepared for this project, groundwater could be as close as 20 feet deep below the surface. Therefore, the proposed project is expected to extend below groundwater levels, because the bridge foundations would be approximately 60 feet deep. The proposed project would comply with the NPDES Dewatering Permit requirements and would create a Dewatering Plan in compliance with the permit. According to Table 4-1 of the Caltrans District 8 Work Plan, no District 8 drinking water reservoirs or recharge facilities are within the project vicinity. Montclair Basin Number Four is a storm water recharge facility that receives runoff from I-10; however, this basin is approximately 25 miles west of the proposed project. It is not expected to substantially deplete groundwater supplies or interfere substantially with groundwater recharge. The project is not expected to affect the amount of water consumed regionally through increased withdrawals from groundwater sources.

**Response to Items c (i), (ii), (iii), (iv): Less than Significant Impact.** The project would result in a permanent increase of approximately 0.9 acre of impervious surfaces.

The proposed project would likely create additional runoff that would be discharged to the existing storm drain system and eventually to Warm Creek and/or the Santa Ana River. 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. Therefore, the project would result in less than significant impacts related to substantial erosion or siltation, the increase in the rate or amount of surface runoff that would result in flooding, the capacity of existing and planned stormwater drainage systems, or impeding or redirecting flood flows. Furthermore, BMPs would be designed and implemented to reduce the discharge of pollutants from the Caltrans storm drain system to the maximum extent practicable. Permanent treatment controls would be implemented to address the stormwater impacts caused by the project. Erosion control measures also would be used to address site soil stabilization and reduce deposition of sediments into adjacent surface waters. Typical measures would include the application of soil stabilizers, such as soil binders, temporary check dam, and temporary fiber rolls. Temporary water pollution control and permanent erosion control plans will be provided during the plans, specifications, and estimate design phase of the project. In addition, an NPDES General Construction permit and a SWPPP (see **WQ-2**) would be required to address sediment control during construction activities.

Permits that may be required include a Section 401 Water Quality Certification and a CDFW 1602 Streambed Alteration Agreement.

The project is not expected to have any significant impacts on water quality with implementation of measures **WQ-1** through **WQ-2**. A less than significant impact would occur as a result of increased runoff, altered drainage patterns, or water quality degradation.

**Response to Item d): No Impact.** Based on the Federal Emergency Management Agency Flood Insurance Rate Map (Map Numbers 06071C8683J and 06071C8679J), the proposed project is within an area designated as Zone X (Area of Minimal Flood Hazard). Flood risk is indicated on Flood Insurance Rate Maps with letters. Areas designated with letters B, C, or X represent moderate- and low-risk areas. Flood zones identified by letters A or V represent high-risk areas. The project would not risk the release of pollutants due to project inundation under these conditions.

**Response to Item e): No Impact.** The proposed project would not conflict with or obstruct implementation of the Water Quality Control Plan for the Santa Ana River Basin. Although the project would result in a permanent increase of approximately 0.9 acre of impervious surfaces, the implementation of permanent BMPs would minimize effects of increased runoff. Additionally, although the surface water body of the Santa Ana River recharges groundwater, no recharge basins were identified in the immediate project area. Changes, if any, to groundwater occurrences and levels due to project

construction and operation would not affect regional groundwater production detrimentally. Therefore, impacts would be less than significant.

*Avoidance, Minimization, and/or Mitigation Measures*

The following standard measures will be included for Hydrology and Water Quality.

**WQ-1**: Treatment BMPs will be implemented to the maximum extent practicable, consistent with the requirements of the NPDES permit and Waste Discharge Requirements for San Bernardino County Municipal Stormwater Permit Order No. R8-2010-0036, NPDES Permit No. CAS618036. The project design will incorporate post-construction measures and other permanent erosion control elements to ensure that stormwater runoff would not cause channel erosion or hydromodification within the Santa Ana River. The proposed project would comply with the Low Impact Development: Guidance and Standards for Transportation Projects for the Santa Ana Region Riverside County Co-Permittees. Transportation Projects will incorporate the following Low Impact Development Principles and BMPs to the maximum extent practicable: Conservation of natural areas to the extent feasible; Minimization of the impervious footprint; Minimization of disturbances to natural drainage; Design and construction of pervious areas to receive runoff from impervious areas; Use of landscaping that minimizes irrigation and runoff, promotes surface; and infiltration, and minimizes the use of pesticides and fertilizers.

The proposed project will incorporate storm water treatment BMPs that preserve the existing hydrology to the maximum extent practical. Runoff from the roadway will be conveyed to pervious swales. Pollutants in the storm water runoff from the roadway will be filtered through the pervious swales prior to being discharged from the project site. Maintenance of the roadside ditches will include debris, litter, and sediment removal.

**WQ-2**: The proposed project will comply with the provisions of the NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit), Order No. 2009-0009-DWQ, NPDES No. CAS000002, and any subsequent permits in effect at the time of construction.

The proposed project will comply with the Construction General Permit by preparing and implementing a SWPPP to address issues related to construction-related activities, equipment, and materials that have the potential to affect water quality. The SWPPP is a project-specific document which calculates the site's risk level during construction, includes guidelines for monitoring and reporting, and provides Erosion Control Plan and BMPs details for the construction site. The SWPPP also includes Construction Site BMPs, which are implemented to minimize sediment and erosion during construction. The SWPPP will identify the sources of pollutants that may

affect the quality of stormwater and include BMPs to control the pollutants, such as sediment control measures, catch basin inlet protection, construction materials management, and non-stormwater BMPs.

## XI. Land Use and Planning

Would the project:

| Question | CEQA Determination |
|---|---|
| a) Physically divide an established community? | No Impact |
| b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? | No Impact |

**Response to Item a): No Impact.** The proposed improvements would be primarily within existing ROW or temporary construction easements. Because Mt. Vernon Avenue is an existing roadway, no physical division would be created. 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. No impacts on existing established communities are anticipated.

**Response to Item b): No Impact.** The *City of Colton General Plan – Mobility Element* included policies that support circulation system improvements. Policy M1.2 of the *City of Colton General Plan* states that the City of Colton will "view all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in Colton" and Policy M-3.3 states that the City of Colton will "maintain the City's transportation infrastructure in good condition" (City of Colton 2013). Goal M-3 of the *City of Colton General Plan* states that the City of Colton will "develop a safe, efficient, and attractive street system that provides capacity to meet existing and future demand" and Goal M-4 states that the City of Colton will "provide appropriate access, logical configuration, and adequate capacity at freeway interchanges, street and rail intersections, and at bridges." The proposed project would help to fulfill the requirements in the aforementioned policies because the proposed project would include operational and safety improvements and reduce local traffic congestion along Mt. Vernon Avenue at the I-10 interchange. The proposed project also addresses bicycle and pedestrian modes of travel. Specifically, it upgrades bicycle access from Class III to Class II by use of a striped bicycle lane on the overcrossing, along with a wider raised sidewalk for pedestrian access. It also addresses ADA access with up-to-date curb ramps, crossing activators, and tactile sensors. Class II bicycle lanes provides a striped lane for dedicated bicycle travel while a Class III bikeway only provides shared use with motor vehicle traffic and is only identified by signage.

Due to heavy anticipated truck traffic on the eastbound off-ramp terminus, SBCTA will consider alternate pavement types at this location to remain consistent with the Caltrans Highway Design Manual Section 626.1(3). This has been included as a part of measure **LU-1**.

In addition, the I-10 Corridor Project (EA 08-0C250) proposes to widen I-10 to eight general purpose lanes plus four express lanes through the project area by 2029. This Mt. Vernon Avenue Improvements Project at I-10 would propose a bridge long enough to accommodate eight general purpose lanes and four express lanes with standard lane widths and shoulders. Thus, the project would not conflict with the planned I-10 Corridor Project.

The proposed project is also included in the SCAG 2020–2045 RTP/SCS under Project ID 4120198 and SCAG 2021 FTIP under Project ID 20190010. The current description in the FTIP and RTP is not consistent with the proposed project. However, with implementation of measure **TRA-2** (see Section XVII, *Transportation),* the FTIP will be amended prior to project approval and adoption of the final environmental document. Therefore, the proposed project would not conflict with any existing plans, policies, or regulations. No impact would occur.

*Avoidance, Minimization, and/or Mitigation Measures*

Refer to measure **TRA-2** in Section XVII, *Transportation*. In addition, the following measure will be included for Land Use and Planning.

**LU-1**: To remain consistent with the Caltrans Highway Design Manual (Section 626.1(3)), for avoidance of pavement failure due to heavy truck traffic and to maximize pavement life, during final design, SBCTA will consider alternate pavement types for the eastbound off-ramp terminus.

## XII. Mineral Resources

Would the project:

| Question | CEQA Determination |
|---|---|
| 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? | No Impact |
| 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? | No Impact |

**Response to Items a), b): No Impact.** The Surface Mining and Reclamation Act designates Mineral Resource Zones (MRZ) that are of statewide or regional importance. According to the City of Colton General Plan, the main mineral resource within the City of Colton is limestone deposits in and around Slover Mountain (City of Colton 1987). The proposed project site is designated as MRZ-2, which is an area that contains identified mineral resources. However, the proposed project site is already developed, and the proposed project would not change the land use of the area.

The proposed project would occur primarily within the existing transportation ROW. Partial acquisition will be necessary at 12 parcels. Temporary construction easements (TCEs) may be needed during the construction period; 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 classified or designated mineral deposits of statewide or regional significance are known to occur within the project area, nor is the project site within any active quarries, mines, or rock-milling operations. No impacts are anticipated.

*Avoidance, Minimization, and/or Mitigation Measures*

No measures are required for Mineral Resources.

## XIII. Noise

Would the project result in:

| Question | CEQA Determination |
|---|---|
| a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | Less Than Significant Impact |
| b) Generation of excessive groundborne vibration or groundborne noise levels? | Less Than Significant Impact |
| c) For a project located within the vicinity of a private airstrip or 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? | No Impact |

The information from this section is based on the *Noise Study Report* (Caltrans 2020j).

**Response to Item a): Less than Significant Impact.** Under CEQA, the baseline noise level is compared to the "build" noise level. Caltrans' Traffic Noise Analysis Protocol for New Highway Construction, Reconstruction, and Retrofit Barrier Projects (Protocol), takes the guidelines provided under 23 Code of Federal Regulations (CFR) 772 for preparing operational and construction noise studies and evaluating noise abatement and applies them to Caltrans projects. According to the 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., a 12-decibel [dB] increase) over the existing noise level. 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**.**

A field investigation was conducted to identify land uses that could be subject to traffic and construction noise impacts from the proposed project. Land uses in the project area were categorized by land use type and the extent of frequent human use. Although all developed land uses are evaluated in this analysis, the focus of this impact analysis is on locations of frequent human use that would benefit from a lowered noise level, such as locations with defined outdoor activity areas. For this project, the potentially affected noise-sensitive uses with defined outdoor activity areas consist of the back yards of residences and a hotel pool.

For the design year of 2045, traffic noise levels are predicted to range from 59 to 79 A-weighted decibels (dBA), hourly equivalent sound level ($L_{eq}$[h]), under no-build conditions and 60 to 79 dBA Leq(h) under build conditions. An increase of this

magnitude would be less than the threshold of significance for a substantial increase in traffic noise levels (12 dBA above existing levels).

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. Additionally, construction noise would be short term and intermittent—only lasting during the construction period—and construction would be conducted in accordance with Caltrans Standard Specifications Section 14.8-02 (Measure **NOI-1**). As such, the project's potential to expose people to or generate noise levels in excess of standards established in a general plan or noise ordinance, or applicable standards of other agencies, would be less than significant.

**Response to Item b): Less than Significant Impact.** Any groundborne noise or vibration would be intermittent and localized in the project area during the construction period. Construction would involve replacing a bridge structure within I-10 in an area that experiences noise levels consistent with an active interstate highway. In addition, the proposed project would comply with Caltrans Standard Specifications, as outlined in measure **NOI-1**. As such, impacts related to the generation of excessive groundborne vibration or groundborne noise would be less than significant.

**Response to Item c): No Impact.** The nearest airport to the proposed project is the San Bernardino International Airport, which is approximately 3.5 miles east of the project site. The proposed project is not located within the San Bernardino International Airport Planning Boundaries (City of San Bernardino 2005). The project would not expose people residing or working in the project area to excessive noise levels, and no receptor locations would experience a substantial increase over their existing noise levels; therefore, no impacts are anticipated to occur.

*Avoidance, Minimization, and/or Mitigation Measures*

The following Noise measure would be implemented to minimize potential 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 2018 Standard Specifications and Special Provisions.

## XIV. Population and Housing

Would the project:

| Question | CEQA Determination |
|---|---|
| a) Induce substantial unplanned 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)? | No Impact |
| b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? | No Impact |

**Response to Item a): No Impact.** The project primarily consists of the replacement of the existing Mt. Vernon Avenue Bridge with additional improvements along Mt. Vernon Avenue, East Valley Boulevard, and the I-10 westbound off-ramp and on-ramp, and would not induce population growth in the area, either directly or indirectly. The project would not result in any construction of new homes or businesses, nor would the project result in the need for roads or other infrastructure that would facilitate an increase in population. No impacts are anticipated.

**Response to Item b): No Impact.** The project would require partial acquisition of 12 parcels. No residences or businesses would need to be relocated as a result of implementing the project. No impacts are anticipated.

*Avoidance, Minimization, and/or Mitigation Measures*

No measures are required for Population and Housing.

## XV. Public Services

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:

| Question | CEQA Determination |
|---|---|
| a) Fire protection? | No Impact |
| b) Police protection? | No Impact |
| c) Schools? | No Impact |
| d) Parks? | No Impact |
| e) Other public facilities? | No Impact |

*Fire Protection*

**Response to Item a): No Impact.** Fire protection and emergency medical services in the study area are provided by the City of Colton Fire Department, which provides fire protection and emergency medical services to the City of Colton. The proposed project is within the service area of Station 211 at 303 East "E" Street in the City of Colton. Other nearby stations are Station 213 at 1100 South La Cadena Drive in the City of Colton and Station 214 at 1151 South Meadow Lane. Table 2-3, below, 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 roadway and lane closures and detours. This could lead to an increase in delay times for emergency response vehicles during construction; however, there are enough alternate access routes for service providers to still have ample access to all parts of the study area and neighboring communities. These detours and traffic lane closures would be included in the TMP (**TRA-1**; refer to Section XVII, *Transportation*) that is prepared in coordination with a public information program during construction.

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 permanent effect on the delivery of fire services after construction of the project. 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 proposed project would improve the ability of fire service providers to serve the community because it would reduce congestion and improve operational efficiency, which would likely reduce response times for these services. No impacts from operation of the proposed project would occur.

**Table 2-3. Fire, Police, and Emergency Medical Services**

| Facilities | Location | Distance from Project |
|---|---|---|
| **Fire** | | |
| Station 211 | 303 East "E" Street, Colton | 0.7 mile |
| Station 213 | 1100 South La Cadena Drive, Colton | 1.25 miles |
| Station 214 | 1151 South Meadow Lane, Colton | 1.25 miles |
| **Police** | | |
| Colton Police Department | 650 N La Cadena Drive, Colton | 0.8 mile |
| **Emergency Services** | | |
| Arrowhead Regional Medical Center | 400 N Pepper Avenue, Colton | 2.3 miles |

Source: Google Earth 2020.

*Police Protection*

**Response to Item b): No Impact.** Law enforcement and police protection services in the study area are provided by the Colton Police Department. As shown in Table 2-3, above, the nearest station is at 650 N La Cadena Drive in the City of Colton, approximately 0.8 mile northwest of the project footprint. As mentioned previously in the response to Item a), the temporary lane closure or detours could affect the response times for police service providers; however, there are enough alternative access routes that police service providers would still have ample access to all parts of the study area and neighboring communities. In addition, implementation of a construction-period TMP (**TRA-1**; refer to Section XVII, *Transportation*), 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. No impact would occur.

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.

*Schools*

**Response to Item c): No Impact.** The nearest school site is Washington High School at 900 East "C" Street in Colton, approximately 0.5 mile northeast of the project site. The proposed project would not result in accessibility problems to existing schools in the vicinity of the project and is not expected to result in any other impacts on school services.

*Parks*

**Response to Item d): No Impact.** Recreational resources within 0.5 mile of the project footprint are shown in Table 2-4, below. No parks are located within the project limits 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. As such, there would be no impacts on parks.

**Table 2-4. Parks within 0.5 mile of the Project's Limits of Disturbance**

| Park | Address | Distance from the Site (miles) |
|---|---|---|
| Colton Plunge Park | 670 Colton Avenue, Colton | 0.4 mile |
| Santa Ana River Trail | South and East of Mt. Vernon Avenue; South of I-10; West of I-215 | 0.45 mile |

Google Earth 2020

*Other Public Facilities*

**Response to Item e): No Impact.** OmniTrans operates its Route 1 along Valley Boulevard and Mt. Vernon Avenue. Route 1 connects San Bernardino Valley College to Arrowhead Regional Medical Center. In addition, two Omnitrans freeway express routes without bus stops also operate through the study area, the Route 215 buses along Mt. Vernon Avenue south of I-10 and Route 290 buses along I-10. Minor refinements to the locations of the Route 1 bus stops within the project area will be necessary. Coordination with OmniTrans is ongoing and will extend through final design. However, service would not be disrupted, and bus stops and routes would not be permanently removed as a result of the proposed project. Buses may experience temporary delays during construction, which would be addressed through implementation of the TMP (**TRA-1**; see Section XVII, *Transportation*). Avoidance, Minimization, and/or Mitigation Measures. No impacts from operation of the proposed project would occur.

*Avoidance, Minimization, and/or Mitigation Measures*

Refer to measure **TRA-1** in Section XVII, *Transportation*.

## XVI. Recreation

| Question | CEQA Determination |
|---|---|
| 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? | No Impact |
| 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? | No Impact |

**Response to Items a), b): No Impact.** The project consists of replacing the existing Mt. Vernon Avenue Bridge and providing additional improvements along Mt. Vernon Avenue, East Valley Boulevard, and the I-10 westbound off-ramp and on-ramp. As such, project implementation would not generate a substantial increase of use to any existing neighborhood or regional parks, or other recreational facilities such that substantial physical deterioration would occur, nor would it require the construction or expansion of existing recreational facilities.

*Avoidance, Minimization, and/or Mitigation Measures*

No measures are required for Recreation.

## XVII. Transportation

Would the project:

| Question | CEQA Determination |
|---|---|
| a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities? | No Impact |
| b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)? | No Impact |
| c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | No Impact |
| d) Result in inadequate emergency access? | Less Than Significant Impact |

**Response to Items a), b): No Impact.** The proposed project would not conflict with the County's congestion management program as established by the San Bernardino Associated Governments. The current proposed project description and cost are not consistent with relevant transportation planning documents, though the proposed project is included in SCAG's 2020-2045 RTP/SCS under Project ID 4120198 and SCAG's 2021 FTIP under Project ID 20190010. SBCTA is currently in the process of coordinating with SCAG to amend the FTIP so that the project description and total project cost, as reflected in the FTIP, match the project description and cost listed in Chapter 1, *Proposed Project*, of this document. With implementation of measure **TRA-2**, the FTIP will be amended prior to project approval and adoption of the final environmental document.

Additionally, the *City of Colton General Plan – Mobility Element* include policies that support circulation system improvements. Policy M1.2 of the *City of Colton General Plan* states that the City of Colton will "view all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in Colton" and Policy M-3.3 states that the City of Colton will "maintain the City's transportation infrastructure in good condition" (City of Colton 2013). Goal M-3 of the *City of Colton General Plan* states that the City will "develop a safe, efficient, and attractive street system that provides capacity to meet existing and future demand" and Goal M-4 states that the City of Colton will "provide appropriate access, logical configuration, and adequate capacity at freeway interchanges, street and rail intersections, and at bridges." The proposed project would help to fulfill the requirements in aforementioned policies. The proposed project also addresses bicycle and pedestrian modes of travel. Specifically, it upgrades bicycle access from Class III to Class II by use of a striped bicycle lane on the overcrossing, along with a wider raised sidewalk for pedestrian access. It also addresses Americans with Disabilities Act access with up-to-date curb ramps, crossing activators, and tactile sensors. The *Air Quality Report* (Caltrans 2021) prepared for the project concludes the project would have no meaningful effect on regional capacity or daily VMT in the transportation study area. Therefore, no impact

would occur. The proposed project would not 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. No impacts are anticipated in this regard.

**Response to Item c): 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 make operational improvements and reduce local traffic congestion along Mt. Vernon Avenue at the I-10 interchange. Therefore, no impact would occur.

**Response to Item d): Less than Significant Impact.** Construction activities may have the potential to result in temporary, localized, site-specific disruptions involving partial and/or complete roadway and lane closures and detours during the construction period. 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 (Measure **TRA-1,** below), which would avoid or minimize any potential impacts. In addition, construction of the project will be staged by constructing part of the bridge structure to the east of the existing structure first in order to minimize traffic disturbances and maintain all possible traffic movements during construction. Impacts would be less than significant during the construction period.

*Avoidance, Minimization, and/or Mitigation Measures*

The following avoidance and/or minimization measure would be implemented to minimize potential Transportation impacts.

**TRA-1**: Prior to construction, SBCTA will develop a TMP to avoid and/or minimize potential impacts on emergency services and commuters during construction.

**TRA-2:** Prior to project approval and adoption of the final environmental document, SBCTA will coordinate with SCAG to amend the RTP and FTIP to reflect the latest project description and cost.

## XVIII. Tribal Cultural Resources

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

| Question | CEQA Determination |
|---|---|
| a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC section 5020.1(k), or | Less Than Significant Impact |
| b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency will consider the significance of the resource to a California Native American tribe. | Less Than Significant Impact |

**Response to Item a), b): Less than Significant Impact.** The Native American Heritage Commission (NAHC) was contacted in July 2019 to request pertinent cultural resource information available in the SLF. The NAHC stated that the SLF search for the project was positive and recommended that San Manuel Band of Mission Indians be contacted for more information. Additionally, the NAHC provided a list of Native American tribes who might have knowledge of cultural resources in the project area.

Four Native American tribes were contacted under AB 52. Letters were sent on August 6, 2019, to the San Manuel Band of Mission Indians (Lee Clauss, Director of Cultural Resources), the Soboba Band of Luiseno Indians (Joseph Ontiveros, Tribal Historic Preservation Officer), the Gabrieleño Band of Mission Indians (Andrew Salas, Chairperson), and the Serrano Nation of Mission Indians (Wayne Walker, Co-Chairperson; and Mark Cochrane, Co-Chairperson).

On August 6, 2019, a letter was sent to Ms. Clauss with information regarding the proposed project, soliciting input from the Tribe concerning their knowledge of cultural resources of religious or cultural significance within the project area. Ms. Clauss responded via email on September 11, 2019, requesting consultation with Caltrans District 8. Ms. Clauss stated that the proposed project is located within Serrano ancestral territory and is of interest to the Tribe. Ms. Clauss also noted the NAHC's response that an SLF existed within the project area. Ms. Clauss identified the SLF as the "Historic *Yuhaaviatam* Migration Landscape, 1860s–1890s." However, Ms. Clauss noted that the landscape is not within the project APE. Ms. Clauss requested a copy of the Phase I archaeological investigation report and any site records generated as a result of that study. Finally, Ms. Clauss requested additional

information about the nature and location of construction activities and the probability that they would encounter previously undisturbed native soils. Caltrans shared electronic copies of the cultural resources reports as requested on April 26, 2021 with the San Manuel Band of Mission Indians. No additional response has been received to date, however Caltrans will continue consultation.

On August 6, 2019, a letter was sent to Mr. Ontiveros with information regarding the proposed project, soliciting input from the Tribe concerning their knowledge of cultural resources of religious or cultural significance within the project area. On September 15, 2020, follow-up emails were sent by ICF on behalf of Caltrans to Mr. Joseph Ontiveros of Soboba Band Luiseño Indians, requesting consultation and providing him with a copy of the original letter and map sent to him in September 2019. As of the time of this report, there was no response received from Mr. Ontiveros to either Gary Jones of Caltrans or to ICF. On September 25, 2020, a follow-up telephone call was placed to Mr. Ontiveros and a voicemail left offering details about the project and asking for his interest in consultation. As of the time of this report, there have been no responses from Mr. Ontiveros to either Gary Jones of Caltrans or to ICF.

On August 6, 2019, a letter was sent to Mr. Salas with information regarding the proposed project, soliciting input from the Tribe concerning their knowledge of cultural resources of religious or cultural significance within the project area. On August 13, 2019, an email with an attached from the Administrative Specialist of the Gabrieleño Band of Mission Indians – Kizh Nation was sent to Gary Jones of Caltrans. In the letter, Mr. Salas stated that the proposed project is within the Gabrieleño Band of Mission Indian's Ancestral Tribal Territory and that their Tribal Government engages in AB 52 consultation with the lead agency. The letter further stated that "This government to government consultation is intended to comply with AB 52 regulations regarding confidential information." Mr. Salas asked Caltrans to contact the project's lead agency to schedule an AB 52 consultation with their tribal government at their earliest convenience. Caltrans shared electronic copies of the cultural resources reports as requested on April 26, 2021 with the Gabrieleño Band of Mission Indians – Kizh Nation. No additional response has been received to date, however Caltrans will continue consultation.

On August 6, 2019, a letter was sent to Mr. Walker and Mr. Cochrane with information regarding the proposed project, soliciting input from the Tribe concerning their knowledge of cultural resources of religious or cultural significance within the project area. On September 15, 2020, follow-up emails were sent by ICF on behalf of Caltrans to Mr. Wayne Walker and Mr. Mark Cochrane, Co-Chairmen of Serrano Nation of Mission Indians, requesting consultation and providing them with a copy of the original letter and map that was sent to them in September of 2019. On September 25, 2020, a follow up telephone call was placed to Mr. Walker and to Mr. Cochrane and a voicemail left offering details about the project and asking for their interest in consultation. As of

the time of this report, there have been no responses from Mr. Walker or Mr. Cochrane to either Gary Jones of Caltrans or to ICF.

With implementation of **CR-1** and **CR-2**, including archaeological and Native American monitoring, impacts on Tribal Cultural Resources are anticipated to be less than significant.

*Avoidance, Minimization, and/or Mitigation Measures*

Refer to measures **CR-1** through **CR-2** in Section V, *Cultural Resources*.

## XIX. Utility and Service Systems

Would the project:

| Question | CEQA Determination |
|---|---|
| a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? | Less Than Significant Impact |
| b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years? | No Impact |
| c) 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? | No Impact |
| d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? | No Impact |
| e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? | No Impact |

**Response to Item a): Less Than Significant Impact.** The proposed project would not result in the need for new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities. Utility relocations would be required as part of the proposed project, including relocation of a pump station that collects water from I-10. In addition, some utility poles and overhead utilities may need to be relocated or raised. Any required relocations or protection measures would be coordinated with the utility owners. With implementation of measure **UT-1**, any required relocations or protection measures would be coordinated with the utility owners during final design to avoid extended service disruptions of utility operations.

As detailed in the *Scoping Questionnaire for Water Quality Issues for the I-10/Mt. Vernon Improvements Project* (Caltrans 2020i), the existing onsite drainage system would be maintained. The proposed project would increase the volume of runoff for the 100-year storm by about 6,000 cubic feet as compared to existing conditions. However, the discharge from the pump station to the Santa Ana River is not expected to result in a significant difference from existing conditions and would not result in an increase in erosion from discharges. The Santa Ana River has sufficient capacity to accommodate the additional discharges. Additionally, any water used during construction would be delivered from offsite water supplies. No long-term water supply would be required. Therefore, impacts would be less than significant.

**Response to Item b): No Impact.** The proposed project would not induce population or employment growth that would require a new water supply. Due to the nature and scope of the proposed improvements, which consists of the replacement of the existing Mt. Vernon Avenue Bridge with additional improvements along Mt. Vernon Avenue, East

Valley Boulevard, and the I-10 westbound off-ramp and on-ramp, no impacts are anticipated on water supplies.

