

State Route 210/Base Line Interchange Improvements Project

CITY OF HIGHLAND, SAN BERNARDINO COUNTY, CALIFORNIA

DISTRICT 8- SBD - 210 (PM R28.3/R30.3)

EA 1C970/PN 08-13000105

Initial Study with Proposed Mitigated Negative Declaration



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



May 2016

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General Information about This Document

What's in this document:

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

What you should do:

- Please read the document.
- Additional copies of this document and related technical studies are available for review at:
SANBAG
1170 W. 3rd Street, 2nd Floor
San Bernardino, CA 92410-1715
Highland Sam J. Racadio Library &
Environmental Learning Center
7863 Central Ave,
Highland, CA 92346
- Attend the public meeting on May 25, 2016.
- We'd like to hear what you think. If you have any comments regarding the proposed project, please send your written comments to Caltrans by the deadline.

Send comments via postal mail to:

Mr. Kurt Heidelberg, Senior Environmental Planner
Environmental Studies "D" Branch Chief
California Department of Transportation, District 8
464 West 4th Street, 6th Floor, MS 820
San Bernardino, CA 92401-2841

Send comments via email to: SR-210-BaselineICImprovements@dot.ca.gov

Please use "State Route 210/Base Line Interchange Project" in the subject line of the email.

- Be sure to send comments by the deadline: June 7, 2016

What happens next:

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

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

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SCH # _____
08-SBd-210-PM R28.3/R30.3
PN 08-13000105/EA 1C970

Improve the State Route 210 (SR-210)/Base Line Interchange (Post Miles [PM] Revised [R] 28.3/R30.3) in the City of Highland, San Bernardino County, California by widening Base Line from Buckeye Street to Seine Avenue and widening three of the four existing SR-210 interchange ramps.

INITIAL STUDY with (Proposed) Mitigated Negative Declaration

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

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

5/4/16
Date of Approval


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

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

Mr. Kurt Heidelberg, Senior Environmental Planner
Environmental Studies "D" Branch Chief
California Department of Transportation, District 8
464 West 4th Street, 6th Floor, MS 820
San Bernardino, CA 92401-2841

Tim Watkins, Chief of Legislative and Public Affairs
San Bernardino Associated Governments
1170 W. 3rd Street, 2nd Floor
San Bernardino, CA 92410-1715
(909) 884-8276 x139

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PROPOSED MITIGATED NEGATIVE DECLARATION

Pursuant to: Division 13, Public Resources Code

Project Description

The San Bernardino Associated Governments (SANBAG), in cooperation with the California Department of Transportation (Caltrans) District 8 and the City of Highland, is proposing to improve the State Route 210 (SR-210)/Base Line Interchange (Post Miles [PM] Revised [R] 28.3/R30.3) in the City of Highland, San Bernardino County, California. Specifically, the project would widen Base Line from Buckeye Street to Seine Avenue and widen three of the four existing SR-210 interchange ramps. The land uses surrounding the proposed project corridor are urban and moderately densely developed primarily with residential, highway commercial, and vacant lands.

The majority of the work would occur within the existing Caltrans and City of Highland public right of way and temporary construction easements; however, right of way would be needed along Base Line to accommodate the roadway widening. The purpose of the proposed project is to reduce congestion and improve operational efficiency throughout the Base Line corridor at the SR-210 interchange.

Determination

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

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

The proposed project would have no effect on:

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

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

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

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

- **BIO-1: Bird Protection.**

- a) In order to comply with Section 10 of the Migratory Bird Treaty Act and relevant sections of the California Fish and Game Code (e.g., 3503, 3503.4, 3504, 3505, et seq.), any vegetation clearing within the project footprint should take place outside of the typical avian nesting season (typically February 15 to September 15), to the maximum extent practical. Prior to ground-disturbing activities within the project footprint during the nesting season, a qualified biologist will conduct and submit a preconstruction migratory nesting bird and raptors survey report. The survey will occur prior to initiation of project activities and any occupied nests occurring within or adjacent to the project footprint will be delineated. To the maximum extent practicable, a minimum buffer zone from occupied nests will be determined by the qualified biologist and maintained during physical ground-disturbing activities. Once nesting has ceased, the buffer may be removed.