**Response to Item c): No Impact.** The project is not expected to increase the demand for wastewater treatment providers or result in inadequate capacity for wastewater treatment providers beyond their current existing commitments because the project would not require wastewater treatment. As the project primarily consists of replacing a bridge structure along I-10, construction activities would not be expected to increase capacity of existing wastewater treatment facilities. As such, no impacts are anticipated in this regard.

**Response to Item d): No Impact.** The proposed project primarily consists of the replacement of the existing Mt. Vernon Avenue Bridge with additional improvements along Mt. Vernon Avenue, East Valley Boulevard, and the I-10 westbound off-ramp and on-ramp, and would require fill material and modification to the existing drainage facilities. However, these improvements would not have any effects on the existing flows. Due to the nature of the project improvements, the project would generate a minimal amount of solid waste. Furthermore, it is Caltrans' policy to recycle construction materials whenever possible. As such, the project would not impair the attainment of the state's solid waste reductions goals.

**Response to Item e): No Impact.** The proposed project would require the use of a local landfill, if applicable, to dispose of construction materials. The use of local landfills would be temporary during construction. As discussed in Section IX, *Hazards and Hazardous Materials,* relocation or replacement of guard rails, power poles, and roadside signs on wooden posts may generate treated wood waste if the wooden posts are unable to be reused. The nearest facility that accepts treated wood waste is at a Hazmat Treatment, Storage, and Disposal Facility (TSDF) in the unincorporated community of Bloomington, approximately four miles east of the project area (San Bernardino County 2021). It is Caltrans' policy to recycle materials whenever possible, and the project is expected to comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

*Avoidance, Minimization, and/or Mitigation Measures*

The following avoidance and/or minimization measure would be implemented to minimize potential utility and service systems impacts.

**UT-1**: During final design, SBCTA will coordinate with utility owners regarding any required relocations or protection measures to ensure that relocations would not adversely affect customer service or utility operations.

## XX. Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

| Question | CEQA Determination |
|---|---|
| a) Substantially impair an adopted emergency response plan or emergency evacuation plan? | No Impact |
| b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? | No Impact |
| c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? | No Impact |
| d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? | No Impact |

**Response to Items a), b), c), and d): No Impact.** The project would not impair an adopted emergency response plan or emergency evacuation plan. The project primarily consists of the replacement of the existing Mt. Vernon Avenue Bridge with additional improvements along Mt. Vernon Avenue, East Valley Boulevard, and the I-10 westbound off-ramp and on-ramp. The project would not exacerbate wildfire risks, construct additional structures beyond replacing the existing bridge, or expose occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Based on the CAL FIRE Fire Hazard Severity Zones Map for the County of San Bernardino, the project is not in an area designated as a fire hazard zone (CAL FIRE 2020). In addition, the proposed project is not in or near any areas designated as LRA Very High or LRA High risk areas of the fire hazard severity zones. The project would not require the installation or maintenance of infrastructure that may exacerbate fire risk and would not result in temporary or ongoing impacts on the environment. Furthermore, the project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes. Therefore, the proposed project is not anticipated to exacerbate wildfire risks, and no impact would occur.

*Avoidance, Minimization, and/or Mitigation Measures*

No measures are required for Wildfire.

## XXI. Mandatory Findings of Significance

| Question | CEQA Determination |
|---|---|
| a) Does the project have the potential to substantially 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, substantially 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? | Less Than Significant with Mitigation Incorporated |
| 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)? | Less Than Significant Impact |
| c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | Less Than Significant Impact |

**Response to Item a): Less than Significant Impact with Mitigation.** As discussed in Section IV, *Biological Resources*, a temporary impact of 0.05 acre on disturbed California buckwheat scrub may occur. However, as verified during field surveys, this vegetation is on the southern side of the freeway fence and would be avoided during construction. Therefore, no direct impacts are expected. However, there may still be impacts on this community as a result of adjacent construction, notably from the spread of exotic plant species and the spread of dust. Section 7 consultation with USFWS will not be required for this project, and there has been no Federal Endangered Species Act consultation to date for this project. On March 9, 2021, a California Natural Diversity Database list was obtained through the CDFW database. Based on the surveys and analysis presented in the NES (Caltrans 2020c), as well as the lack of suitable habitat within the BSA, Caltrans has determined that the project would have "no take" of state-listed threatened, endangered, or candidate endangered species.

To date, there has been no coordination with regulatory agencies regarding onsite wetlands and aquatic features. Based on the project impacts listed in Table 2-2, the project will require permits for impacts to aquatic features. Coordination with these agencies would occur during the permitting process. Impacts are expected to be less than significant with implementation of measures **BIO-5** through **BIO-8**, which are described in detail in Section IV, *Biological Resources.*

As discussed in Section VII, *Geology and Soils*, 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 (see **PAL-1** in Section VII, *Geology and Soils*) will be prepared. The PMP provides steps to minimize impacts if fossils are discovered. Therefore, the

proposed project would have a less than significant impact related to a period of California prehistory through the incorporation of mitigation.

**Response to Item b): Less than Significant Impact.** 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.

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.

In addition to planned Caltrans and SBCTA projects, a review of the City's and County's websites was conducted in order to compile a list of past, present, and reasonably foreseeable future projects. The projects are listed below in Table 2-5.

**Table 2-5. Cumulative Projects List**

| Name | Jurisdiction | Description | Status | Distance |
|---|---|---|---|---|
| I-10 Corridor Project | SBCTA, in partnership Caltrans | The project will widen I-10 to include eight general purpose lanes and four Express lanes from the White Avenue overcrossing to Live Oak Canyon Road Overcrossing | Construction | Through project area |

**Table 2-5. Cumulative Projects List**

| Name | Jurisdiction | Description | Status | Distance |
|---|---|---|---|---|
| Mt. Vernon Avenue Bridge | SBCTA, in partnership with City of San Bernardino and Caltrans | This project is north of the Mt. Vernon Avenue Improvements Project at I-10 being studied in this report. The Mt. Vernon Avenue Bridge Project will remove and replace the existing bridge over the BNSF Intermodal Railway Yard in the City of San Bernardino. Improvements at the southern end of the bridge will include retaining walls, along both sides with 3rd Street closed during construction, but opened to traffic permanently after construction is complete. | Construction anticipated to begin in 2022. | 2.8 miles north |
| I-215 Barton Road | SBCTA | The I-215 Barton Road interchange project will improve traffic congestion and lengthen the existing bridge to enhance local circulation and access to and from I-215. | Under construction | 2.2 miles southwest |
| I-10/Cedar Avenue | SBCTA | The reconstruction of the I-10/Cedar Avenue interchange includes widening the I-10 overcrossing, replacing the railroad bridge, roadway improvements along Cedar Avenue from Bloomington Avenue to Orange Street, and adding capacity to the ramps. The improvements will decrease congestion and improve traffic operations. | Design | 5 miles west |
| Mt. Vernon Avenue/UPRR Overhead Bridge Widening Project | City of Colton | The project proposes to widen the existing two-lane Mt Vernon Avenue bridge over the UPRR to a four-lane bridge in order to accommodate additional traffic from the eastbound I-10 off- and on-ramps to Mission Street. | Construction anticipated to begin in January 2022 | Directly adjacent south |
| La Cadena Drive over Santa Ana River Bridge Replacement Project | City of Colton | Replace the existing La Cadena Drive bridge with a new 98-foot-wide bridge | Construction anticipated to be completed 2022 | 1.7 miles northeast |

**Table 2-5. Cumulative Projects List**

| Name | Jurisdiction | Description | Status | Distance |
|---|---|---|---|---|
| Tropica Ranch Commerce Center | City of Colton | The project is a series of three industrial buildings comprising office space, parking, and landscaping on approximately 20 acres located on the west side of South La Cadena Drive just south of the Santa Ana River in the City of Colton. | Construction anticipated to be completed in 2021 | 1.9 miles southwest |
| Barton Road Logistics Center | City of Colton | The project proposes the redevelopment of a 45.51 acre site with two industrial warehouse logistics facilities in the southwestern of the City of Colton at the boundary with the city of Grand Terrace. | Construction anticipated to complete in May 2022. | 2.5 miles southwest |
| Roquet Ranch Specific Plan | City of Colton | The Specific Plan allows for the development with up to 874 residential units, 1.2 acres of commercial use, a school, fire station, RV parking area, 19.3 acres of recreational open space, and 199.7 acres of open space. | Environmental completed in 2017. | 2.9 miles southwest |
| Litton / Bostick Hillside Residential Project | City of Colton | The proposed project would construct 88 residential units on a 49-acre site in the southwest portion of the City of Colton. | Environmental began in 2020. | 2.4 miles southwest |
| Colton Community Soccer Park | City of Colton | The proposed project would construct a 21 acre community soccer park facility located to the Santa Ana River in the central portion of the City of Colton. | Construction anticipated to be completed in 2021. | 1 mile southwest |
| Bloomington Business Park Specific Plan | County of San Bernardino | The Specific Plan allows for the development of an industrial business park on 213 acres with up to 3.2 million square feet of development in the unincorporated community of Bloomington. | Environmental ongoing in 2021. | 5.3 miles east |
| 10336 Alder Avenue Industrial Project | County of San Bernardino | The project proposes to demolish existing structures and construct an approximately 174,780 square foot warehouse building on a 9.44 acre site in the unincorporated community of Bloomington. | Construction anticipated to be completed in 2021. | 6.1 miles east |

**Table 2-5. Cumulative Projects List**

| Name | Jurisdiction | Description | Status | Distance |
|---|---|---|---|---|
| Slover Distribution Center | County of San Bernardino | The project proposes to construct a 344,000 square foot industrial warehouse building in the unincorporated community of Bloomington. | Environmental completed in 2018. | 5.6 miles east |
| Spring Mountain Ranch Specific Plan | County of San Bernardino | The Spring Mountain Ranch Specific Plan is a master planned residential development located in the community of Highgrove and allows for the development of up to 1,461 residential units on 792 acres. | Development ongoing. | 4 miles south |
| Valley Corridor Specific Plan | County of San Bernardino | The Valley Corridor Specific Plan proposes to support the development of up to 1,093 housing units and up to 1.9 million square feet of nonresidential building square footage in the unincorporated community of Bloomington. | Specific Plan developed in 2016. | 5.5 miles east |

Source: SBCTA 2021, City of Colton 2021, San Bernardino County 2021

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, energy, land use, mineral resources, population and housing, public services, or recreation, and it would not contribute either directly or indirectly to a cumulatively considerable impact in these resource areas. The proposed project would not result in cumulative impacts because the anticipated impacts on the abovementioned resource areas would not be significant. The proposed project does not have the potential to result in a 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 or a less than significant impact with mitigation, 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 potentially considerable degree when combined with past, present, and reasonably foreseeable future projects are aesthetics, air quality, biological resources, cultural resources, paleontological resources, geology/soils, greenhouse gas emissions, hazards/hazardous materials, hydrology/water quality, noise, transportation/traffic, utilities/service systems, and tribal cultural resources. A cumulative evaluation for these environmental resource topic areas is provided below.

*Aesthetics*

The resource study area for aesthetics is considered to be the area within one mile of the project site. The typical land uses within this area include recreational resources, single-family residences, open space, and undeveloped land. Visual quality within the project area is moderate, and no 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 Gabriel, San Bernardino, Jurupa, and Boxspring mountains, as well as Crafton Hills and the Badlands. The proposed project corridor would retain its existing alignment and topographic variation, only call for minor land acquisition, and not result in any substantial change to the existing viewshed. Views of primary and secondary visual resources would therefore be retained.

When considered in conjunction with the aesthetic impacts associated with identified cumulative projects, the incremental effect of the proposed project on visual resources is not deemed cumulatively significant under CEQA. All of the cumulative projects would retain the same land uses and would not represent a substantial change to the existing viewshed. Therefore, the proposed project, in consideration with the cumulative projects, would not result in a significant cumulative impact related to aesthetics.

*Air Quality*

The resource study area for the project is within the SCAB, which is under the jurisdiction of SCAQMD. The U.S. Environmental Protection Agency (USEPA) has classified the SCAB as an extreme nonattainment area for the federal eight-hour ozone standard. The USEPA has classified the SCAB as a serious nonattainment area for the federal $PM_{2.5}$ standard and a serious maintenance area for $PM_{10}$. CARB has classified the SCAB as a nonattainment area for the state one-hour $O_3$ standard and for the state eight-hour $O_3$ standard. CARB has classified the SCAB as a nonattainment area for the state $PM_{10}$ and $PM_{2.5}$ standards. SCAQMD is responsible for managing the SCAB's air resources and bringing the basin into attainment with respect to federal and state air quality standards. To achieve this goal, SCAQMD prepares and updates the SCAB air quality management plans for various pollutants with emissions inventories that are based on data from SCAG, including the regional transportation planning documents that are prepared by SCAG.

The proposed project is included in the SCAG 2020-2045 RTP/SCS under project ID 4120198 and has been incorporated into the SCAG 2021 FTIP under project ID 20190010. FHWA and the Federal Transit Administration approved the 2020-2045 RTP/SCS on June 5, 2020, and the 2021 FTIP on April 16, 2021. Because the proposed project is included as proposed in both the SCAG 2020–2045 RTP/SCS and the 2021 FTIP, which were found to conform to the SIP responsible for attaining and maintaining compliance with air quality standards, the proposed project would not conflict with or obstruct implementation of an air quality plan. Thus, air quality impacts would not be cumulatively considerable.

*Biological Resources*

The resource study area for biological resources includes the area within a one mile radius of the project site. This area considers the minimal, incremental effects of the project on biological resources within the project vicinity, as well as other projects in the region with similar levels of development and types of biological resources. The schedule of the Mt. Vernon Bridge and the I-10/Cedar Avenue projects are unknown at this time, but could overlap with the proposed project.

The proposed project required several studies, including a comprehensive literature search and general field surveys. General field surveys included a general habitat assessment/reconnaissance survey to determine suitability of the BSA to support special status plant and wildlife species. A temporary impact of 0.05 acre on disturbed California buckwheat scrub may occur. However, as verified during field surveys, this vegetation is on the southern side of the freeway fence and would be avoided during construction. Therefore, no direct impacts are expected. There may still be indirect impacts on this community as a result of adjacent construction, notably from the spread of exotic plant species and the spread of dust. However, because the project is not anticipated to result in a direct impact on these communities, the project is not anticipated to contribute to a cumulatively considerable impact.

A total of 0.05 acre (488 linear feet) of non-wetland waters is classified as waters of the State and subject to RWQCB regulatory jurisdiction under the Porter-Cologne Act. Waters of the State are any surface of groundwater, including both natural and artificial channels, within the boundaries of the State (Water Code Section 13050(e)). Additionally, 0.10 acre (488 linear feet) of unvegetated streambed occurs within the survey area and would be subject to CDFW jurisdiction pursuant to Sections 1600–1616 of the California Fish and Game Code. Implementation of measures **BIO-5** through **BIO-8** would ensure that impacts on jurisdictional and other waters would remain at a less than significant level and that no cumulative impacts would occur.

In general, given that the project area is surrounded primarily by similarly highly degraded and disturbed habitat, and measures are being implemented to reduce disturbances to the biological environment as a part of the project, the project is generally anticipated to have negligible-to-minor cumulative effects on natural communities

*Cultural/Paleontological Resources*

The resource study area includes the area within a 0.5 mile radius of the project. The construction schedule for the cumulative projects that could occur in the vicinity of the proposed project is unknown at this time, but could potentially overlap with the proposed project.

The project vicinity represents an area of high paleontological sensitivity. Measure **CR-2** (see Section V, *Cultural Resources*) would reduce these impacts. Future project in the

area could also be located in this area of high paleontological resource sensitivity and could have the potential to affect these resources. 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 (measure **PAL-1**), 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 resource study area includes the area within a 0.5 mile radius of the project. The proposed project, in conjunction with other planned project 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.

*Greenhouse Gas Emissions*

Greenhouse gas (GHG) emissions and climate change are exclusively cumulative impacts; there are no non-cumulative GHG emissions impacts from a climate change perspective. Climate change is the result of cumulative global emissions. No single project, when considered in isolation, can cause climate change because a single project's emissions are not enough to change the radiative balance of the atmosphere. Because climate change is the result of GHG emissions, and GHGs are emitted by innumerable sources worldwide, global climate change may have a significant cumulative impact on the natural environment, as well as human development and activity. As such, GHGs and climate change are cumulatively considerable, even though the contribution may be individually limited (SCAQMD 2008). SCAQMD methodology and thresholds are thus cumulative in nature.

As discussed above and in additional detail in Chapter 3, *Climate Change*, the project would be consistent with adopted plans and regulations that aim to reduce GHG emissions. Therefore, the project would not contribute to a cumulatively significant impact related to GHG emissions and climate change.

*Hazards/Hazardous Materials*

The resource study area includes the area within a 0.5 mile radius of the project. 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** through **HAZ-4** 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 further reduce the impact.

As with the proposed project, cumulative projects would require site grading and the use and transport of petroleum-based lubricants, solvents, fuels, and paints to and from the site and 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. However, these impacts would also occur in small localized areas intermittently.

Therefore, the proposed project, in combination with the cumulative projects, would not result in a significant cumulative impact related to hazards and hazardous materials.

*Hydrology and Water Quality*

This cumulative analysis examines the effects of the proposed project in combination with other current projects, probable future projects, and projected future growth. The geographic context for the analysis of cumulative impacts associated with surface hydrology and water quality is the Middle Santa Ana River watershed. The context for groundwater hydrology is the Upper Santa Ana Valley Groundwater Basin and the southeastern part of the Rialto-Colton Subbasin. The context for cumulative hydrology and water quality impacts is geographic and a function of whether impacts could affect surface water features/watersheds, municipal storm drainage systems of San Bernardino County, floodplain, or groundwater, each of which has its own physical boundary.

Development of the proposed project, combined with other past and future development within the potentially affected geographic area, could degrade stormwater quality through an increase in impervious surface area as well as an increase in contaminated runoff, which could ultimately violate water quality standards and affect beneficial uses within the Santa Ana River watershed groundwater basins. The quality of stormwater runoff varies with surrounding land uses, topography, and the amount of impervious

cover, as well as the intensity and frequency of irrigation or rainfall. During construction, runoff may contain sediments, as well as construction materials and wastes (e.g., concrete debris), resulting from site clearing, demolition/pavement removal, cut-and-fill activities, minor grading and excavation, and construction and paving. During operation, runoff may contain oil, grease, metals that accumulate in streets and driveways, pesticides, herbicides, particulate matter, nutrients, animal waste, litter, and oxygen-demanding substances from landscaped areas. The highest pollutant concentrations are generally in stormwater runoff generated at the beginning of the wet season and during the “first-flush,” when approximately 80 percent of all accumulated pollutants are washed off surfaces with the first 0.5 inch of rainfall, with street surfaces being the primary sources of pollutants in urban areas.

Cumulative development could affect water quality if the land use changes, the intensity of the land use changes, and/or drainage conditions are altered to facilitate the introduction of pollutants to surface or groundwater resources. Changes in land use would alter the type and amount of pollutants in stormwater runoff (e.g., higher fecal coliform concentrations are present in runoff from residential lands compared with commercial lands). An increase in the intensity of a land use would increase potential pollutant loads. Alterations in drainage patterns could increase pollutant loads by increasing the amount of stormwater runoff, transporting pollutants in stormwater runoff, causing or contributing to erosion if the rate of runoff increases, or exposing vulnerable areas to infiltration or runoff.

Construction of the proposed project, as well as other planned projects in the vicinity, would result in surface disturbances through the grading and compaction associated with typical development activities. Existing vegetation would be removed, thereby increasing the potential for erosion. Consistent with municipal stormwater programs required by the MS4 Permit and Construction General Permit, the project-specific SWPPP would include construction BMPs. Therefore, the proposed project would not contribute to a cumulative water quality impact during construction.

During project operation, the proposed project could contribute to the degradation of water quality and a cumulative impact if any altered land use would result in an increase in the type and concentration of pollutants in stormwater runoff. New development projects would increase impervious surface areas, which would result in increased stormwater runoff. Therefore, new development projects would need to be consistent with the municipal stormwater programs from San Bernardino County and City of Colton and include post-construction design measures, such as Low-Impact Development, vegetative areas, and biofiltration swales, which provide water quality treatment. The proposed project does not represent a significant departure from the existing land use of the area, but does increase the impervious surface area. The proposed project would comply with pre- and post-construction stormwater controls, and the proposed project would not have adverse effects on water quality in the project area; therefore, the proposed project would not contribute to a cumulative water quality impact.

Additionally, related projects would need to analyze current storm drain systems to assess runoff capacity. Cumulative growth and development could cause an increase in stormwater runoff, which would have an impact on the current storm systems. If the storm drain system does not have adequate capacity for increased runoff, it would need to be upgraded to accommodate the increases. Assessment would need to be analyzed during new development to make sure the increase in stormwater is managed appropriately.

Related projects would need to implement project-specific measures, such as complying with the NPDES Construction General Permit (for projects disturbing more than one acre) and MS4 Permits, City of Colton requirements and guidance, and BMPs during the construction phase. These measures would prevent future development within the Santa Ana River watershed from having a cumulative adverse water quality impact. Cumulative impacts on water quality, as well as the proposed project's contribution to cumulative impacts, would not be cumulatively considerable.

*Noise*

The resource study area includes the area within a 0.5 mile radius of the project. The proposed project would result in a permanent increase in noise that is less than the threshold of significance for a substantial increase in traffic noise levels (12 dBA above existing levels). Construction noise would be short term and intermittent—only lasting during the construction period of approximately 19 months—and construction would be conducted in accordance with Caltrans Standard Specifications Section 14.8-02 (Measure **NOI-1**). Construction noise impacts could be more severe if the construction period overlaps with other construction projects in the vicinity, however none of the cumulative projects identified in Table 2-5 are within 0.5 miles of the proposed project. As such, the project would not contribute to a cumulatively significant impact related to noise.

*Transportation*

The resource study area includes the area within a 0.5 mile radius of the project site. The proposed project and the future transportation projects would include the preparation of a TMP which 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 impacts would be temporary and less than significant with implementation of **TRA-1** (see Section XVII, *Transportation*). Construction-related impacts from the proposed project would not result in cumulatively considerable traffic impacts.

Cumulative projects 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 City of Colton and San Bernardino County would coordinate the timing of project detours and lane closures for all projects in the area in order to minimize traffic impacts. 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.

*Utilities and Service Systems*

The resource study area includes the area within a 0.5 mile radius of the project site. The construction schedule for the cumulative projects are unknown at this time, but could overlap with the proposed project. The proposed project would generate a minimal amount of wastewater, would not require the construction of new drainage facilities, would have sufficient water supplies, and would be served by a landfill with sufficient permitted capacity. As with the proposed project, the other cumulative projects would likely generate a minimal amount of wastewater, have sufficient water supplies, and be served by a landfill with sufficient space. Therefore, the proposed project, in consideration with other projects that may occur during the same timeframe, would not result in a significant impact related to utilities and service systems.

*Tribal Cultural Resources*

The resource study area includes the area within a 0.5 mile radius of the project. Given the limited number of projects in the vicinity of the proposed project and that the construction schedule of the related project is unknown, the potential for cumulative impacts would not be substantial. With implementation of measures **CR-1** through **CR-2** (see Section V, *Cultural Resources*), impacts resulting from the proposed project, in combination with the cumulative projects, would not result in a significant cumulative impact related to tribal cultural resources.

As discussed in detail above, 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.

**Response to Item 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. Potential effects that could result in substantial exposure of persons to hazards during construction of the project are fully addressed with listed avoidance and minimization measures, as discussed in detail in prior sections, and no temporary or permanent impacts have been identified as significant in this Initial Study. Avoidance and minimization measures would be implemented in order to avoid, minimize, and/or mitigate the effects the project would have on the human environment.

*Avoidance, Minimization, and/or Mitigation Measures*

No measures that have not already been identified for other topics are required for Mandatory Findings of Significance.

# Chapter 3 Climate Change

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 by the United Nations and World Meteorological Organization in 1988 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 ($SF_6$), and various hydrofluorocarbons (HFCs). $CO_2$ is the most abundant GHG and is a naturally occurring component of Earth's atmosphere. Fossil-fuel combustion is the main source of additional, human-generated $CO_2$.

Two terms are typically used when discussing how we address the impacts of climate change: GHG *mitigation* and *adaptation*. GHG *mitigation* covers the activities and policies aimed at reducing GHG emissions to limit or "mitigate" the impacts of climate change. *Adaptation*, on the other hand, is concerned with planning for and responding to impacts resulting from climate change (e.g., adjusting transportation design standards to withstand more intense storms and higher sea levels). This analysis will include a discussion of both.

## Regulatory Setting

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

*Federal*

To date, no national standards have been established for nationwide mobile-source GHG reduction targets, nor has any regulation or legislation been enacted specifically to address climate change and GHG emissions reduction at the project level.

The National Environmental Policy Act (NEPA) (42 United States Code [USC] Part 4332) requires federal agencies to assess the environmental effects of their proposed actions prior to making a decision on the action or project. The Federal Highway Administration (FHWA) recognizes the threats that extreme weather, sea-level change, and other changes in environmental conditions pose to valuable transportation infrastructure and those who depend on it. FHWA, therefore, supports a sustainability approach that assesses vulnerability to climate risks and incorporates resilience into

planning, asset management, project development and design, and operations and maintenance practices (FHWA 2019). This approach encourages planning for sustainable highways by addressing climate risks while balancing environmental, economic, and social values—"the triple bottom line of sustainability" (FHWA n.d.). Program and project elements that foster sustainability and resilience also support economic vitality and global efficiency, increase safety and mobility, enhance the environment, promote energy conservation, and improve the quality of life.

Various efforts have been promulgated at the federal level to improve fuel economy and energy efficiency to address climate change and its associated effects. The most important of these was the Energy Policy and Conservation Act of 1975 (42 USC Section 6201) and Corporate Average Fuel Economy (CAFE) Standards. This act establishes fuel economy standards for on-road motor vehicles sold in the United States. Compliance with federal fuel economy standards is determined through the CAFE program, based on each manufacturer's average fuel economy for the portion of its vehicles produced for sale in the United States.

**Energy Policy Act of 2005, 109th Congress H.R. 6 (2005–2006):** This act sets forth an energy research and development program covering (1) energy efficiency; (2) renewable energy; (3) oil and gas; (4) coal; (5) the establishment of the Office of Indian Energy Policy and Programs within the Department of Energy; (6) nuclear matters and security; (7) vehicles and motor fuels, including ethanol; (8) hydrogen; (9) electricity; (10) energy tax incentives; (11) hydropower and geothermal energy; and (12) climate change technology.

The USEPA, in conjunction with the National Highway Traffic Safety Administration (NHTSA), is responsible for setting GHG emission standards for new cars and light-duty vehicles to significantly increase the fuel economy of all new passenger cars and light trucks sold in the United States. Fuel efficiency standards directly influence GHG emissions.

*State*

California has been innovative and proactive in addressing GHG emissions and climate change by passing multiple Senate and Assembly bills and executive orders (EOs), including, but not limited to, the following:

- **EO S-3-05** (June 1, 2005) outlines the goal of reducing California's GHG emissions to: (1) year 2000 levels by 2010; (2) year 1990 levels by 2020; and (3) 80 percent below year 1990 levels by 2050. This goal was further reinforced with the passage of AB 32 in 2006 and Senate Bill (SB) 32 in 2016.
- **AB 32,** Chapter 488, 2006, Núñez and Pavley, The Global Warming Solutions Act of 2006, codified the 2020 GHG emissions reduction goals outlined in EO S-3-05, while further mandating that the California Air Resources Board (CARB) create a scoping

plan and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases." The Legislature also intended that the statewide GHG emissions limit continue in existence and be used to maintain and continue reductions in emissions of GHGs beyond 2020 (Health and Safety Code § 38551(b)). The law requires CARB to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective GHG reductions.

- **EO S-01-07** (January 18, 2007) sets forth the low carbon fuel standard (LCFS) for California. Under this EO, the carbon intensity of California's transportation fuels is to be reduced by at least 10 percent by the year 2020. CARB re-adopted the LCFS regulation in September 2015, and the changes went into effect on January 1, 2016. The program establishes a strong framework to promote the low-carbon fuel adoption necessary to achieve the Governor's 2030 and 2050 GHG reduction goals.
- **SB 375**, Chapter 728, 2008, Sustainable Communities and Climate Protection, requires CARB to set regional emissions reduction targets for 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 how it will achieve the emissions target for its region.
- **SB 391**, Chapter 585, 2009, California Transportation Plan (CTP), requires the State's long-range transportation plan to identify strategies to address California's climate change goals under AB 32.
- **EO B-16-12** (March 2012) orders State entities under the direction of the Governor, including CARB, the California Energy Commission, and the Public Utilities Commission, to support the rapid commercialization of zero-emission vehicles. It directs these entities to achieve various benchmarks related to zero-emission vehicles.
- **EO B-30-15** (April 2015) establishes an interim statewide GHG emission reduction target of 40 percent below 1990 levels by 2030 to ensure California meets its target of reducing GHG emissions to 80 percent below 1990 levels by 2050. It further orders all state agencies with jurisdiction over sources of GHG emissions to implement measures, pursuant to statutory authority, to achieve reductions of GHG emissions to meet the 2030 and 2050 GHG emissions reductions targets. It also directs CARB to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of carbon dioxide equivalent ($MMTCO_2e$).[1] Finally, it requires the Natural Resources Agency to update the state's climate adaptation strategy, *Safeguarding California*, every three years, and to ensure that its provisions are fully implemented.

[1] GHGs differ in how much heat each trap in the atmosphere (global warming potential, or GWP). $CO_2$ is the most important GHG, so amounts of other gases are expressed relative to $CO_2$, using a metric called "carbon dioxide equivalent" ($CO_2e$). The global warming potential of $CO_2$ is assigned a value of 1, and the GWP of other gases is assessed as multiples of $CO_2$.

- **SB 32**, Chapter 249, 2016, codifies the GHG reduction targets established in EO B-30-15 to achieve a mid-range goal of 40 percent below 1990 levels by 2030.
- **SB 1386**, Chapter 545, 2016, declares

  > it to be the policy of the state that the protection and management of natural and working lands …is an important strategy in meeting the state's GHG reduction goals, and would require all state agencies, departments, boards, and commissions to consider this policy when revising, adopting, or establishing policies, regulations, expenditures, or grant criteria relating to the protection and management of natural and working lands.

- **AB 134**, Chapter 254, 2017, allocates GHG reduction funds and other sources to various clean vehicle programs, demonstration/pilot projects, clean vehicle rebates and projects, and other emissions-reduction programs statewide.
- **SB 743**, Chapter 386 (September 2013), changes the metric of consideration for transportation impacts pursuant to CEQA from a focus on automobile delay to alternative methods focused on vehicle miles travelled, to promote the state's goals of reducing GHG emissions and traffic-related air pollution and promoting multimodal transportation while balancing the needs of congestion management and safety.
- **SB 150**, Chapter 150, 2017, Regional Transportation Plans, requires CARB to prepare a report that assesses progress made by each metropolitan planning organization in meeting their established regional GHG emission reduction targets.
- **EO B-55-18** (September 2018) sets a new statewide goal to achieve and maintain carbon neutrality no later than 2045. This goal is in addition to existing statewide targets of reducing GHG emissions.
- **EO N-19-19** (September 2019) advances California's climate goals in part by directing Caltrans to leverage annual transportation spending to reverse the trend of increased fuel consumption and reduce GHG emissions from the transportation sector. It orders a focus on transportation investments near housing, managing congestion, and encouraging alternatives to driving. This EO also directs CARB to encourage automakers to produce more clean vehicles, formulate ways to help Californians purchase them, and propose strategies to increase demand for zero-emission vehicles.

## Environmental Setting

The proposed project is in an urban area of San Bernardino County with a well-developed road and street network. The existing Mt. Vernon Avenue is a major north–south arterial, and I-10 is a major east–west route that stretches from the Pacific to the Atlantic Oceans. The project area is mainly surrounded by transportation infrastructure (freeway and railyard), with commercial and residential uses within 2,000 feet of the construction ROW. Traffic congestion during peak hours is not uncommon in the project

area. The SCAG 2020–2045 RTP/SCS guides transportation and housing development in the project area. The San Bernardino County Regional Transportation Authority's *Regional Greenhouse Gas Reduction Plan* (2014) addresses GHGs in the project area.

A GHG emissions inventory estimates the amount of GHGs discharged into the atmosphere by specific sources over a period of time, such as a calendar year. Tracking annual GHG emissions allows countries, states, and smaller jurisdictions to understand how emissions are changing and what actions may be needed to attain emission reduction goals. USEPA is responsible for documenting GHG emissions nationwide, and CARB does so for the state, as required by California Health and Safety Code Section 39607.4.

*National GHG Inventory*

USEPA prepares a national GHG inventory every year and submits it to the United Nations in accordance with the Framework Convention on Climate Change. The inventory provides a comprehensive accounting of all human-produced sources of GHGs in the United States, reporting emissions of $CO_2$, $CH_4$, $N_2O$, HFCs, perfluorocarbons, $SF_6$, and nitrogen trifluoride. It also accounts for emissions of $CO_2$ that are removed from the atmosphere by "sinks," such as forests, vegetation, and soils that uptake and store $CO_2$ (carbon sequestration). As shown in Figure 5, the 1990–2016 inventory found that of 6,511 $MMTCO_2e$ GHG emissions in 2016, 81 percent consist of $CO_2$, 10 percent are $CH_4$, and 6 percent are $N_2O$; the balance consists of fluorinated gases (EPA 2018a). In 2016, GHG emissions from the transportation sector accounted for nearly 28.5 percent of U.S. GHG emissions.

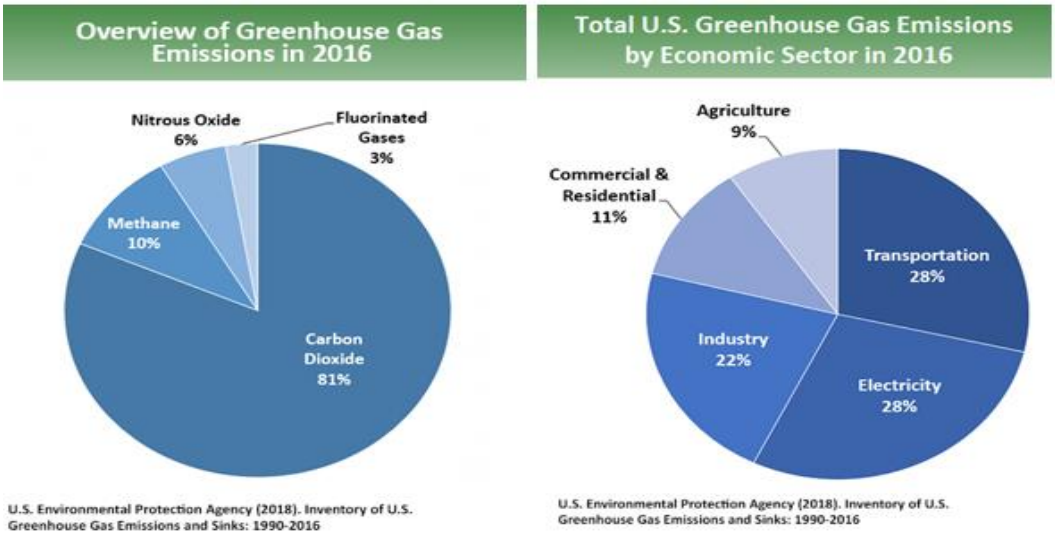


**Figure 5. U.S. 2016 GHG Emissions**

*State GHG Inventory*

CARB collects GHG emissions data for transportation, electricity, commercial/residential, industrial, agricultural, and waste management sectors each year. It then summarizes and highlights major annual changes and trends to demonstrate the state's progress in meeting its GHG reduction goals. As shown in Figure 6, the 2019 edition of the GHG emissions inventory found total California emissions of 424.1 $MMTCO_2e$ for 2017, with the transportation sector responsible for 41 percent of total GHGs. As shown in Figure 7, it also found that overall statewide GHG emissions declined from 2000 to 2017 despite growth in population and state economic output (CARB 2019a).

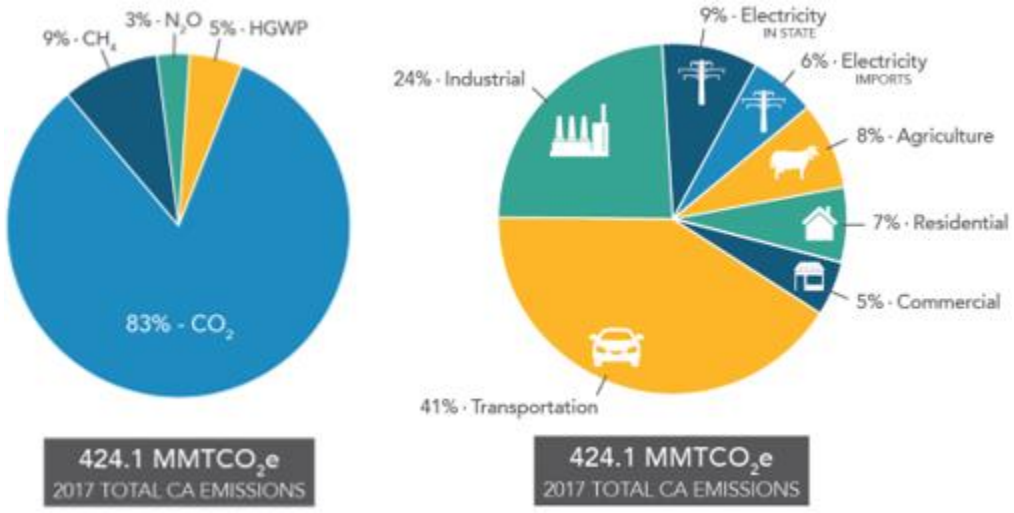


**Figure 6. California 2017 GHG Emissions**

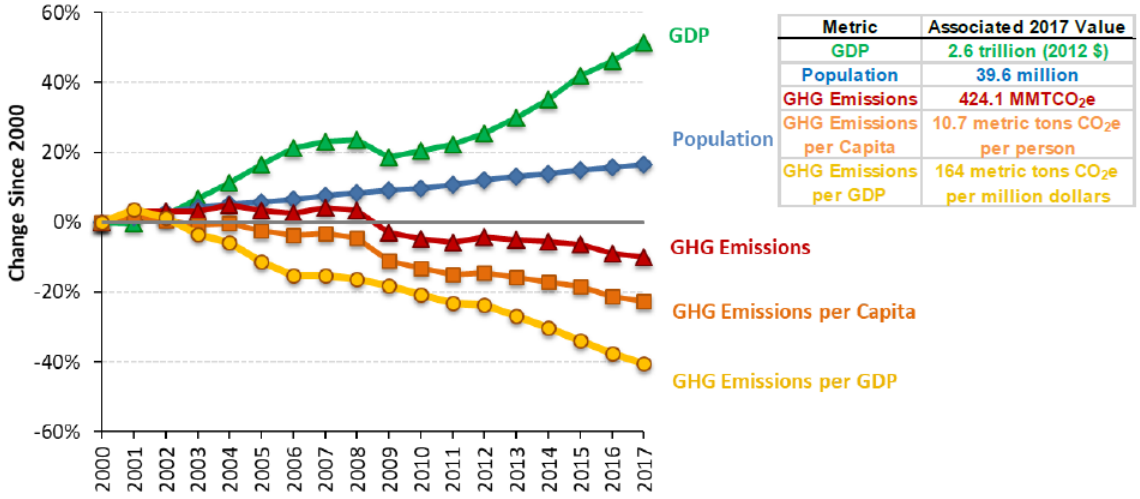


**Figure 7. Change in California GDP, Population, and GHG Emissions since 2000**

Source: CARB 2019b

AB 32 required CARB to develop a Scoping Plan that describes the approach California will take to achieve the goal of reducing GHG emissions to 1990 levels by 2020 and update it every five years. CARB adopted the first scoping plan in 2008. The second updated plan, *California's 2017 Climate Change Scoping Plan*, adopted on December 14, 2017, reflects the 2030 target established in EO B-30-15 and SB 32. The AB 32 Scoping Plan and the subsequent updates contain the main strategies California will use to reduce GHG emissions.

*Regional Plans*

CARB sets regional targets for California's 18 MPOs to use in their RTP/SCS to plan future projects that will cumulatively achieve GHG reduction goals. Targets are set at a percent reduction of passenger vehicle GHG emissions per person from 2005 levels. The proposed project is included in the RTP/SCS for the SCAG region. The regional reduction targets for the SCAG region are 8 percent and 19 percent (CARB 2019c) for 2020 and 2035, respectively. The 2020 SCAG RTP/SCS includes goals to ensure travel safety and reliability for all people and goods, preserve and ensure a sustainable regional transportation system, and protect the environment and health of residents by improving air quality and encouraging active transportation (e.g. bicycling and walking). These are further outlined in Table 3-1, as well as applicable policies from the San Bernardino *Regional Greenhouse Gas Reduction Plan*.

**Table 3-1. Regional and Local GHG Reduction Plans**

| Plan | GHG Reduction Policies or Strategies |
|---|---|
| Southern California Association of Governments *2020–2045 Regional Transportation Plan/Sustainable Communities Strategy* (adopted May 2020) | • Encourage bicycle and pedestrian improvements and efficient transportation infrastructure.<br>• Invest in adding capacity and improving critical road conditions.<br>• Invest in long-term emission-reduction investments for trucks and rail.<br>• Implement technology and mobility innovations.<br>• Expand regional express lanes. |
| San Bernardino County *Regional Greenhouse Gas Reduction Plan* (adopted March 2014) | • Implement roadway improvements, including signal synchronization and transportation flow management.<br>• Provide a comprehensive system of facilities for non-motorized transportation.<br>• Expand renewable fuel/low-emission vehicle use.<br>• Enforce anti-idling policies.<br>• Require electric-powered construction equipment.<br>• Require electric-powered landscaping equipment. |

## Project Analysis

GHG emissions from transportation projects can be divided into those produced during operation of the State Highway System and those produced during construction. The primary GHGs produced by the transportation sector are $CO_2$, $CH_4$, $N_2O$, and HFCs.

$CO_2$ emissions are a product of the combustion of petroleum-based products, like gasoline, in internal combustion engines. Relatively small amounts of $CH_4$ and $N_2O$ are emitted during fuel combustion. In addition, a small amount of HFC emissions are included in the transportation sector.

The CEQA Guidelines generally address GHG emissions as a cumulative impact due to the global nature of climate change (PRC § 21083(b)(2)). As the California Supreme Court explained, "because of the global scale of climate change, any one project's contribution is unlikely to be significant by itself" (*Cleveland National Forest Foundation v. San Diego Assn. of Governments* (2017) 3 Cal. 5th 497, 512.). 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. Although climate change is ultimately a cumulative impact, not every individual project that emits GHGs must necessarily be found to contribute to a significant cumulative impact on the environment.

*Operational Emissions*

The proposed project is intended to improve operations and traffic flow. It would not increase capacity and would not result in new trips or increase VMT relative to the No-Build Alternative, as documented in the *Traffic Operations Analysis Report* (April 2020). The design improvements under the Build Alternative would facilitate vehicle movement through the I-10 interchange and on Mt. Vernon Avenue, with minimal effects on overall VMT in the transportation study area and, consequently, no change in emissions. GHG emissions would decrease relative to existing conditions, primarily because of a higher percentage of electricity-powered vehicles, improvements in fossil fuel engine technology and fuel efficiency, and the retirement of older, more heavily polluting vehicles, from the vehicle fleet.

*Construction Emissions*

Construction GHG emissions would result from material processing, onsite construction equipment, and traffic delays due to construction. These emissions would 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 offset to some degree by longer intervals between the maintenance and rehabilitation activities.

Construction-period GHG emissions were modeled using the Sacramento Metropolitan Air Quality Management District Road Construction Emissions Model,

version 9.0.0. Short-term construction activities would result in GHG emissions from fuel combustion associated with off- and on-road construction equipment and vehicles, which would result in estimated emissions of 2,134 tons of $CO_2e$ over the approximately 19-month construction period.

The project would comply with all requirements of SCAQMD. In addition, Caltrans Standard Specifications Section 14-9, Air Quality, a part of all construction contracts, requires contractors to comply with all federal, State, regional, and local rules, regulations, and ordinances related to air quality. Measures that reduce vehicle emissions and energy use also reduce GHG emissions. Under **TRA-1** (see Section XVII, *Transportation*), a traffic management plan will be implemented to minimize traffic delays and associated idling emissions during construction.

*CEQA Conclusion*

Although the proposed project will result in GHG emissions during construction, it is anticipated that the project will not result in any increase in operational GHG emissions. The proposed project does not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. With implementation of construction GHG-reduction measures, the impact would be less than significant.

Caltrans is firmly committed to implementing measures to help reduce GHG emissions. These measures are outlined in the following section.

## GHG Reduction Strategies

*Statewide Efforts*

Major sectors of the California economy, including transportation, will need to reduce emissions to meet the 2030 and 2050 GHG emissions targets. Former Governor Edmund G. Brown promoted GHG reduction goals, as shown in Figure 8, that involved (1) reducing today's petroleum use in cars and trucks by up to 50 percent; (2) increasing from one-third to 50 percent our electricity derived from renewable sources; (3) doubling the energy efficiency savings achieved at existing buildings and making heating fuels cleaner; (4) reducing the release of methane, black carbon, and other short-lived climate pollutants; (5) managing farms and rangelands, forests, and wetlands so they can store carbon; and (6) periodically updating the state's climate adaptation strategy, Safeguarding California.

The transportation sector is integral to the people and economy of California. To achieve GHG emission reduction goals, it is vital that the state build on past successes in reducing criteria and toxic air pollutants from transportation and goods movement. GHG emission reductions will come from cleaner vehicle technologies, lower-carbon fuels, and reduction of VMT. A key state goal for reducing GHG emissions is to reduce today's petroleum use in cars and trucks by up to 50 percent by 2030 (State of California 2019).

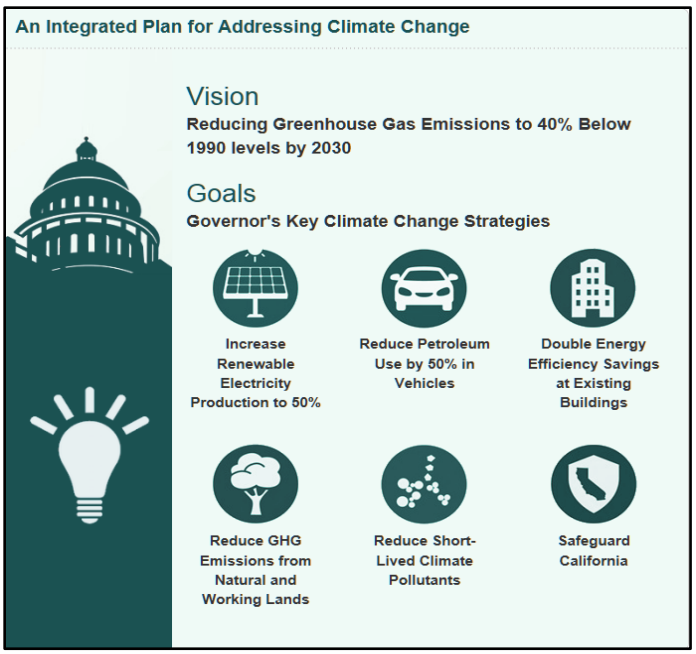


**Figure 8. California Climate Strategy**

In addition, SB 1386 (Wolk 2016) established as state policy the protection and management of natural and working lands and requires state agencies to consider that policy in their own decision making. Trees and vegetation on forests, rangelands, farms, and wetlands remove carbon dioxide from the atmosphere through biological processes and sequester the carbon in above- and below-ground matter.

*Caltrans Activities*

Caltrans continues to be involved on the Governor's Climate Action Team as the CARB works to implement EOs S-3-05 and S-01-07 and help achieve the targets set forth in AB 32. EO B-30-15, issued in April 2015, and SB 32 (2016), set an interim target to cut GHG emissions to 40 percent below 1990 levels by 2030. The following major initiatives are underway at Caltrans to help meet these targets.

***California Transportation Plan (CTP 2040)***

The CTP is a statewide, long-range transportation plan to meet our future mobility needs and reduce GHG emissions. In 2016, Caltrans completed the *California Transportation Plan 2040*, which establishes a new model for developing ground transportation systems, consistent with $CO_2$ reduction goals. It serves as an umbrella document for all the other statewide transportation planning documents. Over the next 25 years, California will be working to improve transit and reduce long-run repair and maintenance costs of roadways and developing a comprehensive assessment of climate-related transportation demand management and new technologies, rather than continuing to expand capacity on existing roadways.

SB 391 (Liu 2009) requires the CTP to meet California's climate change goals under AB 32. Accordingly, the CTP 2040 identifies the statewide transportation system needed to achieve maximum feasible GHG emission reductions while meeting the state's transportation needs. Although MPOs have primary responsibility for identifying land use patterns to help reduce GHG emissions, CTP 2040 identifies additional strategies in Pricing, Transportation Alternatives, Mode Shift, and Operational Efficiency.

### *Caltrans Strategic Management Plan*

The Strategic Management Plan, released in 2015, creates a performance-based framework to preserve the environment and reduce GHG emissions, among other goals. Specific performance targets in the plan that will help to reduce GHG emissions include:

- Increasing percentage of non-auto mode share
- Reducing VMT
- Reducing Caltrans' internal operational (buildings, facilities, and fuel) GHG emissions

### *Funding and Technical Assistance Programs*

In addition to developing plans and performance targets to reduce GHG emissions, Caltrans also administers several sustainable transportation planning grants. These grants encourage local and regional multimodal transportation, housing, and land use planning that furthers the region's RTP/SCS; contribute to the State's GHG reduction targets and advance transportation-related GHG emission reduction project types/strategies; and support other climate adaptation goals (e.g., Safeguarding California).

### *Caltrans Policy Directives and Other Initiatives*

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) provides a comprehensive overview of Caltrans' statewide activities to reduce GHG emissions resulting from agency operations.

#### *Project-Level GHG Reduction Strategies*

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

1. As specified in measure **AQ-1**, Caltrans Standard Specifications, such as Section 14-9.02, *Air Pollution Control*, require contractors to comply with all federal, State, and local air pollution control rules, regulations, and ordinances. Requirements like idling restrictions and keeping engines properly tuned reduce emissions, including GHG emissions.

2. As specified in measure **TRA-1**, a TMP will be prepared during the design phase of the project to minimize traffic disruptions from project construction. Minimizing traffic delays during construction will help reduce GHG emissions from idling vehicles.

3. As specified in measure **AES-1**, per Caltrans standards for energy efficient roadway lighting, the project will utilize energy efficient LED lighting fixtures.

4. Bicycle and pedestrian facility improvements included in the project design support these alternative modes of transportation to reduce vehicle use emissions.

## Adaptation

Reducing GHG emissions is only one part of an approach to addressing climate change. Caltrans must 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 their intensity, and affect the frequency and intensity of wildfires. Flooding and erosion can damage or wash out roads; longer periods of intense heat can buckle pavement and railroad tracks; storm surges combined with a rising sea level can inundate highways. Wildfire can directly burn facilities and indirectly cause damage when rain falls on denuded slopes that landslide after a fire. Effects will vary by location and may, in the most extreme cases, require that a facility be relocated or redesigned. Accordingly, Caltrans must consider these types of climate stressors in how highways are planned, designed, built, operated, and maintained.

*Federal Efforts*

Under NEPA assignment, Caltrans is obligated to comply with all applicable federal environmental laws and FHWA NEPA regulations, policies, and guidance.

The U.S. Global Change Research Program (USGCRP) delivers a report to Congress and the president every four years, in accordance with the Global Change Research Act of 1990 (15 USC Chapter 56A § 2921 *et seq.*). The Fourth National Climate Assessment, published in 2018, presents the foundational science and the "human welfare, societal, and environmental elements of climate change and variability for 10 regions and 18 national topics, with particular attention paid to observed and projected risks, impacts, consideration of risk reduction, and implications under different mitigation pathways." Chapter 12, *Transportation*, presents a key discussion of vulnerability assessments. It notes that "asset owners and operators have increasingly conducted more focused studies of particular assets that consider multiple climate hazards and scenarios in the context of asset-specific information, such as design lifetime" (USGCRP 2018).

The U.S. Department of Transportation (DOT) Policy Statement on Climate Adaptation in June 2011 committed the federal DOT to "integrate consideration of climate change impacts and adaptation into the planning, operations, policies, and programs of DOT in order to ensure that taxpayer resources are invested wisely, and that transportation infrastructure, services and operations remain effective in current and future climate conditions" (U.S. DOT 2011).

FHWA Order 5520 (*Transportation System Preparedness and Resilience to Climate Change and Extreme Weather Events*, December 15, 2014) established FHWA policy to strive to identify the risks of climate change and extreme weather events to current and planned transportation systems. FHWA has developed guidance and tools for transportation planning that foster resilience to climate effects and sustainability at the federal, state, and local levels (FHWA 2019).

*State Efforts*

Climate change adaptation for transportation infrastructure involves long-term planning and risk management to address vulnerabilities in the transportation system. California's Fourth Climate Change Assessment (2018) is the state's effort to "translate the state of climate science into useful information for action" in a variety of sectors at both statewide and local scales. It adopts the following key terms used widely in climate change analysis and policy documents:

- *Adaptation* to climate change refers to adjustment in natural or human systems in response to actual or expected climatic stimuli or their effects, which moderates harm or exploits beneficial opportunities.
- *Adaptive capacity* is the "combination of the strengths, attributes, and resources available to an individual, community, society, or organization that can be used to prepare for and undertake actions to reduce adverse impacts, moderate harm, or exploit beneficial opportunities."
- *Exposure* is the presence of people, infrastructure, natural systems, and economic, cultural, and social resources in areas that are subject to harm.
- *Resilience* is the "capacity of any entity—an individual, a community, an organization, or a natural system—to prepare for disruptions, to recover from shocks and stresses, and to adapt and grow from a disruptive experience." Adaptative actions contribute to increasing resilience, which is a desired outcome or state of being.
- *Sensitivity* is the level to which a species, natural system, or community, government, etc., would be affected by changing climate conditions.
- *Vulnerability* is the "susceptibility to harm from exposure to stresses associated with environmental and social change and from the absence of capacity to adapt." Vulnerability can increase because of physical (built and environmental), social,

political, and/or economic factor(s). These factors include, but are not limited to ethnicity, class, sexual orientation and identification, national origin, and income inequality. Vulnerability is often defined as the combination of sensitivity and adaptive capacity as affected by the level of exposure to changing climate.

Several key State policies have guided climate change adaptation efforts to date. Recent State publications produced in response to these policies draw on these definitions.

EO S-13-08, issued by then-governor Arnold Schwarzenegger in November 2008, focused on sea-level rise (SLR) and resulted in the *California Climate Adaptation Strategy* (2009), updated in 2014 as *Safeguarding California: Reducing Climate Risk* (Safeguarding California Plan). The Safeguarding California Plan offers policy principles and recommendations and continues to be revised and augmented with sector-specific adaptation strategies, ongoing actions, and next steps for agencies.

EO S-13-08 also led to the publication of a series of SLR assessment reports and associated guidance and policies. These reports formed the foundation of an interim *State of California Sea-Level Rise Interim Guidance Document* (SLR Guidance) in 2010, with instructions for how state agencies could incorporate SLR "projections into planning and decision making for projects in California" in a consistent way across agencies. The guidance was revised and augmented in 2013. *Rising Seas in California – An Update on Sea-Level Rise Science* was published in 2017, and its updated projections of SLR and new understanding of processes and potential impacts in California were incorporated into the *State of California Sea-Level Rise Guidance Update* in 2018.