- **BIO-2: Bat Protection.**

- a) A qualified bat biologist will survey the BSA prior to construction to assess the potential for maternity roosts, including the SR-210 Base Line overcrossing and any palm or large trees that will be removed. The surveys may include a combination of structure and tree inspection, sampling, exit counts, and acoustic surveys.
- b) If any work on the SR-210 Base Line overcrossing occurs between April 15 and August 31, then it will be cleared of all bats prior to construction under the guidance and observation of a qualified biologist. Exclusionary devices should be used to exclude bats from directly affected work areas and avoid potential direct impacts. Such exclusion efforts must be continued to keep the structures free of bats until August 31 or completion of construction. All bat exclusion techniques would be coordinated between Caltrans and the resource agencies, as applicable.
- c) Prior to tree removal, palm trees, large trees, and snags should be examined by a bat biologist prior to removal or trimming to ensure that no roosting bats are present. Palm frond trimming, if necessary, should be conducted outside the maternity season (i.e., April 15 to August 31) to avoid potential mortality to flightless young.
- d) If maternity sites are identified during the preconstruction bat habitat suitability assessment, then no construction activities within a buffer established by a bat biologist containing the maternity roost will be allowed during the maternity season (i.e., April 15 to August 31), unless a qualified bat biologist has determined that young have been weaned. If present, and it is anticipated that construction activities cannot be completed outside of the maternity season, then bat exclusion at maternity roost sites will be completed either as soon as allowed by the California Department of Fish and Wildlife (CDFW) and the qualified bat biologist after the young have been weaned or outside of the maternity season, prior to initiating construction activities or as otherwise approved by the qualified bat biologist in coordination with CDFW.

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

Date

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Introduction

1. *Project Title*

State Route 210/Base Line Interchange Improvement Project

2. *Lead Agency*

California Department of Transportation (Caltrans)

3. *Caltrans Contact Person and Email Address*

Kurt Heidelberg
Kurt.Heidelberg@dot.ca.gov

4. *Project Location*

The proposed improvements would occur at the existing State Route 210 (SR-210)/Base Line Interchange (Post Miles [PM] Revised [R] 28.3/R30.3) in the City of Highland, San Bernardino County, California. The widening would occur along Base Line between Buckeye Street and Seine Avenue. The majority of the work would occur within the existing Caltrans and City of Highland right of way and temporary construction easements; however, right of way would be needed along Base Line to accommodate the roadway widening.

5. *Project Sponsor's Name and Address*

San Bernardino Associated Governments
1170 West 3rd Street
San Bernardino, CA 92401
884-8276 x139
Contact Person: Tim Watkins

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Chapter 1 Proposed Project

1.1 Project Location

The San Bernardino Associated Governments (SANBAG), in cooperation with the California Department of Transportation (Caltrans) and the City of Highland (City), proposes to improve State Route 210 (SR-210)/Base Line Interchange (Post Miles [PM] Revised [R] 28.3/R30.3) in the City of Highland, San Bernardino County, California. Specifically, the project would widen Base Line from Buckeye Street to Seine Avenue and widen three of the four existing SR-210 interchange ramps. The majority of the work would occur within the existing Caltrans and City of Highland right of way and temporary construction easements; however, right of way would be needed along Base Line to accommodate the roadway widening. Figures 1-1 and 1-2 show the regional vicinity map and the project location map, respectively. The land uses surrounding the proposed project corridor are residential, highway commercial, vacant lands, and roadways.

1.2 Project Description

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

The proposed project would improve SR-210/Base Line Interchange (PM R28.3/R30.3) in the City of Highland, San Bernardino County, California. Specifically, the project would widen Base Line from Buckeye Street to Seine Avenue and widen three of the four existing SR-210 interchange ramps. The purpose of the proposed project is to reduce congestion and improve operational efficiency throughout the Base Line corridor at the SR-210 interchange.