EO B-30-15, signed in April 2015, requires state agencies to factor climate change into all planning and investment decisions. This EO recognizes that effects of climate change other than SLR also threaten California's infrastructure. At the direction of EO B-30-15, the Office of Planning and Research published *Planning and Investing for a Resilient California: A Guidebook for State Agencies* in 2017, to encourage a uniform and systematic approach. Representatives of Caltrans participated in the multi-agency, multidisciplinary technical advisory group that developed this guidance on how to integrate climate change into planning and investment.

AB 2800 (Quirk 2016) created the multidisciplinary Climate-Safe Infrastructure Working Group, which in 2018 released its report, *Paying it Forward: The Path Toward Climate-Safe Infrastructure in California*. The report provides guidance to agencies on how to address the challenges of assessing risk in the face of inherent uncertainties still posed by the best available science on climate change. It also examines how state agencies can use infrastructure planning, design, and implementation processes to address the observed and anticipated climate change impacts.

*Caltrans Adaptation Efforts*

***Caltrans Vulnerability Assessments***

Caltrans has conducted climate change vulnerability assessments for each district that have identified segments of the state highway system as vulnerable to climate change effects, including precipitation, temperature, wildfire, storm surge, and SLR. The approach to the vulnerability assessments was tailored to the practices of a transportation agency, and involves the following concepts and actions:

- *Exposure* – Identify Caltrans assets exposed to damage or reduced service life from expected future conditions.
- *Consequence* – Determine what might occur to system assets in terms of loss of use or costs of repair.
- *Prioritization* – Develop a method for making capital programming decisions to address identified risks, including considerations of system use and/or timing of expected exposure.

The climate change data in the assessments were developed in coordination with climate change scientists and experts at federal, State, and regional organizations at the forefront of climate science. The findings of the vulnerability assessments will guide analysis of at-risk assets and development of adaptation plans to reduce the likelihood of damage to the State Highway System, allowing Caltrans to reduce the costs of storm damage and provide and maintain transportation that meets the needs of all Californians.

*Project Adaptation Analysis*

***Sea Level Rise***

The proposed project is outside the coastal zone and not in an area subject to SLR. Accordingly, direct impacts on project transportation facilities due to projected SLR are not expected.

***Floodplains***

In the Flood Insurance Rate Map (FIRM), provided by the Federal Emergency Management Agency, the project location is shown to be in FIRM Panel 0607108679J. The FIRM panel identifies the area to be in an “area of minimal flood hazard” (FEMA 2020). The Caltrans Climate Change Vulnerability Assessment mapping tool further indicates that the 100-year storm precipitation depth in the project area is expected to increase by 3.3 to 5.2 percent by 2085 (Caltrans 2019). Direct impacts on project transportation facilities due to projected flooding are not expected. The proposed project will incorporate stormwater treatment BMPs that preserve the existing hydrology to the maximum extent practical. Runoff from the roadway will be conveyed to pervious swales. Maintenance of the roadside ditches will include debris, litter, and sediment removal. These project components would help protect project infrastructure from the effects of the more intense storm precipitation events anticipated in the future under climate change.

***Wildfire***

According to the map by CAL FIRE's Fire and Resource Assessment Program (2020), the project location is not in a high fire-hazard severity zone.

Wildfires are a risk in San Bernardino County and modeling conducted for the District 8 Draft Climate Vulnerability Assessment (Caltrans 2019) shows an increased likelihood of wildfires in the county by 2085. However, the District 8 Vulnerability Assessment mapping tool does not show an increased risk of wildlife exposure for I-10 within project limits (Caltrans 2020l). Likewise, according to CAL FIRE's Fire and Resource Assessment Program (2020), the project location is not in a high fire-hazard severity zone. The project itself would not introduce new structures to the area that would increase the risk of wildfire, regardless of long-term climate effects. In addition, Caltrans' 2018 revised Standard Specification 7-1.02M(2) mandates fire prevention procedures during construction, including a fire prevention plan. Accordingly, direct impacts on project transportation facilities due to projected wildfire risk are not expected.

# Chapter 4 Comments and Coordination

Early and continuing coordination with the general public and appropriate public agencies is an essential part of the environmental process. It helps planners determine the scope of environmental documentation and the level of analysis required, and identify potential impacts and avoidance, minimization, and/or mitigation measures and related environmental requirements. Agency and tribal consultation and public participation for this project have been accomplished through a variety of formal and informal methods, including interagency coordination meetings and Project Development Team (PDT) meetings. This chapter summarizes the results of Caltrans' efforts to fully identify, address, and resolve project-related issues through early and continuing coordination.

## U.S. Fish and Wildlife Service

A list of threatened and endangered species was obtained from USFWS on March 9, 2021, and included in Appendix F.

## Native American Tribes

Four Native American tribes were contacted under AB 52. Letters were sent on August 6, 2019, to the San Manuel Band of Mission Indians (Lee Clauss, Director of Cultural Resources), the Soboba Band of Luiseno Indians (Joseph Ontiveros, Tribal Historic Preservation Officer), the Gabrieleño Band of Mission Indians (Andrew Salas, Chairperson), and the Serrano Nation of Mission Indians (Wayne Walker, Co-Chairperson; and Mark Cochrane, Co-Chairperson). Refer to Section XVIII, *Tribal Cultural Resources*, for a detailed description of correspondence with Native American tribes. Per the coordination, Caltrans shared electronic copies of the cultural resources reports as requested on April 26, 2021 with the Gabrieleno Band of Mission Indians – Kizh Nation and San Manuel Band of Mission Indians. No additional response has been received to date, however Caltrans will continue consultation.

## State of California, Office of Historic Preservation

Caltrans initiated consultation with SHPO on October 22, 2020, and submitted copies of the Historic Property Survey Report, Historic Resources Evaluation Report, Archaeological Survey Report, and Findings of Effect for the project. Caltrans determined that a Finding of No Adverse Effect is appropriate for the undertaking and sought concurrence from SHPO in the finding, pursuant to 36 CFR 800 (c) and Section 106 Programmatic Agreement Stipulation X.B.1. Concurrence from SHPO was received in a response letter dated March 10, 2021, and is included in Appendix D.

## Public Participation

This Draft Initial Study has been prepared for the project and is being circulated for public review and comment for 30 days between July 2, 2021 and August 3, 2021. The Notice of Availability for this Draft Initial Study has been distributed to the federal, state, regional, and local agencies and elected officials as well as interested groups, organizations, and individuals, as listed in Chapter 6, *Distribution List*. SBCTA will host an open-house style public meeting to discuss important concerns and design features as well as potential social, economic, and environmental effects related to the project. Due to COVID-19, the public meeting will be held virtually. The public meeting will include a separate channel for Spanish speakers and a call-in number for people without internet. The date for the public meeting is July 15, 2021.

# Chapter 5 List of Preparers

The following personnel contributed to the preparation of this IS:

## California Department of Transportation

- Michael Makary, Project Manager
- Antonia Toledo, Senior Environmental Planner
- Amy Lee, Associate Environmental Planner
- Andrew Walters, Senior Environmental Planner, Cultural Resources
- Mary Smith, Associate Environmental Planner, Cultural Resources
- Bahram Karimi, Associate Environmental Planner, Paleontological Resources
- Craig Wentworth, Senior Environmental Planner, Natural Sciences
- Gabriella Machal, Environmental Planner, Natural Sciences
- Christopher Gonzalez, Transportation Engineer, Air Quality
- Paul Phan, Senior Transportation Engineer, Environmental Engineering
- Rodrigo Panganiban, Transportation Engineer, Noise
- Donald Cheng, Transportation Engineer, Hazardous Waste

## SBCTA

- Sal Chavez, Project Delivery Manager
- Juan Lizarde, Project Manager

## Kimley-Horn

- Jason Valencia, Project Engineer
- Caroline Dethlefsen, Civil Engineer

## ICF

- Brian Calvert, Environmental Project Director
- Vincent Tong, Environmental Project Manager
- Court Morgan, Environmental QA/QC
- Meagan Flacy, Environmental Planner
- Greg Hoisington, Biological Resources

- Kristen Klinefelter, Biological Resources
- Meris Guerrero, Biological Resources
- Keith Cooper, Air Quality
- Darrin Trageser, Air Quality
- Peter Hardie, Noise
- Jason Volk, Noise
- Margaret Roderick, Cultural Resources
- Benjamin Vargas, Cultural Resources
- Tamar Grande, Technical Editor

# Chapter 6 Distribution List

A public notice of this IS and Notice of Intent to Adopt a Mitigated Negative Declaration was distributed to federal, state, regional, and local agencies; elected officials; and utilities and service providers. In addition, all property owners and occupants within a 500-foot radius of the project limits were provided the Notice of Intent.

## Public Agencies, Elected Officials, and Service Providers

U.S. Fish and Wildlife Service
Pacific SouthWest Regional Office:
2800 Cottage Way, Suite W2606
Sacramento, CA 95825

U.S. Army Corps of Engineers, Los Angeles District
Attention: CESPL-CO-R
915 Wilshire Boulevard
Los Angeles, CA 90017

Environmental Protection Agency, Region IX
Federal Activities Office, CMD-2
75 Hawthorne Street
San Francisco, CA 94105-3901

Natural Resources Conservation Service
Area 4
602 South Tippecanoe Ave.
San Bernardino, CA 92408-2607

BNSF Railway Company
San Bernardino Intermodal Facility
1535 W. 4th Street
San Bernardino, CA 92411

Jack Easton
Executive Director, Rivers and Lands Conservancy
6876 Indiana Avenue, Suite J2
Riverside, CA 92506

California Highway Patrol
847 E. Brier Dr.
San Bernardino, CA 92408

California Transportation Commission
Commission Chair
1120 N Street, Room 2221 (MS-52)
Sacramento, CA 95814

California Native Plant Society
2707 K Street, Suite 1
Sacramento, CA 95816-5113

California Department of Fish and Wildlife, Region 6
3602 Inland Empire Blvd., Suite C-220
Ontario, CA 91764

Lupe Valdez
Sr. Director, Public Affairs
Union Pacific Railroad
13181 Crossroads Pkwy N.
Industry, CA 91746

Senator Connie M. Leyva
California Senate, District 20
464 W. 4th Street, Suite 454B
San Bernardino, CA 92401

Hon. Pete Aguilar Congress Member
House of Representatives, California District 31
685 E. Carnegie Drive, Suite 100
San Bernardino, CA 92408

Assemblymember Eloise Gómez Reyes
California State Assembly, District 47
290 North D Street, Suite 903
San Bernardino, CA 92401

Hon. Joe Baca, Jr.
Supervisor, District 5
San Bernardino County Board of Supervisors
385 N. Arrowhead Ave., 5th Floor
San Bernardino, CA 92415

Chief Tim McHargue
Fire Chief
City of Colton, Fire Department
303 East "E" Street
Colton, CA 92324

Mr. Gary McBride
Chief Executive Officer
County of San Bernardino
385 North Arrowhead Avenue, 5th Floor
San Bernardino, CA 92415-0120

Mayor Frank J. Navarro
City of Colton Mayor
650 N. La Cadena Drive
Colton, CA 92324

Mayor Pro Tem Isaac T. Suchil
Council Member
City of Colton
650 N. La Cadena Drive
Colton, CA 92324

Sheriff-Coroner
San Bernardino County Sheriff's Department
655 East 3rd Street
San Bernardino, California 92415

San Bernardino County Fire - Division 2
San Bernardino Station No. 231
450 E Vanderbilt Way
San Bernardino, CA 92408

Chief of Police
City of Colton, Police Department
650 N. La Cadena Drive
Colton, CA 92324

City of Colton Electric Department
650 N La Cadena Drive
Colton, CA 92324

City of Colton, Planning Division
659 N La Cadena Drive
Colton, CA 92324

Southern California Edison
PO Box 800
Rosemead, CA 91770

Omnitrans
1700 W. Fifth Street
San Bernardino, CA 92411

Southern California Gas
PO Box 1626
Monterey Park, CA 91754-8626

Andrew Salas
Gabrieleño Band of Mission Indians
PO Box 393
Covina, CA 91723

Wayne Walker
Serrano Nation of Mission Indians
PO Box 343
Patton, CA 92369

Joseph Ontiveros
Soboba Band of Luiseno Indians
PO Box 487
San Jacinto, CA 92581

Lee Clauss
San Manuel Band of Mission Indians
26569 Community Center Drive
Highland, CA 92346

## Property Owners, Occupants, and Interested Parties

JASSO, MARIA E
589 E H ST
COLTON, CA 92324

CONTRERAS, JUAN R
579 E H ST
COLTON, CA 92324

SUAREZ, RIGOBERTO
545 E H ST
COLTON, CA 92324

CARLOS, LUPE
REVOCABLE TR 12-30-04
566 E G ST
COLTON, CA 92324

KIMMONS, WILLIS S
580 EAST G ST
COLTON, CA 92324

O'CAMPO, MAYRA I
590 E G ST
COLTON, CA 92324

HAYES FAMILY
REVOCABLE TRUST
551 E H ST
COLTON, CA 92324

HERNANDEZ, PAUL
557 EAST H ST
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SOLORIO, SERGIO
8485 CAROB ST
FONTANA, CA 92335

CHAVEZ, ALICE C
517 E H ST
COLTON, CA 92324

FLORIDA PROPERTY LLC
2587 VIEWRIDGE DR
CHINO HILLS, CA 91709

SANDOVAL, JOSE ANGEL
465 A CT
COLTON, CA 92324

PEREZ, FERNANDO
480 E H ST
COLTON, CA 92824

AGUILAR, SERGIO
253-255 N 12TH STREET
COLTON, CA 92324

TJ SHABKE LLC
310 W SOUTH AVE
REDLANDS, CA 92373

MONTANEZ, SALVADOR
A & RACHEL FAM T
14224 TRUMBALL ST
WHITTIER, CA 90604

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10545 SPRUCE AVE
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92316

BREY, CORAL JEANNE
1229 CAMERON ST
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LONG, NOAL E TR
38490 ORANGECREST RD
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523 E VALLEY BLVD
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JASSO, GUADALUPE M
22877 MIRIAM WAY
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INTERNATIONAL CHURCH/FOURSQUARE GOSP
540 E H ST
COLTON, CA 92324

KWON, BRUCE
2034 PEPPERDALE DR
ROWLAND HEIGHTS, CA 91748

LOPEZ, PEDRO LOPEZ
656 E F ST
COLTON, CA 92324

OLIVAS, ROBERT
694 E F ST
COLTON, CA 92324

ESPINOZA'S PROPERTIES INC
1610 N 8TH ST
COLTON, CA 92324

MERCADO, CONSUELO CRUZ
675 E G ST
COLTON, CA 92324

ESPINOZA, JESUS
2427 CORN DR
PAPILLION, NE 68046

ESPINOZA, JESUS
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COLTON, CA 92324

SANCHEZ, RUBEN
665 E "G" ST
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BURDETTE, PAUL L JR
631 E G ST
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VENEGAS, ALFREDO
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ANAHEIM, CA 92806

PLASCENCIA, MARTIN
607 E G ST
COLTON, CA 92324

BUSTOS, ERIKA
13271 PALM ST
GARDEN GROVE, CA 92843

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SUSANVILLE, CA 96127

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GRAND TERRACE, CA 92313-4933

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GLENDORA, CA 91740

ESTRADA, ANGELINA G
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COLTON, CA 92324

ALEVAR, FRANCISCO J
630 E G ST
COLTON, CA 92324

PECH, MARY
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COLTON, CA 92324

SKKR LLC
909 N PACIFIC COAST HWY STE 840
EL SEGUNDO, CA 90245

SCHMIDT, WARREN & CHRISTINA TRUST
23031 GRAND TERRACE RD
GRAND TERRACE, CA 92313

REYES, RAMIRO
603 S CREEK DR
ROYSE CITY, TX 75189

MOROYOQUI, ALFONSO
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YUM YUM DONUT SHOPS INC
18830 E SAN JOSE AVE
CITY OF INDUSTRY, CA 91748

GUTIERREZ, CRUZ
1097 SILVER STAR CIR
COLTON, CA 92324

GONZALEZ, ALEJANDRO
711 E "H" ST
COLTON, CA 92324

GUZMAN, ROSA O
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COLTON, CA 92324

MITCHELL, WILLIAM GRANT & CATHERINE
1184 GOLDEN VALE DR
RIVERSIDE, CA 92506

MARTINEZ, EDWARD
1200 N LA CADENA DR
COLTON, CA 92324

FERNANDEZ, ALEJANDRO
2196 PENNSYLVANIA AVE
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VALENZUELA, ALISIA J
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COLTON, CA 92324

GUERRA, ALEJANDRO M
14184 HIGH NOON CT
MORENO VALLEY, CA 92553

SOSA, JUAN C
667 E H ST
COLTON, CA 92324

ROMAN REVOCABLE TRUST 7/14/99
1825 SERRANO CT
COLTON, CA 92324

HERRERA, MARICELA
625 E H ST
COLTON, CA 92324

RIO INN LLC
PO BOX 412
COLTON, CA 92324

GOMEZ, DAVID AND RICHARD C PRIETO
644 EAST H ST
COLTON, CA 92324

PRIETO, RICHARD C
634 E H ST
COLTON, CA 92324

FORD, LESLIE
656 E "H" ST
COLTON, CA 92324

CAMPBELL, SHARON
670 EAST H ST
COLTON, CA 92324

ALATORRE, HIPOLITO MARISCAL
680 E H ST
COLTON, CA 92324

MEDRANO, VIRGINIA
PO BOX 412
COLTON, CA 92324

TABBAA FAMILY LIMITED PARTNERSHIP
1440 DARLENE DR
LA HABRA HEIGHTS, CA 90631-8407

TABBAA MARDINI REAL ESTATE INVMNTS L
791 E VALLEY BLVD
COLTON, CA 92324

SANDOVAL, FROYLAN
695 E VALLEY BLVD
COLTON, CA 92324

HANNA, NASH Y
PO BOX 365
LOMA LINDA, CA 92354

MORALES, SALOMON
671 E VALLEY BLVD
COLTON, CA 92408

LEMUS, JOSE
655 E VALLEY BLVD
COLTON, CA 92324

LANDEXCORP LLC
PO BOX 9559
ALTA LOMA, CA 91701

BARENDT, ROY E
650 E VALLEY BLVD
COLTON, CA 92324

BALLARD, JAMES & TIFFANY LIVING TR 1
153 SIERRA VISTA DR
REDLANDS, CA 92373-7283

GENESIS INVESTMENT PROPERTIES LLC
400 W OCEAN BLVD UNIT 2
LONG BEACH, CA 90802

O P FAMILY LIMITED PARTNERSHIP
PO BOX 1244
DOWNEY, CA 90240

CAL GROVE RENTALS INC
456 GLENOAKS BLVD
SAN FERNANDO, CA 91340

SOUTHERN PACIFIC TRANSPORTATION CO
1200 CORPORATE CENTER DR STE 100
MONTEREY PARK, CA 91754

MCNEIL FAMILY TRUST 1/11/18
PO BOX 944
HIGHLAND, CA 92346

CONTRERAS, DANIEL
815 E "G" ST
COLTON, CA 92324

CALLEROS, LILLY FAMILY TRUST 09/03/2
1209 JASMINE ST
REDLANDS, CA 92374

FERRENCE, STEPHEN J
1433 E OLIVE ST
COLTON, CA 92324

HERNANDEZ, VICTOR
853 E G ST
COLTON, CA 92324

BONILLA, HERIBERTO
827 E G ST
COLTON, CA 92324

LIGHT TRUST 6-13-01
1642 W 27TH ST
SAN BERNARDINO, CA 92407

VENEGAS, ENRIQUE
420 WATERS
COLTON, CA 92324

WALA, RAMA G
15830 SQUARE TOP LN
FONTANA, CA 92336

DIFILIPPO TRUST AGREEMENT 6/22/98
12062 THETA RD
SANTA ANA, CA 92705

ALBISO FAMILY TRUST
2575 CARBON COURT
COLTON, CA 92324

CHAVEZ, MARCIANA
741 HERBERTS LN
COLTON, CA 92324

LU, JING FAMILY TRUST
12/08/18
11358 LAKEPORT DR
RIVERSIDE, CA 92505

PATEL, KIRIT V & GITA K
TRUST OF 201
10994 CARRIAGE DR
RANCHO CUCAMONGA,
CA 91737

GILBERT, TERESA
822 E "G" ST
COLTON, CA 92324

MORALES, ANTONIA
3711 S COTTONWOOD
DR
TEMPE, AZ 85282

DAHLKE, JOHN R
31311 TENNESSEE LN
YUCAIPA, CA 92399

VALADEZ, INEZ
836 E G ST
COLTON, CA 92324

GALLARDO, ESPERANZA
LIV TR 1/3/07
838 E G ST
COLTON, CA 92324

RUIZ, MIGUEL
2644 VICTORIA ST
SAN BERNARDINO, CA
92410

RODRIGUEZ, JOSE R
850 E G ST
COLTON, CA 92324

FLORES, FERNANDO
860 E G ST
COLTON, CA 92324

MT VERNON TRUST
3/27/15
PO BOX 3672
RIVERSIDE, CA 92519

TBI PROPERTIES
CORPORATION
PO BOX 3672
RIVERSIDE, CA 92519

LEMUS, MARK J
821 E H ST
COLTON, CA 92324

RUIZ, JOSE A
825 E H ST
COLTON, CA 92324

RANGEL, JOSE
SOCORRO
829 E H ST
COLTON, CA 92324

DOMINGUEZ, RAMIRO
833 E 'H' ST
COLTON, CA 92324

WISELY, MELVA
839 E H ST
COLTON, CA 92324

FERNANDEZ, JULIE
312 VALLEY VIEW DR
ORCUTT, CA 93455

GASCA, RIGOBERTO GUZMAN
17537 E BATAVIA PL # 53
AURORA, CO 80011

LLANOS, MARCO A
869 E H ST
COLTON, CA 92324

SOLIS, ARTHUR D 7-20-07
72685 PITAHAYA ST
PALM DESERT, CA 92260

RAMIREZ, JONATHAN
12840 PANAM BLVD
MORENO VALLEY, CA 92553

CORONEL, MARIA DEL CARMEN
875 EAST H ST
COLTON, CA 92324

BARRAGAN, ANTONIO
881 E H ST
COLTON, CA 92324

DIAZ, FIDEL B - EST OF
12184 S LA CADENA DR
COLTON, CA 92324

MARQUEZ, JOSE LUIS JR
887 E H ST
COLTON, CA 92324

DE LA GUERRA, ROSANGELA
1638 W 24TH ST
LOS ANGELES, CA 90007

CITY OF COLTON
650 N LA CADENA DR
COLTON, CA 92324

ESPINOZA, MIGUEL
853 E H ST
COLTON, CA 92324

BARAJAS, JESUS C
10816 LOCUST AVE
HESPERIA, CA 92345

MANGUNSONG, LUDIANA
810 E H ST
COLTON, CA 92324

VALLE, RUBEN A
816 E H ST
COLTON, CA 92324

RAMIREZ, FRANCES H
824 EAST H ST
COLTON, CA 92324

LUNA, ANDREA
828 E H ST
COLTON, CA 92324

PADILLA, JESUS
3 E H ST
COLTON, CA 92324

THOMAS, AJA
836 E H ST
COLTON, CA 92324

VASQUEZ, SALVADOR NUNO
840 E H ST
COLTON, CA 92324-3112

MA, FREDDY
4250 NOVEL CT
HACIENDA HEIGHTS, CA 91745

PADILLA, MARCELINO
846 E H ST
COLTON, CA 92324

GONZALEZ, JOANA JEANETTE AMADOR
7319 1/2 RICHFIELD ST
PARAMOUNT, CA 90723

MADRIGAL, MARICELA
858 E H ST
COLTON, CA 92324

RITZ, PHILIP & RUTH N LIVING TR 11/3
6117 BROCKTON AVE STE 101
RIVERSIDE, CA 92506

LOPEZ, DANIEL
868 E H ST
COLTON, CA 92324

HAMMERSCHMIDT, STEVE A TRUST
863 E VALLEY BLVD
COLTON, CA 92324

TRINH, LAN TO
847 E VALLEY BLVD
COLTON, CA 92324

ALVAREZ, MACEDONIO
2556 W CARDAMON ST
SAN BERNARDINO, CA 92410

ROA, GILBERT
1301 TEJON AVE
COLTON, CA 92324

VALADEZ, MELQUIADES MENDEZ
PO BOX 661
LA HABRA, CA 90633

HATZIS, PANAGIOTA
27328 PUMALO
HIGHLAND, CA 92346

PATEL, K & B IRREV TR 4/23/01
255 N SPERRY DR
COLTON, CA 92324

COLTON TRUCK TERMINAL GARAGE INC
863 E VALLEY BLVD
COLTON, CA 92324

SONG, SUE CHIN LIV TR 03/13/07
PO BOX 711
DALLAS, TX 75221

AGUA MANSA WATER CO
310 N JOY ST
CORONA, CA 91720

MEEKS AND DALEY WATER CO
PO BOX 3000
LAKE ELSINORE, CA 92531

HO-JO COLTON INN LLC
2512 FOOTHILL BLVD
SAN BERNARDINO, CA 92410

SAN BERNARDINO CO FLOOD CONTROL DIST
825 E THIRD ST
SAN BERNARDINO, CA 92415

KALAMA DEVELOPMENT INC
1128 N HILLCREST RD
BEVERLY HILLS, CA 90210

DEWEY RENTAL COMPANY
939 E UNION ST
PASADENA, CA 91106

JW SUNSET VILLAGE APARTMENTS LLC
138 S BONNIE AVE #5
PASADENA, CA 91106

SWIFT, TAMARA
936 FAIRWAY DR #21
COLTON, CA 92324

TABSH, IBRAHIM
6736 PALM AVE
RIVERSIDE, CA 92506

TABSH, IBRAHIM
PO BOX 8326
NEWPORT BEACH, CA 92658

GUARDALABENE, JEANNINE SUE
3641 YUCCA DR
LAKE HAVASU CITY, AZ 86404

VANTAGE POINT INDUSTRIES INC
704 N KING ST
WILMINGTON, DE 19801

MOUNTAIN CREEK OWNERS ASSOCIATION
1255 W COLTON AVE #129
REDLANDS, CA 92374

RUIZ, LIZET
936 E FAIRWAY DR #27
COLTON, CA 92324

ALMARAZ, LINDA
936 FAIRWAY DR #28
COLTON, CA 92324

BISSAR, SALEH & FATIMA REV TR 01/26/
PO BOX 8326
NEWPORT BEACH, CA 92658

ROJAS, KARINA J CORONA
12747 PIONEER BLVD # 12
NORWALK, CA 90650

JAMES, EVER M
936 E FAIRWAY DR UNIT 36
COLTON, CA 92324

DOMINGUEZ,
CARMELITA REVOCABLE
LIV T
PO BOX 176
LOMA LINDA, CA 92354

JUST INVEST LLC
751 CRESTVIEW DR
DIAMOND BAR, CA 91765

GROUP INVESTMENT
SOURCE INC
4171 BALL RD STE 287
CYPRESS, CA 90630

GRAHAM, LUTRICIA D
936 E FAIRWAY DR NO
40
COLTON, CA 92324

COLMENERO, GABRIELA
SUMAYA
25678 6TH ST
SAN BERNARDINO, CA
92410

ALE, OLABISI
936 E FAIRWAY DR #42
COLTON, CA 92324

CHOU, GUO HUI & CAI,
QIU WEN REV LIV
20410 RANCE DR
WALNUT, CA 91789

TELLEZ, JUANA ROMO
936 E FAIRWAY DR #44
COLTON, CA 92324

BISSAR, OMAR S
PO BOX 8326
NEWPORT BEACH, CA
92658

NG, WING CHI
14558 FRANCISQITO AVE
UNIT 208
LA PUENTE, CA 91746

MOUNTAIN CREEK II LTD
1200 QUAIL
NEWPORT BEACH, CA
92660

SINGH, MAJOR
15605 MERRILL AVE
FONTANA, CA 92335

PACIFIC FRUIT EXPRESS
(SUB OF U.P.R.
1400 DOUGLAS ST STOP
1640
OMAHA, NE 68179

KEVIN JOHNSTON
2288 BUENA VISTA AVE
LIVERMORE, CA 94550

# **Appendix A** Title VI Policy Statement

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY Gavin Newsom, Governor

**DEPARTMENT OF TRANSPORTATION**
OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS-49
SACRAMENTO, CA 94273-0001
PHONE (916) 654-6130
FAX (916) 653-5776
TTY 711
www.dot.ca.gov

*Making Conservation a California Way of Life.*

November 2019

**NON-DISCRIMINATION POLICY STATEMENT**

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964, ensures *"No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."*

Related federal statutes, remedies, and state law further those protections to include sex, disability, religion, sexual orientation, and age.

For information or guidance on how to file a complaint, or obtain more information regarding Title VI, please contact the Title VI Branch Manager at (916) 324-8379 or visit the following web page: https://dot.ca.gov/programs/business-and-economic-opportunity/title-vi.

To obtain this information in an alternate format such as Braille or in a language other than English, please contact the California Department of Transportation, Office of Business and Economic Opportunity, at 1823 14th Street, MS-79, Sacramento, CA 95811; (916) 324-8379 (TTY 711); or at Title.VI@dot.ca.gov.

Toks Omishakin
Director

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# **Appendix B** Project Layout Map

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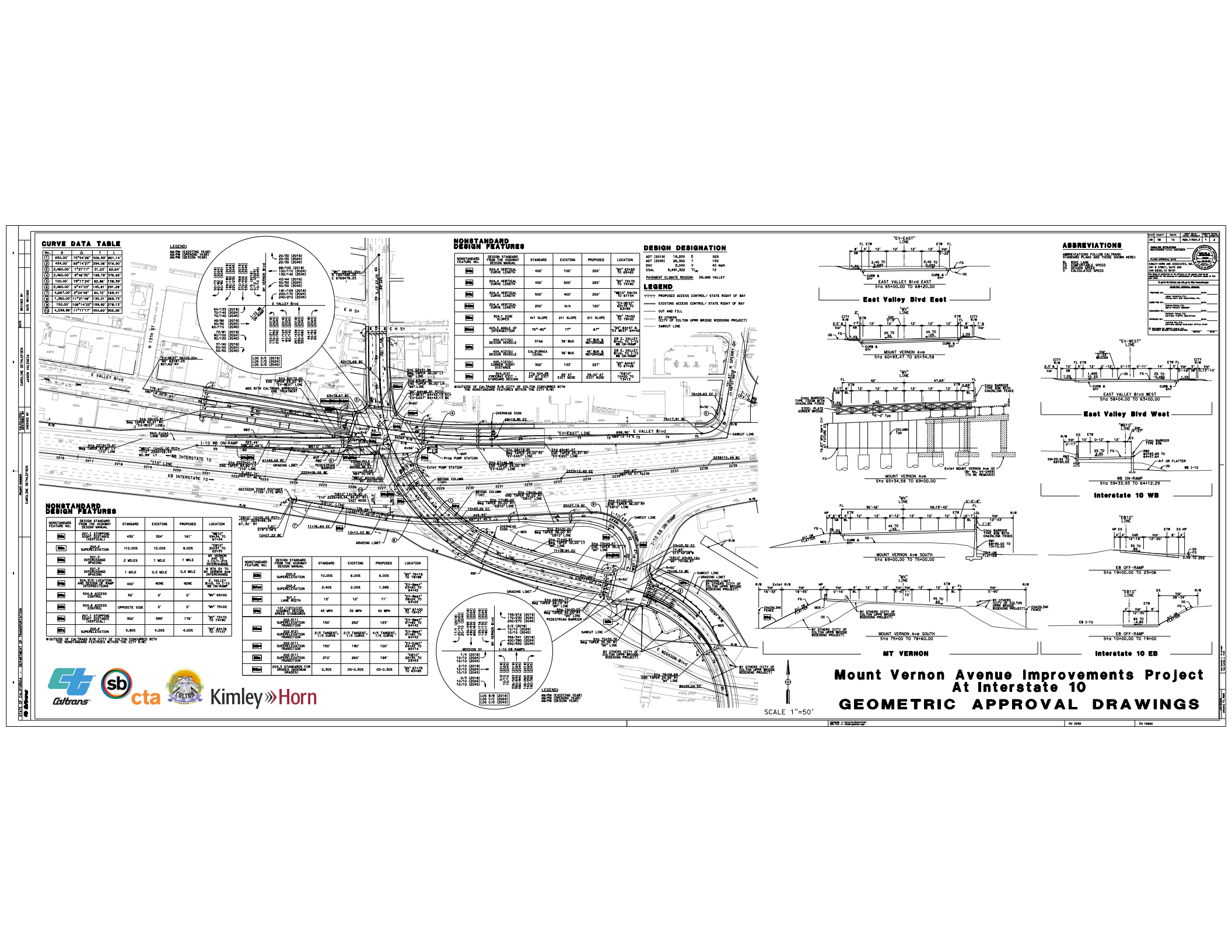
CURVE DATA TABLE
NONSTANDARD DESIGN FEATURES
DESIGN DESIGNATION
ADT (2019) 18,200 D 52%
ADT (2045) 26,300 T 15%
DHV 2,040 V 40 mph
ESAL 9,491,322 $TI_{20}$ 12
PAVEMENT CLIMATE REGION: INLAND VALLEY
LEGEND
PROPOSED ACCESS CONTROL/ STATE RIGHT OF WAY
EXISTING ACCESS CONTROL/ STATE RIGHT OF WAY
CUT AND FILL
BY OTHERS CITY OF COLTON UPRR BRIDGE WIDENING PROJECT
SAWCUT LINE
ABBREVIATIONS
ABBREVIATIONS FOLLOW CALTRANS STANDARD PLANS AND THOSE SHOWN HERE!
EAST VALLEY Blvd EAST
Sta 65+00.00 TO 68+20.00
East Valley Blvd East
MOUNT VERNON Ave
Sta 60+93.47 TO 65+34.58
EAST VALLEY Blvd WEST
Sta 58+04.00 TO 65+00.00
East Valley Blvd West
MOUNT VERNON Ave
Sta 65+34.58 TO 69+00.00
WB ON-RAMP
Sta 69+35.93 TO 64+12.29
Interstate 10 WB
MOUNT VERNON Ave SOUTH
Sta 69+00.00 TO 75+00.00
EB OFF-RAMP
Sta 19+00.00 TO 23+06
MOUNT VERNON Ave SOUTH
Sta 75+00 TO 78+60.00
EB OFF-RAMP
Sta 10+00.00 TO 19+00
Interstate 10 EB
MT VERNON
SCALE 1"=50'
Mount Vernon Avenue Improvements Project
At Interstate 10
GEOMETRIC APPROVAL DRAWINGS
Caltrans
sbcta
COLTON
Kimley»Horn

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# **Appendix C** Environmental Commitments Record

In order to ensure that all of the environmental measures identified in this document are executed at the appropriate times, the following mitigation program (as articulated on the proposed Environmental Commitments Record [ECR] which follows) would be implemented. During project design, avoidance, minimization, and/or mitigation measures will be incorporated into the project's final plans, specifications, and cost estimates, as appropriate. All permits will be obtained prior to implementation of the project. During construction, environmental and construction/engineering staff will ensure that the commitments contained in this ECR are fulfilled. Following construction and appropriate phases of project delivery, long-term mitigation maintenance and monitoring will take place, as applicable.

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# Environmental Commitments Record (ECR)

**DIST-CO-RTE:** 08-SBd-10 **PM/PM:** (PM R22.7/R24.3) **EA/Project ID.:** EA 08-1G800/PN 0816000102
**Project Description:** The San Bernardino County Transportation Authority (SBCTA), in cooperation with the California Department of Transportation (Caltrans) and the City of Colton, proposes to construct improvements to Mt. Vernon Avenue to accommodate four continuous through lanes through the interchange, two additional left turn lanes in the northbound direction, and bike lanes in both directions. The Mt. Vernon Avenue overhead structure will be reconstructed to accommodate the widening on Mt. Vernon Avenue and to span the future widening of the I-10 freeway to its ultimate configuration. A City of Colton Project will widen Mt. Vernon Avenue from two through lanes to four through lanes from the I-10 eastbound ramps to approximately 300 feet south of the intersection. This project will further widen the southern leg of the intersection in order to accommodate a northbound dedicated left turn pocket. North of the bridge, the existing five-leg intersection connecting Mt. Vernon Avenue and East Valley Boulevard to the I-10 westbound on-ramp would be realigned with exclusive turn lanes, signalization, and signage improvements incorporated to improve traffic operations. The existing westbound on-ramp and eastbound off-ramp are proposed to be modified in order to accommodate the wider and taller bridge structure. The project also addresses bicycle and pedestrian modes of travel. Specifically, it would upgrade bicycle access from Class III to Class II by use of a striped bicycle lane on the overcrossing. For pedestrians, it would add a sidewalk on the northeastern side of the bridge and address Americans with Disabilities Act (ADA) access with up-to-date curb ramps.

**Date (Last modification):** June 2021
**Environmental Planner:** Amy Lee **Phone No.:** (909) 261-3977
**Construction Liaison:** **Phone No.:**
**Resident Engineer:** **Phone No.:**

## PERMITS

| Permit | Agency | Application Submitted | Permit Received | Permit Expiration | Permit Requirement Completed by: | Permit Requirement Completed on: | Comments |
|---|---|---|---|---|---|---|---|
| 1602 | California Department of Fish and Wildlife | | | | | | |
| 401 | Regional Water Quality Control Board | | | | | | |
| | | | | | | | |
| | | | | | | | |

## ENVIRONMENTAL COMMITMENTS

### PA&ED

| Category | Task and Brief Description | Source | Included in PS&E package | Responsible Branch/Staff | Action to Comply | Due Date | Task Completed by | Task Completed on | Remarks | Mitigation for significant impacts under CEQA? |
|---|---|---|---|---|---|---|---|---|---|---|
| Biology | **BIO-7:** Project impact areas, staging, and storage areas will be minimized to the greatest extent feasible in and adjacent to any jurisdictional waters by placing highly visible barriers around jurisdictional areas to be preserved in order to establish Environmentally Sensitive Areas. No work or equipment will be permitted to enter any Environmentally Sensitive Areas. | Natural Environment Study (Minimal Impacts) (November 2020), Environmental Document | Yes | Resident Engineer/Contractor | | | | | | No |
| Water Quality | **WQ-1:** Treatment BMPs will be implemented to the maximum extent practicable, consistent with the requirements of the NPDES permit and Waste Discharge Requirements for San Bernardino County Municipal Stormwater Permit Order No. R8-2010-0036, NPDES Permit No. CAS618036. The project design will incorporate post-construction measures and other permanent erosion control elements to ensure that stormwater runoff would not cause channel erosion or hydromodification within the Santa Ana River. The proposed project would comply with the Low Impact Development: Guidance and Standards for Transportation Projects for the Santa Ana Region Riverside County Co-Permittees. Transportation Projects will incorporate the following Low Impact Development Principles and BMPs to the maximum extent practicable: Conservation of natural areas to the extent feasible; Minimization of the impervious footprint; Minimization of disturbances to natural drainage; Design and construction of pervious areas to receive runoff from impervious areas; Use of landscaping that minimizes irrigation and runoff, promotes surface; and infiltration, and minimizes the use of pesticides and fertilizers.<br>The proposed project will incorporate storm water treatment BMPs that preserve the existing hydrology to the maximum extent practical. Runoff from the roadway will be conveyed to pervious swales. Pollutants in the storm water runoff from the roadway | Environmental Document | Yes | Project Biologist/Contractor | | | | | | No |

| Category | Task and Brief Description | Source | Included in PS&E package | Responsible Branch/Staff | Action to Comply | Due Date | Task Completed by | Task Completed on | Remarks | Mitigation for significant impacts under CEQA? |
|---|---|---|---|---|---|---|---|---|---|---|
| | will be filtered through the pervious swales prior to being discharged from the project site. Maintenance of the roadside ditches will include debris, litter, and sediment removal. | | | | | | | | | |
| Water Quality | **WQ-2:** The proposed project will comply with the provisions of the NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit), Order No. 2009-0009-DWQ, NPDES No. CAS000002, and any subsequent permits in effect at the time of construction.<br>The proposed project will comply with the Construction General Permit by preparing and implementing a SWPPP to address issues related to construction-related activities, equipment, and materials that have the potential to affect water quality. The SWPPP is a project-specific document which calculates the site's risk level during construction, includes guidelines for monitoring and reporting, and provides Erosion Control Plan and BMPs details for the construction site. The SWPPP also includes Construction Site BMPs, which are implemented to minimize sediment and erosion during construction. The SWPPP will identify the sources of pollutants that may affect the quality of stormwater and include BMPs to control the pollutants, such as sediment control measures, catch basin inlet protection, construction materials management, and non-stormwater BMPs. | Environmental Document | Yes | Caltrans Resident Engineer, Contractor | | | | | | No |
| Other | **TRA-2**: Prior to project approval and adoption of the final environmental document, SBCTA will coordinate with SCAG to amend the Regional Transportation Plan (RTP) and Federal Transportation Improvement Program (FTIP) to reflect the latest project description and cost. | Environmental Document | No | SBCTA Project Manager | | | | | | No |

## PS&E/BEFORE RTL

| Category | Task and Brief Description | Source | Included in PS&E package | Responsible Branch/Staff | Action to Comply | Due Date | Task Completed by | Task Completed on | Remarks | Mitigation for significant impacts under CEQA? |
|---|---|---|---|---|---|---|---|---|---|---|
| Landscape | **AES-1:** All artificial outdoor lighting and overhead street lighting is to be limited to safety and security requirements and the minimum required for driver safety. In addition, LED lights will use shielding to ensure that nuisance glare and light spill do not affect sensitive residential viewers. Bridge safety lighting will use shielding to minimize offsite light spill and glare and will be screened and directed away from adjacent uses to the highest degree possible. The number of lights used will be minimized to the highest degree possible to ensure that spaces are not unnecessarily over-lit. | Visual Impact Assessment (December 2020)/ Environmental Document | Yes | Contractor/District Landscape Architect | | | | | | No |
| Biology | **BIO-8:** The project's impacts on aquatic resources will be mitigated and coordinated with RWQCB and CDFW during the permitting process. A minimum ratio of 1:1 is anticipated for permanent and temporary impacts through credit purchase at an approved in-lieu fee program, mitigation bank, or other approved mitigation provider. This is subject to change during agency coordination. | Environmental Document | Yes | Resident Engineer/Contractor | | | | | | No |
| Biology | **BIO-11:** The project site will be kept clear of debris to the extent possible. All food-related trash items will be enclosed in sealed containers and regularly removed from the site. All spoils and material disposal will be disposed of in accordance with applicable laws and regulations. | Natural Environment Study (Minimal Impacts) (November 2020), Environmental Document | Yes | Contractor | | | | | | No |
| Biology | **BIO-15:** Within seven days prior to the commencement of construction activities (if between February 1 and September 30), a qualified biologist will perform a nesting bird survey to determine whether there are active nests within 500 feet of the project limits. This survey will also identify the species and, to the degree feasible, nesting stage (e.g., incubation of young, feeding of young, near-fledging). Nests will be mapped manually, not by using a global positioning system, because close encroachment may cause nest abandonment. If active nests are found, construction will not occur within a minimum 300 feet of passerine and 500 feet of raptor nests or as determined by a qualified biologist until the nesting attempt has been completed and/or abandoned because of non-project-related reasons. | Natural Environment Study (Minimal Impacts) (November 2020), Environmental Document | Yes | Qualified Biologist | | | | | | No |

| Category | Task and Brief Description | Source | Included in PS&E package | Responsible Branch/Staff | Action to Comply | Due Date | Task Completed by | Task Completed on | Remarks | Mitigation for significant impacts under CEQA? |
|---|---|---|---|---|---|---|---|---|---|---|
| Hazardous Waste | **HAZ-3:** Aerially deposited lead (ADL) testing shall be conducted prior to completion of the Design phase. If soil is determined to contain lead concentrations exceeding the regulated threshold level, it will be managed during construction in accordance with the criteria in the Soil Management for Aerially Deposited Lead-Soils Agreement (California Environmental Protection Agency, Department of Toxic Substances Control, Docket No. ESPO-SMA 15/ 16-001, June 29, 2016) [ADL Agreement]). | Environmental Document | Yes | Resident Engineer/Contractor | | | | | | No |
| Hazardous Waste | **HAZ-4:** Lead-Based Paint (LBP) and Asbestos-Containing Material (ACM) surveys, for all bridge structures that will be disturbed by the proposed project, shall be conducted prior to completion of the Design phase. Due to the possible presence of elevated levels of lead concentrations on bridges and within the yellow thermoplastic and yellow-painted traffic stripes along the existing highway, the Contractor shall be required during construction to properly manage removed stripe and pavement markings as hazardous waste, in accordance with section 14-11.12 of Caltrans' Standard Specifications. If asbestos minerals are identified in the materials sampled during surveys and should the materials be disturbed during demolition, renovation, and/or construction, any generated ACM wastes will be disposed as hazardous asbestos waste; and an ACM abatement is required by a licensed ACM abatement contractor prior to renovation, refurbishing, or demolition activities, in accordance with section 14-11.16 of Caltrans' Standard Specifications. | Environmental Document | Yes | Resident Engineer/Contractor | | | | | | No |
| Other | **TRA-1**: Prior to construction, SBCTA will develop a TMP to avoid and/or minimize potential impacts on emergency services and commuters during construction. | Environmental Document | Yes | SBCTA Project Manager, SBCTA Resident Engineer | | | | | | No |
| Other | **UT-1**: During final design, SBCTA will coordinate with utility owners regarding any required relocations or protection measures to ensure that relocations would not adversely affect customer service or utility operations. | Environmental Document | Yes | SBCTA Project Manager, SBCTA Resident Engineer | | | | | | No |
| Other | **LU-1**: To remain consistent with the Caltrans Highway Design Manual (Section 626.1(3)), for avoidance of pavement failure due to heavy truck traffic and to maximize pavement life, during final design, SBCTA will consider alternate pavement types for the eastbound off-ramp terminus. | Environmental Document | Yes | SBCTA Project Manager, SBCTA Resident Engineer | | | | | | No |

## PRE-CONSTRUCTION

| Category | Task and Brief Description | Source | Included in PS&E package | Responsible Branch/Staff | Action to Comply | Due Date | Task Completed by | Task Completed on | Remarks | Mitigation for significant impacts under CEQA? |
|---|---|---|---|---|---|---|---|---|---|---|
| Biology | **BIO-2:** Temporary construction fencing (with silt barriers) will be installed at the limits of project impacts (including construction staging areas and access routes) to prevent habitat impacts and prevent the spread of pollutants such as silt, oil, and grease from the construction zone into adjacent habitats. The fencing will be installed in a manner that does not affect habitats to be avoided. Employees will strictly limit their activities, vehicles, equipment, and construction materials to the fenced construction limits, staging areas, and routes between the construction limits and staging areas. Temporary construction fencing will be removed on project completion. | Natural Environment Study (Minimal Impacts) (November 2020), Environmental Document | Yes | Contractor | | | | | | No |
| Biology | **BIO-14:** Within seven days prior to the commencement of construction activities (if between February 1 and September 30), a qualified biologist will perform a nesting bird survey that will consist of at least two site visits to determine whether there are active nests within 500 feet of the project limits. This survey will also identify the species and, to the degree feasible, nesting stage (e.g., incubation of young, feeding of young, near-fledging). Nests will be mapped manually, not by using a global positioning system, because close encroachment may cause nest abandonment. If active nests are found, construction will not occur within a minimum 300 feet of passerine and 500 feet of raptor nests or as determined by a qualified biologist until the nesting attempt has been completed and/or abandoned because of non-project-related reasons. | Natural Environment Study (Minimal Impacts) (November 2020), Environmental Document | Yes | Qualified Biologist | | | | | | No |
| Paleontology | **PAL-1:** Grading, excavation, and other surface and subsurface excavation in the resource study area have potential to affect significant nonrenewable fossil resources of Pleistocene age. A Paleontological Mitigation Plan (PMP) shall be prepared, during final project design, by a qualified paleontologist. The PMP will detail the measures to | Environmental Document | Yes | Qualified Principal Paleontologist/ SBCTA Project Engineer/ Contractor | | | | | | No |

| Category | Task and Brief Description | Source | Included in PS&E package | Responsible Branch/Staff | Action to Comply | Due Date | Task Completed by | Task Completed on | Remarks | Mitigation for significant impacts under CEQA? |
|---|---|---|---|---|---|---|---|---|---|---|
| | be implemented in the event of paleontological discoveries. The PMP shall include, at a minimum the following elements listed in PAL-1a through PAL-1e. | | | | | | | | | |
| Paleontology | **PAL-1a:** Required 1-hour preconstruction paleontological awareness training for earthmoving personnel, including documentation of training such as sign in sheets, and hardhat stickers, to establish communications protocols between construction personnel and the Principal Paleontologist. | Environmental Document | Yes | Qualified Principal Paleontologist/ SBCTA Project Engineer/ Contractor | | | | | | No |
| Paleontology | **PAL-1b:** A signed repository agreement with the San Bernardino County Museum will be developed to establish a curation process in the event of sample collection. | Environmental Document | Yes | Qualified Principal Paleontologist/ SBCTA Project Engineer/ Contractor | | | | | | No |
| Paleontology | **PAL-1c:** Monitoring, by a Principal Paleontologist, of Quaternary Older Alluvium of the Pleistocene Epoch during excavation. | Environmental Document | Yes | Qualified Principal Paleontologist/ SBCTA Project Engineer/ Contractor | | | | | | No |
| Paleontology | **PAL-1d:** Field and laboratory methods that meet the curation requirements of the San Bernardino County Museum will be implemented for monitoring, reporting, collection, and curation of collected specimens. Curation requirements are available for the public review at the San Bernardino County Museum. | Environmental Document | Yes | Qualified Principal Paleontologist/ SBCTA Project Engineer/ Contractor | | | | | | No |
| Paleontology | **PAL-1e:** All elements of the Paleontological Mitigation Plan (PMP) will follow the PMP Format published in the Caltrans Standard Environmental Reference (Caltrans 2003). | Environmental Document | Yes | Qualified Principal Paleontologist/ SBCTA Project Engineer/ Contractor | | | | | | No |
| Paleontology | **PAL-1f:** The Paleontological Mitigation Report will be included in the environmental project file and also submitted to the curation facility. Findings and analysis will be prepared by a Principal Paleontologist upon completion of project earthmoving activities. | Environmental Document | Yes | Qualified Principal Paleontologist/ SBCTA Project Engineer/ Contractor | | | | | | No |
| Hazardous Waste | **HAZ-2:** Prior to construction in order to avoid potential impacts from pavement striping during construction, testing and removal requirements for yellow striping, pavement marking materials, and bridge paints will be performed in accordance with Caltrans Standard Specifications Sections 14-11.12. | Initial Site Assessment (September 2020)/ Environmental Document | No | SBCTA Resident Engineer, Contractor | | | | | | No |

## CONSTRUCTION

| Category | Task and Brief Description | Source | Included in PS&E package | Responsible Branch/Staff | Action to Comply | Due Date | Task Completed by | Task Completed on | Remarks | Mitigation for significant impacts under CEQA? |
|---|---|---|---|---|---|---|---|---|---|---|
| Air Quality | **AQ-1a:** The construction contractor must comply with the Caltrans' Standard Specifications in Section 14-9 (2018). 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. | Air Quality Report (January 2021)/ Environmental Document | Yes | Resident Engineer/ Contractor | | | | | | No |
| Air Quality | **AQ-1b:** Water or a dust palliative will be applied to the site and equipment as often as necessary to control fugitive dust emissions, consistent with SCAQMD Rule 403. | Air Quality Report (January 2021)/ Environmental Document | Yes | Resident Engineer/ Contractor | | | | | | No |
| Air Quality | **AQ-1c:** Soil binder will be spread on any unpaved roads used for construction purposes, and on all project construction parking areas. | Air Quality Report (January 2021)/ Environmental Document | Yes | Resident Engineer/ Contractor | | | | | | No |
| Air Quality | **AQ-1d:** Trucks will be washed as they leave the right of way as necessary to control fugitive dust emissions. | Air Quality Report (January 2021)/ Environmental Document | Yes | Resident Engineer/ Contractor | | | | | | No |
| Air Quality | **AQ-1e:** Construction equipment and vehicles will be properly tuned and maintained. All construction equipment will use low sulfur fuel as required by the California Code of Regulations Title 17, Section 93114. | Air Quality Report (January 2021)/ Environmental Document | Yes | Resident Engineer/ Contractor | | | | | | No |
| Air Quality | **AQ-1f:** A dust control plan will be developed documenting sprinkling, temporary paving, speed limits, and timely revegetation of disturbed slopes as needed to minimize construction impacts on existing communities. | Air Quality Report (January 2021)/ Environmental Document | Yes | Resident Engineer/ Contractor | | | | | | No |

| Category | Task and Brief Description | Source | Included in PS&E package | Responsible Branch/Staff | Action to Comply | Due Date | Task Completed by | Task Completed on | Remarks | Mitigation for significant impacts under CEQA? |
|---|---|---|---|---|---|---|---|---|---|---|
| Air Quality | **AQ-1g:** Equipment and materials storage sites will be located as far away from residential and park uses as practicable. Construction areas will be kept clean and orderly. | Air Quality Report (January 2021)/ Environmental Document | Yes | Resident Engineer/ Contractor | | | | | | No |
| Air Quality | **AQ-1h:** Environmentally sensitive areas will be established near sensitive air receptors. Within these areas, construction activities involving the extended idling of diesel equipment or vehicles will be prohibited, to the extent feasible. | Air Quality Report (January 2021)/ Environmental Document | Yes | Resident Engineer/ Contractor | | | | | | No |
| Air Quality | **AQ-1i:** Track-out reduction measures, such as gravel pads at project access points to minimize dust and mud deposits on roads affected by construction traffic, will be used. | Air Quality Report (January 2021)/ Environmental Document | Yes | Resident Engineer/ Contractor | | | | | | No |
| Air Quality | **AQ-1j:** All transported loads of soils and wet materials will be covered before transport, or adequate freeboard (i.e., space from the top of the material to the top of the truck) will be provided to minimize emission of dust during transportation. | Air Quality Report (January 2021)/ Environmental Document | Yes | Resident Engineer/ Contractor | | | | | | No |
| Air Quality | **AQ-1k:** Dust and mud that are deposited on paved, public roads due to construction activity and traffic will be promptly and regularly removed to reduce particulate matter emissions. | Air Quality Report (January 2021)/ Environmental Document | Yes | Resident Engineer/ Contractor | | | | | | No |
| Air Quality | **AQ-1l:** To the extent feasible, construction traffic will be scheduled and routed to reduce congestion and related air quality impacts caused by idling vehicles along local roads during peak travel times.<br>Mulch will be installed or vegetation planted as soon as practical after grading to reduce windblown particulate matter in the area. | Air Quality Report (January 2021)/ Environmental Document | Yes | Resident Engineer/ Contractor | | | | | | No |
| Air Quality | **AQ-1m:** Mulch will be installed or vegetation planted as soon as practical after grading to reduce windblown particulate matter in the area. | Air Quality Report (January 2021)/ Environmental Document | Yes | Resident Engineer/ Contractor | | | | | | No |
| Biology | **BIO-3:** Construction equipment will be cleaned of mud or other debris that may contain invasive plants and/or seeds and will be inspected to reduce the potential of spreading noxious weeds before mobilizing to the site and before leaving the site during the course of construction. In addition, exotic and invasive plant removal will be conducted throughout the project area for the duration of the project schedule. Removal will be done by hand or mechanically and will avoid the use of herbicides. Exotic and invasive plant material will be properly transported and disposed of to avoid spread. | Natural Environment Study (Minimal Impacts) (November 2020), Environmental Document | Yes | Contractor | | | | | | No |
| Biology | **BIO-4:** A water truck will be kept onsite and used as needed for dust containment. To the extent possible, the spread of fugitive dust will be avoided. | Natural Environment Study (Minimal Impacts) (November 2020), Environmental Document | Yes | Contractor | | | | | | No |
| Biology | **BIO-5:** All construction site best management practices from the project's Storm Water Pollution Prevention Plan (SWPPP) will be implemented. | Natural Environment Study (Minimal Impacts) (November 2020), Environmental Document | Yes | Contractor | | | | | | No |
| Biology | **BIO-6:** 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 so as to prevent runoff from any spills from entering jurisdictional waters. | Natural Environment Study (Minimal Impacts) (November 2020), Environmental Document | Yes | Resident Engineer/Contractor | | | | | | No |
| Biology | **BIO-9:** An employee education program will be developed and implemented by the project biologist. Each employee (including temporary, contractors, and subcontractors) will receive a training/awareness program prior to working on the proposed project. Sign-in sheets will be maintained to document completion of the program by each employee. They will be advised of the potential impact on protected species and the potential penalties for taking such species. | Natural Environment Study (Minimal Impacts) (November 2020), Environmental Document | Yes | Project Biologist/Contractor | | | | | | No |
| Biology | **BIO-10:** A preconstruction survey will be conducted by a qualified biologist within non-developed construction areas (i.e., open dirt ground or vegetated areas, but not paved areas) on the morning of the start of construction in any given area. Should these species or any other wildlife be found within the preconstruction survey area, then the qualified biologist will move the animal(s) out of the construction area as feasible or will work with the crew to avoid the area until the animal(s) moves on its own. Should a special status species be found within the BSA that is not already covered with avoidance measures under project permits, the qualified biologist will restrict | Natural Environment Study (Minimal Impacts) (November 2020), Environmental Document | Yes | Qualified Biologist | | | | | | No |

| Category | Task and Brief Description | Source | Included in PS&E package | Responsible Branch/Staff | Action to Comply | Due Date | Task Completed by | Task Completed on | Remarks | Mitigation for significant impacts under CEQA? |
|---|---|---|---|---|---|---|---|---|---|---|
| | construction access to that specific area and will take measures to coordinate with CDFW and/or USFWS as applicable for further avoidance or consultation. | | | | | | | | | |
| Biology | **BIO-11:** The project site will be kept clear of debris to the extent possible. All food-related trash items will be enclosed in sealed containers and regularly removed from the site. All spoils and wastes will be disposed of in accordance with applicable laws and regulations. | Natural Environment Study (Minimal Impacts) (November 2020), Environmental Document | Yes | Contractor | | | | | | No |
| Biology | **BIO-12:** Project personnel will be prohibited from bringing domestic pets to the construction site to ensure that domestic pets do not disturb or depredate wildlife in the adjacent native habitat. | Natural Environment Study (Minimal Impacts) (November 2020), Environmental Document | Yes | Contractor | | | | | | No |
| Biology | **BIO-13:** All project activities will be initiated outside of the bird nesting season, October 1 through January 31, to the maximum extent feasible, to avoid impacts on nesting birds within the BSA. If this cannot be accomplished, measures BIO-14 and BIO-15 will be implemented. | Natural Environment Study (Minimal Impacts) (November 2020), Environmental Document | Yes | Contractor | | | | | | No |
| Biology | **BIO-14:** To prevent project effects on bridge- and crevice-nesting birds (e.g., swallows and swifts), bird nests will be removed from the bridge, and exclusion devices will be installed on weep holes and crevices prior to initiation of bridge improvements and prior to the onset of nesting bird season: February 1 through September 30. Removal of nests will occur prior to February 1 of that year, before a swallow colony returns 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 (e.g., netting or a similar mechanism that keeps birds from building nests). Nest removal and exclusion device installation will be monitored by a qualified biologist to ensure proper exclusion/eviction techniques and prevent entrapment of animals within the structure. Such exclusion efforts must be continued to keep the structures free of swallows until September or the completion of construction. | Natural Environment Study (Minimal Impacts) (November 2020), Environmental Document | Yes | Qualified Biologist | | | | | | No |
| Biology | **BIO-15:** Within three days prior to the commencement of construction activities (if between February 1 and September 30), a qualified biologist will perform a nesting bird survey to determine whether there are active nests within 500 feet of the project limits. This survey will also identify the species and, to the degree feasible, nesting stage (e.g., incubation of young, feeding of young, near-fledging). Nests will be mapped manually, not by using a global positioning system, because close encroachment may cause nest abandonment. If active nests are found, construction will not occur within a minimum 300 feet of passerine and 500 feet of raptor nests or as determined by a qualified biologist until the nesting attempt has been completed and/or abandoned because of non-project-related reasons. | Natural Environment Study (Minimal Impacts) (November 2020), Environmental Document | Yes | Qualified Biologist | | | | | | No |
| Cultural Resources | **CR-1:** If buried cultural resources are encountered during project activities, it is Caltrans policy that work stop within 60 feet of the area until a qualified archaeologist can evaluate the nature and significance of the find. | Archaeological Survey Report (November 2020), Environmental Document | Yes | Resident Engineer/ Contractor/Qualified Archaeologist | | | | | | No |
| Cultural Resources | **CR-2:** In the event that human remains are found, the county coroner will immediately be notified and all construction activities within 60 feet of the discovery will stop. Pursuant to PRC Section 5097.98, if the remains are thought to be Native American, the coroner will notify NAHC, who will then notify the MLD. The person who discovered the remains will contact the District 8 Division of Environmental Planning; Andrew Walters, DEBC: (909) 260-5178 and Gary Jones, DNAC: (909) 261-8157. Further provisions of PRC 5097.98 are to be followed as applicable. | Archaeological Survey Report (November 2020), Environmental Document | Yes | Resident Engineer/ Contractor/Qualified Archaeologist | | | | | | No |
| Hazardous Waste | **HAZ-1:** If hazardous materials contamination or sources are suspected or identified during project construction activities, the contractor shall stop work and follow the Unknown Hazards Procedures described in Section 7 of the Caltrans Construction Manual. | Initial Site Assessment (September 2020)/ Environmental Document | Yes | Caltrans Resident Engineer, Contractor | | | | | | No |
| Hazardous Waste | **HAZ-5:** The handling, storing, and transporting of treated wood waste shall be in accordance with Caltrans' Standard Specifications section 14-11.14. | Environmental Document | Yes | Caltrans Resident Engineer, Contractor | | | | | | No |
| 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 2018 Standard Specifications and Special Provisions. | Noise Study Report (August 2020), Environmental Document | Yes | Caltrans Resident Engineer/ Contractor | | | | | | No |

## POST-CONSTRUCTION

| Category | Task and Brief Description | Source | Included in PS&E package | Responsible Branch/Staff | Action to Comply | Due Date | Task Completed by | Task Completed on | Remarks | Mitigation for significant impacts under CEQA? |
|---|---|---|---|---|---|---|---|---|---|---|
| Biology | **BIO-1:** All temporary impact areas will be replanted and/or re-seeded with a plant palette containing locally native seeds/plants adapted to upland and xeric conditions. All erosion control seed mixes (if applicable) will also contain a seed mix of locally native species. | Natural Environment Study (Minimal Impacts) (November 2020), Environmental Document | Yes | Resident Engineer/ Contractor | | | | | | No |

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# Appendix D Interagency Consultation and Concurrence

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State of California • Natural Resources Agency
Gavin Newsom, *Governor*

**DEPARTMENT OF PARKS AND RECREATION**
**OFFICE OF HISTORIC PRESERVATION**
Armando Quintero, *Director*

**Julianne Polanco, State Historic Preservation Officer**
**1725 23rd Street, Suite 100, Sacramento, CA 95816-7100**
**Telephone: (916) 445-7000 FAX: (916) 445-7053**
**calshpo.ohp@parks.ca.gov www.ohp.parks.ca.gov**

March 10, 2021

VIA EMAIL

In reply refer to: FHWA_2020_1228_001

Mr. Andrew Walters, Branch Chief
Environmental Support/Cultural Studies
Caltrans District 8
464 W Fourth Street
San Bernardino, CA 92401-1400

Subject: Determinations of Eligibility for the Proposed I-10 Mount Vernon Avenue Project, San Bernardino County, CA

Dear Mr. Walters:

Caltrans is continuing consultation regarding the above project in accordance with the January 1, 2014 *First Amended Programmatic Agreement Among the Federal Highway Administration (FHWA), the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California* (PA). As part of your documentation, Caltrans submitted Historic Property Survey Report (HPSR) Historic Resources Evaluation Report, and Archaeological Survey Report for the proposed project.

The proposed project would replace the existing four-lane Mt. Vernon Avenue Overcrossing (54-0549) bridge structure with a wider six lane bridge replacement structure. The project would improve the intersection at East Valley Boulevard adjacent to the Caltrans right-of-way, with improvements extending approximately 615 feet to the west and approximately 530 feet to the east along East Valley Boulevard, approximately 310 feet north and approximately 1,225 feet south and southeast along Mt. Vernon Avenue.

Pursuant to Stipulation VIII.C.6 of the PA, Caltrans determined that the following properties are not eligible for the NRHP:

- 650-700 East Valley Boulevard, Colton
- 691 East Valley Boulevard, Colton
- 695 East Valley Boulevard, Colton
- 805 East H Street, Colton

- 847 East Valley Boulevard, Colton
- 889 East Valley Boulevard, Colton
- Colony Inn, 255 North Sperry Drive, Colton

Based on review of the submitted documentation, I concur with the above determinations.

If you have any questions, please contact Natalie Lindquist at (916) 445-7014 with e-mail at natalie.lindquist@parks.ca.gov .

Sincerely,

Julianne Polanco
State Historic Preservation Officer

SCAG
INNOVATING FOR A BETTER TOMORROW

SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017
T: (213) 236-1800
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MEETING OF THE

# TRANSPORTATION CONFORMITY WORKING GROUP

## Tuesday, January 26, 2021
## 10:00 a.m. – 12:00 p.m.

**TELECONFERENCE**
**and**
**ZOOM MEETING ONLY**

## Teleconference
## Call-in Telephone: (646) 558-8656 or (669) 900-6833
## Meeting ID: 153 963 916

**How to Unmute/Mute Phone:**

**Press *6 to unmute your phone to speak; Press *6 again to mute.**

## Zoom Meeting URL:
## https://scag.zoom.us/j/153963916

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact:

Rongsheng Luo at 213.236.1994 or luo@scag.ca.gov

Agendas and Minutes for the Transportation Conformity Working Group are also available at:
http://www.scag.ca.gov/committees/Pages/CommitteeL2/SingleCommittee.aspx?CID=25

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. SCAG is also committed to helping people with limited proficiency in the English language access the agency's essential public information and services. You can request such assistance by calling (213) 236-1908. We request at least 72 hours (three days) notice to provide reasonable accommodations and will make every effort to arrange for assistance as soon as possible.

# Transportation Conformity Working Group

## AGENDA

| | | PAGE # | TIME |
|---|---|---|---|
| **1.0** | **CALL TO ORDER AND SELF-INTRODUCTION** — **Martha Masters, Chair** | | |
| **2.0** | **PUBLIC COMMENT PERIOD** | | |

Members of the public desiring to speak on an agenda item or items not on the agenda, but within the purview of the TCWG, must fill out a speaker's card prior to speaking and submit it to the Staff Assistant. A speaker's card must be turned in before the meeting is called to order. Comments will be limited to three minutes. The Chair may limit the total time for comments to twenty (20) minutes.

**3.0 CONSENT CALENDAR**

| | | | | |
|---|---|---|---|---|
| 3.1 | October 27, 2020 TCWG Meeting Minutes | | 3.1-1 | 5 minutes |
| 3.2 | Email Summary of December 8, 2020 TCWG Meeting | | 3.2-1 | 5 minutes |

**4.0 INFORMATION ITEMS**

| | | | | |
|---|---|---|---|---|
| 4.1 | Review of PM Hot Spot Interagency Review Forms<br>**Attachments 4.1-1 4G07421; 4.1-2 20190010Rev; 4.1-2 20190010RevTrack; 4.1-3 LALS01; 4.1-4 LAOG1094; 4.1-5 ORA001103InfoUpdate** | | 4.1-1 | 30 minutes |
| 4.2 | RTP Update | John Asuncion, SCAG | | 5 minutes |
| 4.3 | FTIP Update | John Asuncion, SCAG | | 10 minutes |
| | 2021 FTIP Conformity Analysis | | | |
| | Status Update | Rongsheng Luo, SCAG | | |
| 4.4 | EPA Update<br>- Standing Update<br>- Sanction Clocks Update | Karina O'Connor, EPA | | 10 minutes |
| 4.5 | ARB Update<br>- Standing Update<br>- SIP Update | Nesamani Kalandiyur, ARB | | 10 minutes |
| 4.6 | Air Districts Update<br>- Standing Update<br>- AQMP/SIP Update | District Representatives | | 10 minutes |

**5.0 INFORMATION SHARING** — 5 minutes

**6.0 ADJOURNMENT**

The next meeting of the Transportation Conformity Working Group will be held on Tuesday, February 23, 2021 via teleconference and Zoom meeting only.

**TRANSPORTATION CONFORMITY WORKING GROUP**
**of the**
**SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS**

**January 26, 2021**
**Minutes**

**THE FOLLOWING MINUTES ARE A SUMMARY OF THE MEETING OF THE TRANSPORTATION CONFORMITY WORKING GROUP. A DIGITAL RECORDING OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.**

The Meeting of the Transportation Conformity Working Group was held via teleconference.

**SCAG**
Asuncion, John
Calderon, Karen
Luo, Rongsheng

**Via Teleconference**

| | |
|---|---|
| Anderson, Kelsie | TCA |
| Arellano, Lexie | Caltrans Headquarters |
| Bade, Rabindra | Caltrans, District 12 |
| Brugger, Ron | LSA Associates |
| Cacatian, Ben | VCAPCD |
| Carlson, Kristin | WSP |
| Cooper, Keith | ICF |
| Dong, Allyson | Terry A Hayes Associates |
| Guizado, Jillian | RCTC |
| Huddleston, Lori | LA Metro |
| Kalandiyur, Nesamani | ARB |
| Lay, Keith | HDR Engineering |
| Masters, Martha | RCTC |
| Miranda, Jude | Caltrans, District 12 |
| Moran, Nohemi | SBCTA |
| O'Connor, Karina | EPA Region 9 |
| Ogar, Jeanne | GPA |
| Sanchez, Lucas | Caltrans Headquarters |
| Sanchez, Rebecca | Caltrans, District 7 |
| Silverman Sam | Terry A Hayes Associates |
| Simpson, James | LA Metro |
| Sun, Lijin | SCAQMD |
| Sutherland, Anders | Terry A Hayes Associates |
| Tavitas, Rodney | Caltrans Headquarters |
| Vaughn, Joseph | FHWA |
| Whiteaker, Warren | OCTA |
| Yoon, Andrew | Caltrans, District 7 |
| Zhao, Jiaqi | LA Metro |

**TRANSPORTATION CONFORMITY WORKING GROUP**
**of the**
**SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS**

**January 26, 2021**
**Minutes**

## 1.0 CALL TO ORDER AND SELF-INTRODUCTION

Martha Masters, TCWG Chair, called the meeting to order at 10:05 am.

## 2.0 PUBLIC COMMENT PERIOD

None.

## 3.0 CONSENT CALENDAR

3.1 October 27, 2020 TCWG Meeting Minutes
The meeting minutes were deferred to next TCWG meeting.

3.2 Email Summary of December 8, 2020 TCWG Meeting
The meeting summary was approved.

## 4.0 INFORMATION ITEMS

4.1 Review of PM Hot Spot Interagency Review Forms

1) **4G07421**
   It was determined that this project is not a POAQC.
2) **20190010Rev and 20190010RevTrack**
   It was determined that this project is not a POAQC.
3) **LALS01**
   It was determined that Project Alternatives 2 through 5 are exempt and Project Alternative 6 is not a POAQC.
4) **LAOG1094**
   It was determined that this project is not a POAQC (FTA concurrence received via email after meeting).
5) **ORA001103InfoUpdate**
   The informational update has been received and this will remain not a POAQC.

4.2 RTP Update
John Asuncion, SCAG, reported the following:

- 2020 RTP/SCS Amendment No. 1 was announced via email on January 5, 2021 to appropriate county transportation commission staff.
- Submittals for the amendment are due February 19, 2021.
- SCAG adoption of RTP Amendment No. 1 is anticipated in September or October 2021.

In response to a question, Karina O'Connor (EPA Region 9) stated that the beginning of emissions modeling is typically considered to be the use of the EMFAC model. Karina, Joseph Vaughn (FHWA) and Nesamani Kalandiyur (ARB) suggested further discussion to clarify. Rongsheng agreed to place an item on the next TCWG agenda to discuss this matter.

4.3 FTIP Update

John Asuncion, SCAG, reported the following:

- Submittals for 2021 FTIP Consistency Amendment as related to the RTP Amendment No. 1 are due to SCAG February 19, 2021. Appropriate county transportation commission staff has already been notified. This will be for modeling changes only; programming changes will be incorporated later when more accurate data is available.
- The comment period for the Draft 2021 FTIP has ended. The comments received were presented to SCAG's Transportation Committee. The comments received were primarily technical in nature; any changes recommended will be incorporated in 2021 FTIP Amendment #21-01, which is expected to be adopted concurrently with the 2021 FTIP in mid-April 2021.
- The Transportation Committee will recommend Regional Council to approve the 2021 FTIP in February 2021. The Regional Council is expected to approve the 2021 FTIP at their meeting in March 2021. Upon SCAG's adoption, Caltrans will then approve the 2021 FTIP in mid-April 2021.

2021 FTIP Conformity Analysis Status Update

Rongsheng Luo, SCAG, reported the following:

- The 2021 FTIP Conformity Analysis was released for public review and no comments were received specific to conformity. The conformity analysis will be presented to SCAG's Energy and Environmental Committee (EEC) for approval on February 4, 2021. Upon Regional Council adoption (expected March 2021), the conformity analysis will be submitted to FHWA/FTA for final approval.

4.4 EPA Update

None.

4.5 ARB Update

Nesamani Kalandiyur, ARB, reported the following:

- The third workshop for EMFAC2021 was held on December 15, 2020. The workshop included a discussion of the changes between the 2017 and 2021 model. The overall change in EMFAC2021 include, for Light Duty vehicles, a decrease in VMT and a decrease in $NO_x$ and ROG emissions mainly due to an

update to the emissions rate; and, for Heavy Duty (Truck) vehicles, an increase in VMT and a decrease in NOx and GHG emissions mainly due to new regulations that CARB adopted. More details can be found in the presentation posted on ARB's Website: https://ww2.arb.ca.gov/sites/default/files/2020-12/EMFAC202x_Dec_Workshop_20201215_rev.pdf

- Last week ARB released EMFAC2021 to the public; it is not ready for conformity demonstration or determination until it is approved by US EPA. The technical documentation for the model is scheduled to be released in early March 2021. EMFAC2021 will be sent to EPA for final approval in spring 2021.
- EMFAC2021 will be a Web Platform; there is no need to download or install the model on your computer. The Web Platform will be released later this month or early next month.

In response to questions, Nesamani reported that the cutoff date for additional adopted regulations to be incorporated in EMFAQ2021 has passed (3-4 months ago). EMFAC2021 is largely ready for submittal to US EPA and ARB is primarily working on technical documentation, but they will fix any technical issues that come up prior to submittal to US EPA. The grace period is determined by US EPA; ARB plans to request a grace period, but it could range from 6 months to 2 years depending on US EPA's review of the changes to this model.

4.6 Air Districts Update

Ben Cacatian, VCAPCD, reported the following:

- VCAPCD staff continues to work on the 2022 Ventura County AQMP/SIP, currently working through emissions inventories and revisions for stationary sources.
- The AQMP/SIP is due August 2022.

Lijin Sun, SCAQMD, reported the following:

- South Coast Air Basin Attainment Plan for 2006 24-Hour PM2.5 Standard was adopted by their Governing Board on December 4, 2020 and subsequently submitted to US EPA through CARB.
- The Coachella Valley Extreme Nonattainment Area Plan for 1997 8-Hour ozone Standard was adopted by their Governing Board on December 4, 2020 and subsequently submitted to US EPA through CARB.
- 2022 South Coast AQMP development process has started. The next AQMP Advisory Group meeting will be held on February 3, 2021. SCAQMD has formed several working groups for control measure development; the first working group

meeting was held in December 2020. The control measures groups include residential and commercial buildings, oceangoing vessels, aircraft, heavy duty trucks, and construction and industrial equipment.

- SCAQMD's Deputy Executive Officer Dr. Philip Fine has left SCAQMD for US EPA. Dr. Sarah Rees is Acting Deputy Executive Officer.

## 5.0 INFORMATION SHARING

Lucas Sanchez, Caltrans Headquarters, reported that Caltrans will be hosting the Statewide Conformity Working Group on February 9, 2021 from 1:00 PM to 3:30PM. Lucas also requested for Caltrans Headquarters to be included in any discussions related to the use of the EMFAC2014 model for the RTP update as discussed earlier in this meeting.

## 6.0 ADJOURNMENT

The meeting was adjourned at 10:51 am. The next Transportation Conformity Working Group meeting will be held on Tuesday, February 23, 2021 via teleconference and Zoom meeting only.

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# **Appendix E** Air Quality Conformity

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**TABLE 2** Financially-Constrained RTP/SCS Projects - Continued

| System | Lead Agency | RTP ID | Route # | Route Name | From | To | Description | Completion Year | Project Cost ($1,000's) |
|---|---|---|---|---|---|---|---|---|---|
| **County: San Bernardino** | | | | | | | | | |
| STATE HIGHWAY | HIGHLAND | 4M0801 | 210 | SR-210 | SR-210 | VICTORIA AVE | SR-210 @ VICTORIA AVE - CONSTRUCT NEW INTERCHANGE | 2040 | $168,602 |
| STATE HIGHWAY | ONTARIO | 4160002 | 10 | I-10 | I-10 | VINEYARD AVE | WIDEN INTERCHANGE FOR I-10 @ VINEYARD AVE FROM 4 TO 6 LANES, WIDEN ON/OFF RAMPS FROM 2 TO 4 LANES | 2030 | $3,000 |
| STATE HIGHWAY | ONTARIO | 4160009 | 60 | SR-60 | SR-60 | GROVE AVE | RECONSTRUCT SR-60 @ GROVE AVE INTERCHANGE | 2040 | $51,000 |
| STATE HIGHWAY | ONTARIO | 4160010 | 60 | SR-60 | SR-60 | VINEYARD AVE | SR-60 @ VINEYARD AVE INTERCHANGE RECONSTRUCTION | 2040 | $51,000 |
| STATE HIGHWAY | ONTARIO | 2002160-2002160 | 10 | | | | I-10 AT GROVE AVE AND 4TH ST: CONSTRUCT NEW INTERCHANGE AT I-10 AND GROVE AVE; CLOSE EXISTING I-10/FOURTH ST INTERCHANGE; AND LOCAL STREET IMPROVEMENTS ALONG GROVE AVE (CHILD PROJECT IS 20171102). | 2030 | $199,423 |
| STATE HIGHWAY | ONTARIO | 200602-200602 | 60 | | | | SR 60 AND VINEYARD AVE. INTERCHANGE RECONSTRUCTION-LENGTHEN BRIDGE TO ACOMMODATE VINEYARD AVE WIDENING AND RAMP WIDENING 4-6 LANES | 2025 | $7,621 |
| STATE HIGHWAY | ONTARIO | 200604-200604 | 60 | | | | SR60 AT GROVE AVENUE INTERCHANGE RECONSTRUCTION AND GROVE AVE. +/-300 FT. N/S OF SR 60-WIDEN FROM 4-6 LANES | 2025 | $7,621 |
| STATE HIGHWAY | RANCHO CUCAMONGA | 200152 | 15 | I-15 | ARROW ROUTE | FOOTHILL BLVD | I-15 @ ARROW ROUTE - CONSTRUCT NEW INTERCHANGE BETWEEN ARROW ROUTE AND FOOTHILL BLVD | 2040 | $148,501 |
| STATE HIGHWAY | REDLANDS | 200432-200432 | 10 | | | | AT I-10 AND FORD ST. ON RAMP TO THE FREEWAY - SIGNAL AND INTERSECTIONS IMPROVEMENTS | 2020 | $700 |
| STATE HIGHWAY | SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY | 4122006 | 15 | | | | I-15 EXPRESS LANES: CONST 2 NEW EX LNS IN EACH DIRECTION B/W SR-60 & SR-210, CONST 1 EX LN IN EACH DIRECTION B/W CANTU-GALLEANO RANCH RD & SR-60 AND 1 EXP LN IN EACH DIRECTION B/W SR-210 AND DUNCAN CANYON RD. ADDITIONAL IMPROVEMENTS TO AUX LN WIDENING, UNDERCROSSINGS, AND RECONSTRUCTION OF RAMPS AND LANE TRANSITIONS WHERE NEEDED. | 2030 | $476,590 |
| STATE HIGHWAY | O Y ORTATION ORITY | 4120198-20190010 | 10 | | 22.7 | PM 24.25 | I-10 @ MT VCOLTON: MT. VERNON AVE BRIDGE WIDENING OVER I-10: TO ACCOMMODATE NEW DEDICATED TURN AND BIKE LANES, WIDEN 300 FT SOUTH ALONG MT. VERNON; REALIGN MT. VERNON & E VALLEY MAINLINE).VERNON AVE INTERCHANGE IMPROVEMENTS. | 2024 | $53,869 |

| FTIP ID | LEAD AGENCY | COUNTY | CONFORM CATEGORY | AIR BASIN | PROJECT COST | RTP ID | SYSTEM |
|---|---|---|---|---|---|---|---|
| 20179901 | SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY | San Bernadino | NON-EXEMPT | SCAB | $34,596 | 4122003 | State |

| PRIMARY PROGRAM CODE | PROJECT LIMITS | MODELING | FTIP AMENDMENT |
|---|---|---|---|
| CAY63 - HIGHWAY/ROAD IMP - LANE ADD'S (NO HOV LANES): GM | From 16th St Bridge in Yucaipa to Just east of the County Line Road undercrossing Post Miles: Begin 36.40 End 0.20 | YES | 21-00 |

DESCRIPTION

I-10 EB TRUCK CLIMBING LANE: CONTINUE THE EXISTING EASTBOUND TRUCK CLIMBING LANE ON I-10 FROM THE 16TH ST BRIDGE IN THE CITY OF YUCAIPA FOR ABOUT 3 MILES TO JUST EAST OF THE COUNTY LINE ROAD UNDERCROSSING. THE PROJECT INCLUDES A TRANSITION LANE TO ALLOW TRUCKS TO MERGE WITH GENERAL TRAFFIC AND MAY INCLUDE MINOR STRUCTURAL IMPROVEMENTS TO ACCOMMODATE FOR LANE WIDENING (PPNO 3009Q)

| PHASE | FUND SOURCE | PRIOR | 20/21 | 21/22 | 22/23 | 23/24 | 24/25 | 25/26 | FUTURE | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|
| PE | SBD CO MEASURE I | $1,706 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $1,706 |
| PE | STIP ADVANCE CON-RIP | $0 | $2,890 | $0 | $0 | $0 | $0 | $0 | $0 | $2,890 |
| CON | AGENCY | $0 | $0 | $30,000 | $0 | $0 | $0 | $0 | $0 | $30,000 |
| TOTAL | TOTAL | $1,706 | $2,890 | $30,000 | $0 | $0 | $0 | $0 | $0 | $34,596 |

| FTIP ID | LEAD AGENCY | COUNTY | CONFORM CATEGORY | AIR BASIN | PROJECT COST | RTP ID | SYSTEM |
|---|---|---|---|---|---|---|---|
| 20190008 | SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY | San Bernadino | EXEMPT - 93.126 | SCAB | $11,003 | 200614 | State |

| PRIMARY PROGRAM CODE | PROJECT LIMITS | MODELING | FTIP AMENDMENT |
|---|---|---|---|
| NCN46 - PLANTING/LANDSCAPING | Post Miles: Begin 0.00 End 5.10 | NO | 21-01 |

DESCRIPTION

I-215 Landscaping (Bi-County HOV Gap Closure): Non-capacity project to absorb only the landscape portion of project 200614.

| PHASE | FUND SOURCE | PRIOR | 20/21 | 21/22 | 22/23 | 23/24 | 24/25 | 25/26 | FUTURE | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|
| PE | SBD CO MEASURE I | $1,540 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $1,540 |
| CON | SBD CO MEASURE I | $0 | $0 | $0 | $9,463 | $0 | $0 | $0 | $0 | $9,463 |
| TOTAL | TOTAL | $1,540 | $0 | $0 | $9,463 | $0 | $0 | $0 | $0 | $11,003 |

| FTIP ID | LEAD AGENCY | COUNTY | CONFORM CATEGORY | AIR BASIN | PROJECT COST | RTP ID | SYSTEM |
|---|---|---|---|---|---|---|---|
| 20190010 | SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY | San Bernadino | NON-EXEMPT | SCAB | $54,980 | 4120198 | State |

| PRIMARY PROGRAM CODE | PROJECT LIMITS | MODELING | FTIP AMENDMENT |
|---|---|---|---|
| CAXT0 - OVERCROSS OR UNDERCROSS IMP(LN ADD'S) W/TCM: RS | From East Valley Blvd to I-10 EB on/off ramps Post Miles: Begin 22.70 End 24.25 | YES | 21-00 |

DESCRIPTION

Colton: Mt. Vernon Ave Bridge widening over I-10: Widen Mt. Vernon Bridge structure (3-4 lanes; 1 new SB lane) to accommodate new dedicated turn and bike lanes, widen Mt. Vernon Ave (2-4 lanes) from I-10 EB off/on-ramps to approx. 300 FT south along Mt. Vernon; realign Mt. Vernon & E Valley Blvd Intersection; Relocate WB on-ramp (remains 1 lane at the mainline).

| PHASE | FUND SOURCE | PRIOR | 20/21 | 21/22 | 22/23 | 23/24 | 24/25 | 25/26 | FUTURE | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|
| PE | CITY FUNDS | $299 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $299 |
| PE | SBD CO MEASURE I | $5,563 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $5,563 |
| ROW | CITY FUNDS | $0 | $210 | $0 | $0 | $0 | $0 | $0 | $0 | $210 |
| ROW | SBD CO MEASURE I | $0 | $3,910 | $0 | $0 | $0 | $0 | $0 | $0 | $3,910 |
| CON | CITY FUNDS | $0 | $0 | $2,295 | $0 | $0 | $0 | $0 | $0 | $2,295 |
| CON | SBD CO MEASURE I | $0 | $0 | $42,703 | $0 | $0 | $0 | $0 | $0 | $42,703 |
| TOTAL | TOTAL | $5,862 | $4,120 | $44,998 | $0 | $0 | $0 | $0 | $0 | $54,980 |

| FTIP ID | LEAD AGENCY | COUNTY | CONFORM CATEGORY | AIR BASIN | PROJECT COST | RTP ID | SYSTEM |
|---|---|---|---|---|---|---|---|
| 20190903 | SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY | San Bernadino | TCM | SCAB | $226,700 | 4122006 | State |

| PRIMARY PROGRAM CODE | PROJECT LIMITS | MODELING | FTIP AMENDMENT |
|---|---|---|---|
| CAXT9 - HOT LANE(S) IMPROVEMENTS/EXPANSION - RS | From FOOTHILL BLVD to BASELINE Post Miles: Begin 5.80 End 12.20 | YES | 21-00 |

DESCRIPTION

I-15 Express Lanes (Contract 2): Construct 2 Exp. Lanes in each direction between Foothill Blvd and SR-210 and 1 Exp. Lane in each direction between SR-210 and Duncan Canyon Rd.

| PHASE | FUND SOURCE | PRIOR | 20/21 | 21/22 | 22/23 | 23/24 | 24/25 | 25/26 | FUTURE | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|
| PE | SBD CO MEASURE I | $14,700 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $14,700 |
| ROW | SBD CO MEASURE I | $0 | $0 | $0 | $2,000 | $0 | $0 | $0 | $0 | $2,000 |
| CON | SBD CO MEASURE I | $0 | $0 | $0 | $210,000 | $0 | $0 | $0 | $0 | $210,000 |
| TOTAL | TOTAL | $14,700 | $0 | $0 | $212,000 | $0 | $0 | $0 | $0 | $226,700 |

Federal Highway Administration
California Division Office
650 Capitol Mall, Suite 4-100
Sacramento, CA 95814-4708
(916) 498-5001

Federal Transit Administration
Region IX Office
90 Seventh Street, Suite 15-300
San Francisco, CA 94103-6701
(415) 734-9490

April 16, 2021

**ELECTRONIC CORRESPONDENCE ONLY**

Mr. Toks Omishakin, Director
Office of the Director, M.S. 49
California Department of Transportation
1120 N Street
Sacramento, CA 95814

SUBJECT: California 2021 FSTIP Approval

Dear Mr. Omishakin:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our reviews of the 2021 Federal Statewide Transportation Improvement Program (FSTIP), which was submitted by your letter dated April 1, 2021. As detailed in your letter enclosed, the 2021 FSTIP incorporates by reference the following metropolitan planning organizations' (MPO) Federal Transportation Improvement Programs (FTIP):

- Association of Monterey Bay Area Governments (AMBAG)
- Butte County Association of Governments (BCAG)
- Fresno Council of Governments (FresnoCOG)
- Kern Council of Governments (KCOG)
- Kings County Association of Governments (KCAG)
- Madera County Transportation Commission (Madera CTC)
- Merced County Association of Governments (MCAG)
- Metropolitan Transportation Commission (MTC)
- Sacramento Area Council of Governments (SACOG)
- San Diego Association of Governments (SANDAG)
- San Joaquin Council of Governments (SJCOG)
- San Luis Obispo Council of Governments (SLOCOG)
- Santa Barbara County Association of Governments (SBCAG)
- Shasta County Regional Transportation Planning Agency (SCRTPA)
- Southern California Association of Governments (SCAG)
- Stanislaus Council of Governments (StanCOG)

- Tahoe Metropolitan Planning Organization (TMPO)
- Tulare County Association of Governments (TCAG)

We find that the FSTIP and FTIPs, were developed through a continuing, cooperative, and comprehensive transportation planning process in accordance with the metropolitan planning provisions of 23 U.S.C. 134 and 49 U.S.C. Chapter 53 as amended by Public Law 114-94, the Fixing America's Surface Transportation (FAST) Act.

The United States Environmental Protection Agency (EPA) has designated the following planning areas as Nonattainment or Maintenance Areas for Criteria Pollutants:

- Butte County Association of Governments (BCAG)
- Fresno Council of Governments (FresnoCOG)
- Kern Council of Governments (KCOG)
- Kings County Association of Governments (KCAG)
- Madera County Transportation Commission (Madera CTC)
- Merced County Association of Governments (MCAG)
- Metropolitan Transportation Commission (MTC)
- Sacramento Area Council of Governments (SACOG)
- San Diego Association of Governments (SANDAG)
- San Joaquin Council of Governments (SJCOG)
- San Luis Obispo Council of Governments (SLOCOG)
- Southern California Association of Governments (SCAG)
- Stanislaus Council of Governments (StanCOG)
- Tulare County Association of Governments (TCAG)

As such, the above MPOs Policy Boards have made an initial conformity determination on the above FTIPs and associated Regional Transportation Plan (RTP) amendments, as applicable, before your letter dated April 1, 2021. The FHWA and FTA have reviewed the conformity determinations and find that the FTIPs, the associated RTP amendments, and associated conformity determinations conform to the applicable state implementation plan (SIP) in accordance with the provisions of 40 CFR Parts 51 and 93. This finding has been coordinated with Region IX of the EPA pursuant to the Transportation Conformity Rule.

Based on our review of the information provided and our ongoing oversight of the statewide and metropolitan transportation planning processes, the FHWA and FTA are approving the 2021 FSTIP. This approval is effective April 16, 2021. This approval is given with the understanding that an eligibility determination of individual projects for funding must be met, and the applicant must ensure the satisfaction of all administrative and statutory requirements.

Included with this approval is FHWA and FTA's Federal Planning Finding (FPF). FHWA and FTA are required under 23 CFR 450.220(b) to document and issue an FPF in conjunction with the approval of the FSTIP. At a minimum, the FPF verifies that the development of the FSTIP is consistent with the provisions of both the Statewide and Metropolitan transportation planning requirements. Furthermore, the FPF documents FHWA and FTA's recommendations for statewide and metropolitan transportation planning improvements.

If you have questions or need additional information concerning our approval and the FPF, please contact Mr. Antonio Johnson of the FHWA California Division at (916) 498-5889, or by email at antonio.johnson@dot.gov, or Mr. Ted Matley of the FTA Region 9 Office at (415) 734-9468, or by email at ted.matley@dot.gov.

Sincerely,

VINCENT PAUL MAMMANO

Digitally signed by VINCENT PAUL MAMMANO
Date: 2021.04.15 08:41:42 -07'00'

Vince Mammano
Division Administrator

Sincerely,

RAYMOND S TELLIS

Ray Tellis
Regional Administrator

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# **Appendix F** Biological Resources

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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 92008-7385
Phone: (760) 431-9440 Fax: (760) 431-5901
http://www.fws.gov/carlsbad/

In Reply Refer To: March 09, 2021
Consultation Code: 08ECAR00-2021-SLI-0728
Event Code: 08ECAR00-2021-E-01624
Project Name: Interstate 10/Mount Vernon Avenue Improvement Project

Subject: List of threatened and endangered species that may occur in your proposed project location 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(s):

- Official Species List

# Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

**Carlsbad Fish And Wildlife Office**
2177 Salk Avenue - Suite 250
Carlsbad, CA 92008-7385
(760) 431-9440

# Project Summary

Consultation Code: 08ECAR00-2021-SLI-0728
Event Code: 08ECAR00-2021-E-01624
Project Name: Interstate 10/Mount Vernon Avenue Improvement Project
Project Type: TRANSPORTATION
Project Description: The San Bernardino County Transportation Authority, in coordination with the California Department of Transportation (Caltrans), is proposing to replace the existing four-lane Mt. Vernon Avenue bridge crossing over Interstate 10 (I-10) with a six-lane bridge replacement structure. The project also addresses bicycle and pedestrian modes of travel by upgrading bicycle access from Class 3 to Class 2 by use of a striped bicycle lane on the overcrossing, along with a wider raised sidewalk for pedestrian access. It also addresses ADA access with up-to-date curb ramps, crossing activators, and tactile sensors. The project would also improve the intersection at East Valley Boulevard adjacent to the Caltrans right-of-way (ROW).

Project Location:

Approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@34.06495245,-117.31512958285968,14z


Counties: San Bernardino County, California

# Endangered Species Act Species

There is a total of 11 threatened, endangered, or candidate species on this 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.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

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1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

## Mammals

| NAME | STATUS |
|---|---|
| San Bernardino Merriam's Kangaroo Rat *Dipodomys merriami parvus*<br>There is **final** critical habitat for this species. The location of the critical habitat is not available.<br>Species profile: https://ecos.fws.gov/ecp/species/2060 | Endangered |
| Stephens' Kangaroo Rat *Dipodomys stephensi (incl. D. cascus)*<br>No critical habitat has been designated for this species.<br>Species profile: https://ecos.fws.gov/ecp/species/3495 | Endangered |

## Birds

| NAME | STATUS |
|---|---|
| Coastal California Gnatcatcher *Polioptila californica californica*<br>There is **final** critical habitat for this species. The location of the critical habitat is not available.<br>Species profile: https://ecos.fws.gov/ecp/species/8178 | Threatened |
| Least Bell's Vireo *Vireo bellii pusillus*<br>There is **final** critical habitat for this species. The location of the critical habitat is not available.<br>Species profile: https://ecos.fws.gov/ecp/species/5945 | Endangered |
| Southwestern Willow Flycatcher *Empidonax traillii extimus*<br>There is **final** critical habitat for this species. The location of the critical habitat is not available.<br>Species profile: https://ecos.fws.gov/ecp/species/6749 | Endangered |

## Fishes

| NAME | STATUS |
|---|---|
| Santa Ana Sucker *Catostomus santaanae* | Threatened |

Population: 3 CA river basins
There is **final** critical habitat for this species. The location of the critical habitat is not available.
Species profile: https://ecos.fws.gov/ecp/species/3785

## Insects

| NAME | STATUS |
|---|---|
| Delhi Sands Flower-loving Fly *Rhaphiomidas terminatus abdominalis* | Endangered |

No critical habitat has been designated for this species.
Species profile: https://ecos.fws.gov/ecp/species/1540

## Flowering Plants

| NAME | STATUS |
|---|---|
| Gambel's Watercress *Rorippa gambellii* | Endangered |

No critical habitat has been designated for this species.
Species profile: https://ecos.fws.gov/ecp/species/4201

San Diego Ambrosia *Ambrosia pumila* — Endangered

There is **final** critical habitat for this species. The location of the critical habitat is not available.
Species profile: https://ecos.fws.gov/ecp/species/8287

Santa Ana River Woolly-star *Eriastrum densifolium ssp. sanctorum* — Endangered

No critical habitat has been designated for this species.
Species profile: https://ecos.fws.gov/ecp/species/6575

Slender-horned Spineflower *Dodecahema leptoceras* — Endangered

No critical habitat has been designated for this species.
Species profile: https://ecos.fws.gov/ecp/species/4007

## Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

# Summary Table Report

## California Department of Fish and Wildlife

## California Natural Diversity Database

**Query Criteria:** Quad IS (San Bernardino South (3411713) OR Devore (3411724) OR San Bernardino North (3411723) OR Harrison Mtn. (3411722) OR Redlands (3411712) OR Sunnymead (3311782) OR Riverside East (3311783) OR Riverside West (3311784) OR Fontana (3411714))

| Name (Scientific/Common) | CNDDB Ranks | Listing Status (Fed/State) | Other Lists | Elev. Range (ft.) | Total EO's | Element Occ. Ranks | | | | | | Population Status | | Presence | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | A | B | C | D | X | U | Historic > 20 yr | Recent <= 20 yr | Extant | Poss. Extirp. | Extirp. |
| ***Accipiter cooperii***<br>Cooper's hawk | G5<br>S4 | None<br>None | CDFW_WL-Watch List<br>IUCN_LC-Least Concern | 707<br>1,680 | 118<br>S:3 | 0 | 1 | 0 | 0 | 0 | 2 | 1 | 2 | 3 | 0 | 0 |
| ***Agelaius tricolor***<br>tricolored blackbird | G1G2<br>S1S2 | None<br>Threatened | BLM_S-Sensitive<br>CDFW_SSC-Species of Special Concern<br>IUCN_EN-Endangered<br>NABCI_RWL-Red Watch List<br>USFWS_BCC-Birds of Conservation Concern | 778<br>1,675 | 955<br>S:5 | 0 | 0 | 0 | 0 | 1 | 4 | 5 | 0 | 4 | 0 | 1 |
| ***Aimophila ruficeps canescens***<br>southern California rufous-crowned sparrow | G5T3<br>S3 | None<br>None | CDFW_WL-Watch List | 1,130<br>2,515 | 235<br>S:15 | 0 | 4 | 0 | 0 | 0 | 11 | 2 | 13 | 15 | 0 | 0 |
| ***Allium howellii var. clokeyi***<br>Mt. Pinos onion | G4T2<br>S2 | None<br>None | Rare Plant Rank - 1B.3<br>SB_SBBG-Santa Barbara Botanic Garden<br>USFS_S-Sensitive | 5,100<br>5,100 | 25<br>S:1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 |
| ***Ambrosia monogyra***<br>singlewhorl burrobrush | G5<br>S2 | None<br>None | Rare Plant Rank - 2B.2 | 1,550<br>1,550 | 30<br>S:1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 |
| ***Ambrosia pumila***<br>San Diego ambrosia | G1<br>S1 | Endangered<br>None | Rare Plant Rank - 1B.1<br>SB_CRES-San Diego Zoo CRES Native Gene Seed Bank | | 61<br>S:1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 |
| ***Anniella stebbinsi***<br>Southern California legless lizard | G3<br>S3 | None<br>None | CDFW_SSC-Species of Special Concern<br>USFS_S-Sensitive | 739<br>5,488 | 417<br>S:50 | 0 | 17 | 15 | 4 | 3 | 11 | 16 | 34 | 47 | 3 | 0 |
| ***Antrozous pallidus***<br>pallid bat | G4<br>S3 | None<br>None | BLM_S-Sensitive<br>CDFW_SSC-Species of Special Concern<br>IUCN_LC-Least Concern<br>USFS_S-Sensitive<br>WBWG_H-High Priority | 1,360<br>1,360 | 420<br>S:1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 |

# Summary Table Report

## California Department of Fish and Wildlife

## California Natural Diversity Database

| Name (Scientific/Common) | CNDDB Ranks | Listing Status (Fed/State) | Other Lists | Elev. Range (ft.) | Total EO's | Element Occ. Ranks | | | | | | Population Status | | Presence | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | A | B | C | D | X | U | Historic > 20 yr | Recent <= 20 yr | Extant | Poss. Extirp. | Extirp. |
| ***Arenaria paludicola***<br>marsh sandwort | G1<br>S1 | Endangered<br>Endangered | Rare Plant Rank - 1B.1<br>SB_SBBG-Santa Barbara Botanic Garden | 1,000<br>1,000 | 19<br>S:1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 |
| ***Arizona elegans occidentalis***<br>California glossy snake | G5T2<br>S2 | None<br>None | CDFW_SSC-Species of Special Concern | 767<br>2,737 | 260<br>S:17 | 0 | 0 | 0 | 0 | 0 | 17 | 8 | 9 | 17 | 0 | 0 |
| ***Artemisiospiza belli belli***<br>Bell's sage sparrow | G5T2T3<br>S3 | None<br>None | CDFW_WL-Watch List<br>USFWS_BCC-Birds of Conservation Concern | 920<br>2,120 | 61<br>S:5 | 0 | 1 | 0 | 0 | 1 | 3 | 2 | 3 | 4 | 1 | 0 |
| ***Aspidoscelis hyperythra***<br>orange-throated whiptail | G5<br>S2S3 | None<br>None | CDFW_WL-Watch List<br>IUCN_LC-Least Concern<br>USFS_S-Sensitive | 900<br>2,244 | 369<br>S:24 | 0 | 4 | 1 | 2 | 0 | 17 | 16 | 8 | 23 | 1 | 0 |
| ***Aspidoscelis tigris stejnegeri***<br>coastal whiptail | G5T5<br>S3 | None<br>None | CDFW_SSC-Species of Special Concern | 1,060<br>2,859 | 148<br>S:14 | 0 | 4 | 2 | 1 | 0 | 7 | 2 | 12 | 14 | 0 | 0 |
| ***Astragalus hornii var. hornii***<br>Horn's milk-vetch | GUT1<br>S1 | None<br>None | Rare Plant Rank - 1B.1<br>BLM_S-Sensitive | 1,000<br>1,000 | 28<br>S:1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 |
| ***Athene cunicularia***<br>burrowing owl | G4<br>S3 | None<br>None | BLM_S-Sensitive<br>CDFW_SSC-Species of Special Concern<br>IUCN_LC-Least Concern<br>USFWS_BCC-Birds of Conservation Concern | 730<br>1,700 | 2011<br>S:19 | 1 | 4 | 0 | 1 | 2 | 11 | 4 | 15 | 17 | 1 | 1 |
| ***Batrachoseps gabrieli***<br>San Gabriel slender salamander | G2G3<br>S2S3 | None<br>None | IUCN_DD-Data Deficient<br>USFS_S-Sensitive | 3,200<br>3,600 | 8<br>S:2 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 2 | 0 | 0 |
| ***Berberis nevinii***<br>Nevin's barberry | G1<br>S1 | Endangered<br>Endangered | Rare Plant Rank - 1B.1<br>SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden<br>SB_SBBG-Santa Barbara Botanic Garden | 1,020<br>5,200 | 32<br>S:5 | 0 | 0 | 0 | 2 | 1 | 2 | 4 | 1 | 4 | 0 | 1 |
| ***Bombus crotchii***<br>Crotch bumble bee | G3G4<br>S1S2 | None<br>Candidate Endangered | | 855<br>5,000 | 437<br>S:13 | 0 | 0 | 0 | 0 | 0 | 13 | 8 | 5 | 13 | 0 | 0 |
| ***Bombus morrisoni***<br>Morrison bumble bee | G4G5<br>S1S2 | None<br>None | IUCN_VU-Vulnerable | 5,100<br>5,100 | 86<br>S:1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 |

# Summary Table Report

## California Department of Fish and Wildlife

## California Natural Diversity Database

| Name (Scientific/Common) | CNDDB Ranks | Listing Status (Fed/State) | Other Lists | Elev. Range (ft.) | Total EO's | Element Occ. Ranks | | | | | | Population Status | | Presence | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | A | B | C | D | X | U | Historic > 20 yr | Recent <= 20 yr | Extant | Poss. Extirp. | Extirp. |
| ***Brodiaea filifolia***<br>thread-leaved brodiaea | G2<br>S2 | Threatened<br>Endangered | Rare Plant Rank - 1B.1<br>SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden<br>SB_CRES-San Diego Zoo CRES Native Gene Seed Bank | 1,900<br>1,900 | 141<br>S:2 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 2 | 0 | 0 |
| ***Buteo regalis***<br>ferruginous hawk | G4<br>S3S4 | None<br>None | CDFW_WL-Watch List<br>IUCN_LC-Least Concern<br>USFWS_BCC-Birds of Conservation Concern | 1,936<br>1,936 | 107<br>S:1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| ***Buteo swainsoni***<br>Swainson's hawk | G5<br>S3 | None<br>Threatened | BLM_S-Sensitive<br>IUCN_LC-Least Concern<br>USFWS_BCC-Birds of Conservation Concern | 800<br>1,000 | 2535<br>S:2 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 0 |
| ***Calochortus palmeri var. palmeri***<br>Palmer's mariposa-lily | G3T2<br>S2 | None<br>None | Rare Plant Rank - 1B.2<br>BLM_S-Sensitive<br>SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden<br>SB_SBBG-Santa Barbara Botanic Garden<br>USFS_S-Sensitive | 1,700<br>6,000 | 111<br>S:2 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 2 | 0 | 0 |
| ***Calochortus plummerae***<br>Plummer's mariposa-lily | G4<br>S4 | None<br>None | Rare Plant Rank - 4.2<br>SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden | 900<br>5,000 | 230<br>S:28 | 0 | 3 | 1 | 1 | 0 | 23 | 7 | 21 | 28 | 0 | 0 |
| ***Carex comosa***<br>bristly sedge | G5<br>S2 | None<br>None | Rare Plant Rank - 2B.1 | 1,000<br>1,000 | 32<br>S:1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| ***Castilleja lasiorhyncha***<br>San Bernardino Mountains owl's-clover | G2?<br>S2? | None<br>None | Rare Plant Rank - 1B.2<br>SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden<br>USFS_S-Sensitive | | 46<br>S:2 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 2 | 0 | 0 |
| ***Catostomus santaanae***<br>Santa Ana sucker | G1<br>S1 | Threatened<br>None | AFS_TH-Threatened<br>IUCN_VU-Vulnerable | 700<br>2,600 | 28<br>S:6 | 0 | 1 | 2 | 1 | 0 | 2 | 1 | 5 | 6 | 0 | 0 |

# Summary Table Report

## California Department of Fish and Wildlife

## California Natural Diversity Database

| Name (Scientific/Common) | CNDDB Ranks | Listing Status (Fed/State) | Other Lists | Elev. Range (ft.) | Total EO's | Element Occ. Ranks | | | | | | Population Status | | Presence | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | A | B | C | D | X | U | Historic > 20 yr | Recent <= 20 yr | Extant | Poss. Extirp. | Extirp. |
| ***Centromadia pungens ssp. laevis***<br>smooth tarplant | G3G4T2<br>S2 | None<br>None | Rare Plant Rank - 1B.1<br>SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden | 1,000<br>1,520 | 126<br>S:9 | 1 | 0 | 2 | 0 | 1 | 5 | 5 | 4 | 8 | 0 | 1 |
| ***Ceratochrysis longimala***<br>Desert cuckoo wasp | G1<br>S1 | None<br>None | | 900<br>900 | 2<br>S:1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| ***Chaetodipus fallax fallax***<br>northwestern San Diego pocket mouse | G5T3T4<br>S3S4 | None<br>None | CDFW_SSC-Species of Special Concern | 1,000<br>2,100 | 101<br>S:26 | 0 | 7 | 4 | 3 | 1 | 11 | 10 | 16 | 25 | 1 | 0 |
| ***Chaetodipus fallax pallidus***<br>pallid San Diego pocket mouse | G5T3T4<br>S3S4 | None<br>None | CDFW_SSC-Species of Special Concern | 2,100<br>2,100 | 79<br>S:1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 |
| ***Charina umbratica***<br>southern rubber boa | G2G3<br>S2S3 | None<br>Threatened | USFS_S-Sensitive | 5,400<br>6,200 | 59<br>S:10 | 0 | 0 | 0 | 0 | 0 | 10 | 7 | 3 | 10 | 0 | 0 |
| ***Chloropyron maritimum ssp. maritimum***<br>salt marsh bird's-beak | G4?T1<br>S1 | Endangered<br>Endangered | Rare Plant Rank - 1B.2<br>BLM_S-Sensitive<br>SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden<br>SB_CRES-San Diego Zoo CRES Native Gene Seed Bank<br>SB_SBBG-Santa Barbara Botanic Garden | 1,000<br>1,000 | 30<br>S:1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| ***Chorizanthe parryi var. parryi***<br>Parry's spineflower | G3T2<br>S2 | None<br>None | Rare Plant Rank - 1B.1<br>BLM_S-Sensitive<br>SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden<br>USFS_S-Sensitive | 900<br>2,500 | 150<br>S:27 | 0 | 3 | 1 | 0 | 2 | 21 | 16 | 11 | 25 | 2 | 0 |
| ***Chorizanthe xanti var. leucotheca***<br>white-bracted spineflower | G4T3<br>S3 | None<br>None | Rare Plant Rank - 1B.2<br>BLM_S-Sensitive<br>SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden<br>SB_USDA-US Dept of Agriculture<br>USFS_S-Sensitive | 2,100<br>2,700 | 59<br>S:4 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 3 | 4 | 0 | 0 |

# Summary Table Report

## California Department of Fish and Wildlife

## California Natural Diversity Database

| Name (Scientific/Common) | CNDDB Ranks | Listing Status (Fed/State) | Other Lists | Elev. Range (ft.) | Total EO's | Element Occ. Ranks | | | | | | Population Status | | Presence | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | A | B | C | D | X | U | Historic > 20 yr | Recent <= 20 yr | Extant | Poss. Extirp. | Extirp. |
| ***Cicindela tranquebarica viridissima***<br>greenest tiger beetle | G5T1<br>S1 | None<br>None | | 800<br>800 | 1<br>S:1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 |
| ***Coccyzus americanus occidentalis***<br>western yellow-billed cuckoo | G5T2T3<br>S1 | Threatened<br>Endangered | BLM_S-Sensitive<br>NABCI_RWL-Red Watch List<br>USFS_S-Sensitive<br>USFWS_BCC-Birds of Conservation Concern | 730<br>1,690 | 165<br>S:4 | 0 | 1 | 0 | 0 | 3 | 0 | 3 | 1 | 1 | 2 | 1 |
| ***Coleonyx variegatus abbotti***<br>San Diego banded gecko | G5T5<br>S1S2 | None<br>None | CDFW_SSC-Species of Special Concern | 1,075<br>1,075 | 8<br>S:1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| ***Coturnicops noveboracensis***<br>yellow rail | G4<br>S1S2 | None<br>None | CDFW_SSC-Species of Special Concern<br>IUCN_LC-Least Concern<br>NABCI_RWL-Red Watch List<br>USFS_S-Sensitive<br>USFWS_BCC-Birds of Conservation Concern | 674<br>674 | 45<br>S:1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 |
| ***Crotalus ruber***<br>red-diamond rattlesnake | G4<br>S3 | None<br>None | CDFW_SSC-Species of Special Concern<br>USFS_S-Sensitive | 900<br>2,280 | 192<br>S:11 | 0 | 1 | 2 | 0 | 0 | 8 | 8 | 3 | 11 | 0 | 0 |
| ***Cuscuta obtusiflora var. glandulosa***<br>Peruvian dodder | G5T4?<br>SH | None<br>None | Rare Plant Rank - 2B.2 | | 6<br>S:1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 |
| ***Diadophis punctatus modestus***<br>San Bernardino ringneck snake | G5T2T3<br>S2? | None<br>None | USFS_S-Sensitive | 3,137<br>4,797 | 14<br>S:2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 |
| ***Dipodomys merriami parvus***<br>San Bernardino kangaroo rat | G5T1<br>S1 | Endangered<br>Candidate Endangered | CDFW_SSC-Species of Special Concern | 892<br>2,226 | 81<br>S:51 | 1 | 6 | 8 | 0 | 12 | 24 | 17 | 34 | 39 | 12 | 0 |
| ***Dipodomys stephensi***<br>Stephens' kangaroo rat | G2<br>S2 | Endangered<br>Threatened | IUCN_EN-Endangered | 1<br>2,500 | 220<br>S:33 | 1 | 7 | 10 | 8 | 4 | 3 | 29 | 4 | 29 | 1 | 3 |
| ***Dodecahema leptoceras***<br>slender-horned spineflower | G1<br>S1 | Endangered<br>Endangered | Rare Plant Rank - 1B.1<br>SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden | 1,280<br>2,400 | 41<br>S:12 | 0 | 1 | 1 | 0 | 4 | 6 | 10 | 2 | 8 | 2 | 2 |
| ***Empidonax traillii extimus***<br>southwestern willow flycatcher | G5T2<br>S1 | Endangered<br>Endangered | NABCI_RWL-Red Watch List | 1,460<br>1,600 | 70<br>S:2 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 2 | 0 | 0 |

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| Name (Scientific/Common) | CNDDB Ranks | Listing Status (Fed/State) | Other Lists | Elev. Range (ft.) | Total EO's | Element Occ. Ranks | | | | | | Population Status | | Presence | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | A | B | C | D | X | U | Historic > 20 yr | Recent <= 20 yr | Extant | Poss. Extirp. | Extirp. |
| ***Emys marmorata***<br>western pond turtle | G3G4<br>S3 | None<br>None | BLM_S-Sensitive<br>CDFW_SSC-Species of Special Concern<br>IUCN_VU-Vulnerable<br>USFS_S-Sensitive | 1,716<br>1,716 | 1398<br>S:1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| ***Eremophila alpestris actia***<br>California horned lark | G5T4Q<br>S4 | None<br>None | CDFW_WL-Watch List<br>IUCN_LC-Least Concern | 1,100<br>1,640 | 94<br>S:3 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 2 | 3 | 0 | 0 |
| ***Eriastrum densifolium ssp. sanctorum***<br>Santa Ana River woollystar | G4T1<br>S1 | Endangered<br>Endangered | Rare Plant Rank - 1B.1<br>SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden | 790<br>2,000 | 31<br>S:24 | 2 | 3 | 9 | 3 | 3 | 4 | 8 | 16 | 21 | 1 | 2 |
| ***Euchloe hyantis andrewsi***<br>Andrew's marble butterfly | G3G4T1<br>S1 | None<br>None | | 4,800<br>5,100 | 6<br>S:3 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 3 | 0 | 0 |
| ***Eugnosta busckana***<br>Busck's gallmoth | G1G3<br>SH | None<br>None | | 780<br>1,160 | 4<br>S:2 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 2 |
| ***Eumops perotis californicus***<br>western mastiff bat | G4G5T4<br>S3S4 | None<br>None | BLM_S-Sensitive<br>CDFW_SSC-Species of Special Concern<br>WBWG_H-High Priority | 1,380<br>2,470 | 296<br>S:7 | 0 | 0 | 0 | 1 | 0 | 6 | 7 | 0 | 7 | 0 | 0 |
| ***Euphydryas editha quino***<br>quino checkerspot butterfly | G5T1T2<br>S1S2 | Endangered<br>None | | 1,050<br>5,000 | 138<br>S:3 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 1 | 2 |
| ***Falco columbarius***<br>merlin | G5<br>S3S4 | None<br>None | CDFW_WL-Watch List<br>IUCN_LC-Least Concern | 964<br>1,713 | 37<br>S:2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 |
| ***Fimbristylis thermalis***<br>hot springs fimbristylis | G4<br>S1S2 | None<br>None | Rare Plant Rank - 2B.2<br>SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden | 1,900<br>1,900 | 19<br>S:1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| ***Galium californicum ssp. primum***<br>Alvin Meadow bedstraw | G5T2<br>S2 | None<br>None | Rare Plant Rank - 1B.2<br>USFS_S-Sensitive | | 12<br>S:1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 |
| ***Gila orcuttii***<br>arroyo chub | G2<br>S2 | None<br>None | AFS_VU-Vulnerable<br>CDFW_SSC-Species of Special Concern<br>USFS_S-Sensitive | 700<br>880 | 49<br>S:5 | 0 | 1 | 2 | 1 | 0 | 1 | 4 | 1 | 5 | 0 | 0 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | A | B | C | D | X | U | Historic > 20 yr | Recent <= 20 yr | Extant | Poss. Extirp. | Extirp. |
| ***Glaucomys oregonensis californicus***<br>San Bernardino flying squirrel | G5T1T2<br>S1S2 | None<br>None | CDFW_SSC-Species of Special Concern<br>USFS_S-Sensitive | 4,600<br>5,300 | 12<br>S:4 | 0 | 0 | 2 | 0 | 0 | 2 | 2 | 2 | 4 | 0 | 0 |
| ***Haliaeetus leucocephalus***<br>bald eagle | G5<br>S3 | Delisted<br>Endangered | BLM_S-Sensitive<br>CDF_S-Sensitive<br>CDFW_FP-Fully Protected<br>IUCN_LC-Least Concern<br>USFS_S-Sensitive<br>USFWS_BCC-Birds of Conservation Concern | 5,150<br>5,200 | 329<br>S:3 | 0 | 0 | 1 | 0 | 0 | 2 | 2 | 1 | 3 | 0 | 0 |
| ***Helianthus nuttallii ssp. parishii***<br>Los Angeles sunflower | G5TX<br>SX | None<br>None | Rare Plant Rank - 1A | 1,000<br>1,000 | 7<br>S:1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| ***Heuchera parishii***<br>Parish's alumroot | G3<br>S3 | None<br>None | Rare Plant Rank - 1B.3<br>SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden<br>USFS_S-Sensitive | | 70<br>S:1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 |
| ***Horkelia cuneata var. puberula***<br>mesa horkelia | G4T1<br>S1 | None<br>None | Rare Plant Rank - 1B.1<br>USFS_S-Sensitive | 1,300<br>1,400 | 103<br>S:5 | 0 | 0 | 0 | 0 | 3 | 2 | 5 | 0 | 2 | 3 | 0 |
| ***Icteria virens***<br>yellow-breasted chat | G5<br>S3 | None<br>None | CDFW_SSC-Species of Special Concern<br>IUCN_LC-Least Concern | 700<br>1,690 | 100<br>S:3 | 0 | 1 | 0 | 0 | 0 | 2 | 1 | 2 | 3 | 0 | 0 |
| ***Imperata brevifolia***<br>California satintail | G4<br>S3 | None<br>None | Rare Plant Rank - 2B.1<br>SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden<br>SB_SBBG-Santa Barbara Botanic Garden<br>USFS_S-Sensitive | 1,480<br>1,950 | 32<br>S:3 | 0 | 0 | 0 | 1 | 0 | 2 | 2 | 1 | 3 | 0 | 0 |
| ***Ivesia argyrocoma var. argyrocoma***<br>silver-haired ivesia | G2T2<br>S2 | None<br>None | Rare Plant Rank - 1B.2<br>SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden<br>USFS_S-Sensitive | 5,620<br>5,620 | 41<br>S:1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | A | B | C | D | X | U | Historic > 20 yr | Recent <= 20 yr | Extant | Poss. Extirp. | Extirp. |
| ***Lanius ludovicianus***<br>loggerhead shrike | G4<br>S4 | None<br>None | CDFW_SSC-Species of Special Concern<br>IUCN_LC-Least Concern<br>USFWS_BCC-Birds of Conservation Concern | 1,460<br>1,700 | 110<br>S:2 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 2 | 0 | 0 |
| ***Lasiurus xanthinus***<br>western yellow bat | G4G5<br>S3 | None<br>None | CDFW_SSC-Species of Special Concern<br>IUCN_LC-Least Concern<br>WBWG_H-High Priority | 900<br>1,650 | 58<br>S:9 | 0 | 0 | 0 | 0 | 0 | 9 | 9 | 0 | 9 | 0 | 0 |
| ***Lasthenia glabrata ssp. coulteri***<br>Coulter's goldfields | G4T2<br>S2 | None<br>None | Rare Plant Rank - 1B.1<br>BLM_S-Sensitive<br>SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden<br>SB_SBBG-Santa Barbara Botanic Garden | 1,200<br>1,450 | 111<br>S:2 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 2 | 0 | 0 |
| ***Laterallus jamaicensis coturniculus***<br>California black rail | G3G4T1<br>S1 | None<br>Threatened | BLM_S-Sensitive<br>CDFW_FP-Fully Protected<br>IUCN_NT-Near Threatened<br>NABCI_RWL-Red Watch List<br>USFWS_BCC-Birds of Conservation Concern | 900<br>1,070 | 303<br>S:2 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 2 | 0 | 0 |
| ***Lepidium virginicum var. robinsonii***<br>Robinson's pepper-grass | G5T3<br>S3 | None<br>None | Rare Plant Rank - 4.3 | 850<br>1,800 | 142<br>S:8 | 0 | 0 | 0 | 0 | 0 | 8 | 7 | 1 | 8 | 0 | 0 |
| ***Lepus californicus bennettii***<br>San Diego black-tailed jackrabbit | G5T3T4<br>S3S4 | None<br>None | CDFW_SSC-Species of Special Concern | 1,000<br>2,745 | 103<br>S:13 | 0 | 0 | 8 | 0 | 2 | 3 | 3 | 10 | 11 | 2 | 0 |
| ***Lilium parryi***<br>lemon lily | G3<br>S3 | None<br>None | Rare Plant Rank - 1B.2<br>SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden<br>USFS_S-Sensitive | 4,700<br>4,700 | 160<br>S:1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 |
| ***Lycium parishii***<br>Parish's desert-thorn | G4<br>S1 | None<br>None | Rare Plant Rank - 2B.3 | | 21<br>S:1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | A | B | C | D | X | U | Historic > 20 yr | Recent <= 20 yr | Extant | Poss. Extirp. | Extirp. |
| ***Malacothamnus parishii*** Parish's bush-mallow | GXQ SX | None None | Rare Plant Rank - 1A | 1,250 1,250 | 1 S:1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| ***Monardella macrantha ssp. hallii*** Hall's monardella | G5T3 S3 | None None | Rare Plant Rank - 1B.3 SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden USFS_S-Sensitive | 4,600 4,600 | 41 S:1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| ***Monardella pringlei*** Pringle's monardella | GX SX | None None | Rare Plant Rank - 1A | 1,000 1,000 | 2 S:2 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 0 |
| ***Nasturtium gambelii*** Gambel's water cress | G1 S1 | Endangered Threatened | Rare Plant Rank - 1B.1 SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden SB_SBBG-Santa Barbara Botanic Garden | 1,000 1,000 | 13 S:1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 |
| ***Neolarra alba*** white cuckoo bee | GH SH | None None | | 900 1,800 | 8 S:4 | 0 | 0 | 0 | 0 | 3 | 1 | 4 | 0 | 1 | 3 | 0 |
| ***Neotoma lepida intermedia*** San Diego desert woodrat | G5T3T4 S3S4 | None None | CDFW_SSC-Species of Special Concern | 1,200 1,630 | 132 S:4 | 0 | 2 | 1 | 1 | 0 | 0 | 1 | 3 | 4 | 0 | 0 |
| ***Nyctinomops femorosaccus*** pocketed free-tailed bat | G5 S3 | None None | CDFW_SSC-Species of Special Concern IUCN_LC-Least Concern WBWG_M-Medium Priority | 780 1,600 | 90 S:3 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 3 | 0 | 0 |
| ***Oncorhynchus mykiss irideus pop. 10*** steelhead - southern California DPS | G5T1Q S1 | Endangered None | AFS_EN-Endangered | 108 108 | 20 S:1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| ***Onychomys torridus ramona*** southern grasshopper mouse | G5T3 S3 | None None | CDFW_SSC-Species of Special Concern | 1,180 1,580 | 28 S:2 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 2 | 0 | 0 |
| ***Opuntia basilaris var. brachyclada*** short-joint beavertail | G5T3 S3 | None None | Rare Plant Rank - 1B.2 BLM_S-Sensitive SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden USFS_S-Sensitive | 3,000 3,000 | 199 S:1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | A | B | C | D | X | U | Historic > 20 yr | Recent <= 20 yr | Extant | Poss. Extirp. | Extirp. |
| ***Perideridia parishii ssp. parishii***<br>Parish's yampah | G4T3T4<br>S2 | None<br>None | Rare Plant Rank - 2B.2 | 5,600<br>6,000 | 37<br>S:2 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 2 | 0 | 0 |
| ***Perognathus alticola alticola***<br>white-eared pocket mouse | G2TH<br>SH | None<br>None | BLM_S-Sensitive<br>CDFW_SSC-Species of Special Concern<br>IUCN_EN-Endangered<br>USFS_S-Sensitive | 5,500<br>6,153 | 3<br>S:3 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 3 | 0 |
| ***Perognathus longimembris brevinasus***<br>Los Angeles pocket mouse | G5T2<br>S1S2 | None<br>None | CDFW_SSC-Species of Special Concern | 1,000<br>2,000 | 70<br>S:17 | 1 | 4 | 5 | 1 | 0 | 6 | 10 | 7 | 17 | 0 | 0 |
| ***Phacelia stellaris***<br>Brand's star phacelia | G1<br>S1 | None<br>None | Rare Plant Rank - 1B.1<br>SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden | 750<br>750 | 15<br>S:1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 |
| ***Phrynosoma blainvillii***<br>coast horned lizard | G3G4<br>S3S4 | None<br>None | BLM_S-Sensitive<br>CDFW_SSC-Species of Special Concern<br>IUCN_LC-Least Concern | 800<br>4,600 | 784<br>S:25 | 1 | 5 | 2 | 1 | 4 | 12 | 23 | 2 | 21 | 1 | 3 |
| ***Polioptila californica californica***<br>coastal California gnatcatcher | G4G5T3Q<br>S2 | Threatened<br>None | CDFW_SSC-Species of Special Concern<br>NABCI_YWL-Yellow Watch List | 900<br>2,180 | 924<br>S:33 | 2 | 6 | 7 | 0 | 3 | 15 | 20 | 13 | 30 | 2 | 1 |
| ***Rana draytonii***<br>California red-legged frog | G2G3<br>S2S3 | Threatened<br>None | CDFW_SSC-Species of Special Concern<br>IUCN_VU-Vulnerable | 2,600<br>2,600 | 1643<br>S:1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 |
| ***Rana muscosa***<br>southern mountain yellow-legged frog | G1<br>S1 | Endangered<br>Endangered | CDFW_WL-Watch List<br>IUCN_EN-Endangered<br>USFS_S-Sensitive | 1,800<br>4,000 | 186<br>S:5 | 0 | 1 | 0 | 0 | 3 | 1 | 3 | 2 | 2 | 2 | 1 |
| ***Rhaphiomidas terminatus abdominalis***<br>Delhi Sands flower-loving fly | G1T1<br>S1 | Endangered<br>None | | 900<br>1,164 | 36<br>S:30 | 0 | 9 | 3 | 2 | 10 | 6 | 10 | 20 | 20 | 1 | 9 |
| ***Rhinichthys osculus ssp. 3***<br>Santa Ana speckled dace | G5T1<br>S1 | None<br>None | AFS_TH-Threatened<br>CDFW_SSC-Species of Special Concern<br>USFS_S-Sensitive | 680<br>2,780 | 13<br>S:5 | 0 | 2 | 3 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 0 |
| ***Ribes divaricatum var. parishii***<br>Parish's gooseberry | G5TX<br>SX | None<br>None | Rare Plant Rank - 1A | 1,080<br>1,080 | 5<br>S:1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| ***Riversidian Alluvial Fan Sage Scrub***<br>Riversidian Alluvial Fan Sage Scrub | G1<br>S1.1 | None<br>None | | 1,300<br>2,000 | 30<br>S:5 | 0 | 1 | 1 | 0 | 1 | 2 | 5 | 0 | 4 | 0 | 1 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | A | B | C | D | X | U | Historic > 20 yr | Recent <= 20 yr | Extant | Poss. Extirp. | Extirp. |
| ***Salvadora hexalepis virgultea***<br>coast patch-nosed snake | G5T4<br>S2S3 | None<br>None | CDFW_SSC-Species of Special Concern | 1,672<br>1,672 | 34<br>S:1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 |
| ***Schoenus nigricans***<br>black bog-rush | G4<br>S2 | None<br>None | Rare Plant Rank - 2B.2<br>USFS_S-Sensitive | 1,950<br>1,950 | 13<br>S:1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 |
| ***Senecio aphanactis***<br>chaparral ragwort | G3<br>S2 | None<br>None | Rare Plant Rank - 2B.2<br>SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden<br>SB_CRES-San Diego Zoo CRES Native Gene Seed Bank | 2,300<br>2,300 | 98<br>S:3 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 2 | 3 | 0 | 0 |
| ***Setophaga petechia***<br>yellow warbler | G5<br>S3S4 | None<br>None | CDFW_SSC-Species of Special Concern<br>USFWS_BCC-Birds of Conservation Concern | 680<br>1,990 | 78<br>S:3 | 0 | 0 | 1 | 0 | 0 | 2 | 1 | 2 | 3 | 0 | 0 |
| ***Sidalcea malviflora ssp. dolosa***<br>Bear Valley checkerbloom | G5T2<br>S2 | None<br>None | Rare Plant Rank - 1B.2<br>SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden<br>USFS_S-Sensitive | | 18<br>S:1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 |
| ***Sidalcea neomexicana***<br>salt spring checkerbloom | G4<br>S2 | None<br>None | Rare Plant Rank - 2B.2<br>USFS_S-Sensitive | 1,050<br>1,500 | 30<br>S:2 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 1 | 1 | 0 |
| ***Southern California Arroyo Chub/Santa Ana Sucker Stream***<br>Southern California Arroyo Chub/Santa Ana Sucker Stream | GNR<br>SNR | None<br>None | | 570<br>570 | 4<br>S:1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 |
| ***Southern Coast Live Oak Riparian Forest***<br>Southern Coast Live Oak Riparian Forest | G4<br>S4 | None<br>None | | 1,780<br>1,780 | 246<br>S:1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 |
| ***Southern Cottonwood Willow Riparian Forest***<br>Southern Cottonwood Willow Riparian Forest | G3<br>S3.2 | None<br>None | | 610<br>1,100 | 111<br>S:5 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 0 | 5 | 0 | 0 |
| ***Southern Mixed Riparian Forest***<br>Southern Mixed Riparian Forest | G2<br>S2.1 | None<br>None | | 1,980<br>1,980 | 14<br>S:1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 |
| ***Southern Riparian Forest***<br>Southern Riparian Forest | G4<br>S4 | None<br>None | | 2,360<br>2,360 | 20<br>S:1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | A | B | C | D | X | U | Historic > 20 yr | Recent <= 20 yr | Extant | Poss. Extirp. | Extirp. |
| ***Southern Riparian Scrub*** | G3 | None | | 1,360 | 56 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 |
| Southern Riparian Scrub | S3.2 | None | | 1,360 | S:1 | | | | | | | | | | | |
| ***Southern Sycamore Alder Riparian Woodland*** | G4 | None | | 1,100 | 230 | 0 | 0 | 0 | 0 | 0 | 18 | 18 | 0 | 18 | 0 | 0 |
| Southern Sycamore Alder Riparian Woodland | S4 | None | | 2,650 | S:18 | | | | | | | | | | | |
| ***Southern Willow Scrub*** | G3 | None | | 1,120 | 45 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 |
| Southern Willow Scrub | S2.1 | None | | 1,120 | S:1 | | | | | | | | | | | |
| ***Spea hammondii*** | G2G3 | None | BLM_S-Sensitive<br>CDFW_SSC-Species of Special Concern<br>IUCN_NT-Near Threatened | 1,007 | 1409 | 0 | 4 | 5 | 2 | 0 | 17 | 2 | 26 | 28 | 0 | 0 |
| western spadefoot | S3 | None | | 2,200 | S:28 | | | | | | | | | | | |
| ***Sphenopholis obtusata*** | G5 | None | Rare Plant Rank - 2B.2 | 800 | 19 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 2 | 0 | 0 |
| prairie wedge grass | S2 | None | | 1,000 | S:2 | | | | | | | | | | | |
| ***Spinus lawrencei*** | G3G4 | None | IUCN_LC-Least Concern<br>NABCI_YWL-Yellow Watch List<br>USFWS_BCC-Birds of Conservation Concern | 710 | 4 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 2 | 0 | 0 |
| Lawrence's goldfinch | S4 | None | | 1,690 | S:2 | | | | | | | | | | | |
| ***Streptanthus bernardinus*** | G3G4 | None | Rare Plant Rank - 4.3<br>SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden | 5,400 | 22 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 |
| Laguna Mountains jewelflower | S3S4 | None | | 5,990 | S:2 | | | | | | | | | | | |
| ***Streptanthus campestris*** | G3 | None | Rare Plant Rank - 1B.3<br>BLM_S-Sensitive<br>USFS_S-Sensitive | 4,489 | 65 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 2 | 0 | 0 |
| southern jewelflower | S3 | None | | 6,200 | S:2 | | | | | | | | | | | |
| ***Streptocephalus woottoni*** | G1G2 | Endangered | IUCN_EN-Endangered | 1,520 | 83 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 1 | 1 |
| Riverside fairy shrimp | S1S2 | None | | 1,540 | S:2 | | | | | | | | | | | |
| ***Symphyotrichum defoliatum*** | G2 | None | Rare Plant Rank - 1B.2<br>SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden<br>SB_CRES-San Diego Zoo CRES Native Gene Seed Bank<br>USFS_S-Sensitive | 1,000 | 102 | 0 | 0 | 0 | 0 | 1 | 3 | 4 | 0 | 3 | 0 | 1 |
| San Bernardino aster | S2 | None | | 2,000 | S:4 | | | | | | | | | | | |

# Summary Table Report

## California Department of Fish and Wildlife

## California Natural Diversity Database

| Name (Scientific/Common) | CNDDB Ranks | Listing Status (Fed/State) | Other Lists | Elev. Range (ft.) | Total EO's | Element Occ. Ranks | | | | | | Population Status | | Presence | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | A | B | C | D | X | U | Historic > 20 yr | Recent <= 20 yr | Extant | Poss. Extirp. | Extirp. |
| ***Taxidea taxus*** | G5 | None | CDFW_SSC-Species of Special Concern<br>IUCN_LC-Least Concern | 1,040<br>5,200 | 594<br>S:3 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 3 | 0 | 0 |
| American badger | S3 | None | | | | | | | | | | | | | | |
| ***Thamnophis hammondii*** | G4 | None | BLM_S-Sensitive<br>CDFW_SSC-Species of Special Concern<br>IUCN_LC-Least Concern<br>USFS_S-Sensitive | 1,352<br>3,332 | 184<br>S:5 | 1 | 1 | 1 | 2 | 0 | 0 | 0 | 5 | 5 | 0 | 0 |
| two-striped gartersnake | S3S4 | None | | | | | | | | | | | | | | |
| ***Thelypteris puberula var. sonorensis*** | G5T3 | None | Rare Plant Rank - 2B.2<br>USFS_S-Sensitive | 2,000<br>2,000 | 27<br>S:1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| Sonoran maiden fern | S2 | None | | | | | | | | | | | | | | |
| ***Vireo bellii pusillus*** | G5T2 | Endangered | IUCN_NT-Near Threatened<br>NABCI_YWL-Yellow Watch List | 620<br>2,200 | 503<br>S:37 | 2 | 6 | 5 | 1 | 0 | 23 | 5 | 32 | 37 | 0 | 0 |
| least Bell's vireo | S2 | Endangered | | | | | | | | | | | | | | |

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# **Appendix H** Acronyms and Abbreviations

| | |
|---|---|
| AB | Assembly Bill |
| ADL | aerially deposited lead |
| APE | area of potential effects |
| BMPs | best management practices |
| BRWL | blue-rich white light |
| BSA | biological study area |
| CAFE | Corporate Average Fuel Economy |
| 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 |
| CFR | Code of Federal Regulations |
| $CH_4$ | methane |
| CO | carbon monoxide |
| $CO_2$ | carbon dioxide |
| $CO_2e$ | carbon dioxide equivalent |
| CTP | California Transportation Plan |
| dBA | A-weighted decibels |
| DOT | Department of Transportation |
| ECR | Environmental Commitments Record |
| EO | Executive Order |
| FHWA | Federal Highway Administration |
| FIRM | Flood Insurance Rate Map |
| FTIP | Federal Transportation Improvement Program |
| GHG | greenhouse gas |
| HFCs | hydrofluorocarbons |
| I | Interstate |
| LBP | lead-based paint |
| LCFS | low-carbon fuel standard |
| LED | light-emitting diode |
| $L_{eq}(h)$ | hourly equivalent sound level |
| LOD | limits of disturbance |
| LRA | local responsibility area |
| MGS | Midwest Guardrail System |
| MLD | Most Likely Descendant |
| $MMTCO_2e$ | million metric tons of carbon dioxide equivalent |
| MPO | Metropolitan Planning Organization |
| MRZ | Mineral Resource Zone |
| MBTA | Migratory Bird Treaty Act |
| $N_2O$ | nitrous oxide |
| NAC | noise abatement criteria |

| | |
|---|---|
| NAHC | Native American Heritage Commission |
| NEPA | National Environmental Policy Act |
| $NO_X$ | nitrogen oxides |
| NPDES | National Pollutant Discharge Elimination System |
| NRHP | National Registor of Historic Places |
| PDT | Project Development Team |
| PM | Post Mile |
| $PM_{10}$ | particulate matter 10 micrometers or less |
| $PM_{2.5}$ | particulate matter 2.5 micrometers or less |
| PMP | Paleontological Mitigation Plan |
| PRC | Public Resources Code |
| ROG | reactive organic gas |
| ROW | right of way |
| RTP | Regional Transportation Plan |
| RWQCB | Regional Water Quality Control Board |
| SB | Senate Bill |
| SB | Southbound |
| SBCM | San Bernardino County Museum |
| SCAB | South Coast Air Basin |
| SCAG | Southern California Association of Governments |
| SCAQMD | South Coast Air Quality Management District |
| SCS | Sustainable Communities Strategy |
| SER | Standard Environmental Reference |
| $SF_6$ | sulfur hexafluoride |
| SIP | State Implementation Plan |
| SLF | Sacred Lands File |
| SLR | sea-level rise |
| $SO_2$ | sulfur dioxide |
| SWPPP | Storm Water Pollution Prevention Plan |
| TCEs | Temporary Construction Easements |
| TDM | Transportation Demand Management |
| TMP | Traffic Management Plan |
| TSM | Transportation System Management |
| USC | United States Code |
| USEPA | U.S. Environmental Protection Agency |
| USFWS | U.S. Fish and Wildlife Service |
| USGCRP | U.S. Global Change Research Program |
| UPRR | Union Pacific Railroad |
| VMT | vehicle miles traveled |