1.2.1 Purpose and Need

The purpose of the proposed project is to reduce congestion and improve operational efficiency throughout the Base Line corridor at the SR-210 interchange. This area of southwestern San Bernardino County in the City has grown significantly over the past ten years and is experiencing continued population and employment growth. In particular, commercial and residential development is occurring along Base Line near SR-210. For example, new retail centers are under consideration on vacant land northwest of the interchange and on vacant parcels northeast of the interchange. The Base Line corridor is an important component of the City’s traffic circulation system. By Horizon Year 2040, traffic volumes on Base Line and the interchange ramps will increase substantially. The increasing demand for freeway access at Base Line is causing, and will continue to cause, congestion at the interchange ramp terminal intersections and along this segment of the Base Line arterial corridor.

Both of the ramp terminal intersections at Base Line would experience increases in delay between existing and future year conditions. In particular, the evening peak hour level of service

Chapter 1 – Proposed Project

(LOS)¹ for the westbound ramp terminal intersection will degrade from LOS B to LOS D by 2040. Refer to Table 1-1 for peak hour LOS analysis results for Existing Year (baseline) 2013 conditions compared to Horizon Year 2040 No Build conditions.

Table 1-1. Peak Hour Intersection Level of Service for Existing Year (2013) and Horizon Year (2040) No Build

Intersection	Peak Hour Level of Service (LOS) Analysis ^{1,2}							
	Existing Year 2013				Horizon Year 2040 No Build			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Base Line/Church Avenue	18.8	B	20.2	C	17.7	B	17.8	B
Base Line/SR-210 EB Ramps	18.5	B	17.1	B	24.8	C	20.8	C
Base Line/SR-210 WB Ramps	25.6	C	18.4	B	50.2	D	48.8	D
Base Line/Seine Avenue	20.1	C	24.3	C	28.7	C	32.2	C

Notes:
 1. Using Highway Capacity Manual 2010 methodology.
 2. 2040 No Build volumes were calculated based on the revised forecast volumes prepared using the San Bernardino County Transportation Analysis Model demand model.
 Delay = Average delay in seconds per vehicle.
 EB = eastbound.
 WB = westbound.
 Source: Caltrans 2014a.

1.2.2 Alternatives

Build Alternative

The proposed Build Alternative would widen Base Line from Buckeye Street to Seine Avenue and would improve three of the four existing interchange ramps within the limits of the project. These three ramps would be rehabilitated depending on the condition of the existing pavement at the time of construction (see Figure 1-3).

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

- Base Line between Buckeye Street and Seine Avenue and three of the four existing interchange ramps would be widened to add through lanes, turn lanes, and storage for vehicle queues.
- Existing pavement adjacent to pavement widening would be rehabilitated, as needed.
- A two-lane exit would be created at the westbound exit ramp.
- The entrance ramps would be widened to accommodate high occupancy vehicle (HOV) preferential lanes.
- The existing Base Line overcrossing would be widened to accommodate the new lanes.

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

Chapter 1 – Proposed Project

- Retaining walls would be constructed, as needed, in areas of widening.
- The proposed project would require the acquisition of new permanent right of way, and temporary construction easements (TCEs) would be needed during the construction period to facilitate access to the construction work areas.
- Drainage system improvements would be constructed to address stormwater runoff.
- Ramp metering would be installed on the entrance ramps at the interchange.
- Utilities would be relocated, as needed, to accommodate the improved facility.
- Geotechnical borings would be conducted within the project’s limits of disturbance, as needed, for design of the project.

The proposed project is included in Southern California Association of Governments (SCAG) Amendment No. 2 to the 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which was approved by SCAG on September 11, 2014. The 2012–2035 RTP/SCS was originally adopted by SCAG in April 2012 and approved by FHWA in June 2012. The 2012–2035 RTP/SCS was found to be conforming by FHWA on December 14, 2012. The proposed project is also included in the 2015 Federal Transportation Improvement Program (FTIP) adopted by SCAG on September 11, 2014, and approved by FHWA on December 15, 2014. Both the SCAG 2012 RTP/SCS Amendment 2 and SCAG 2015 FTIP include the proposed project as project numbers REG0701 and 201186, respectively. The proposed project is being funded with San Bernardino Sales Tax Measure I funds.

The total estimated cost for the project is \$18,762,000, which includes right of way and construction costs.

Alternative 2 (No Build Alternative)

Under the No Build Alternative, Base Line would not be widened through the interchange. Segments of Base Line west (Church Avenue to Buckeye Street) and east (Seine Avenue to Boulder Highway) of the interchange project limits could still be widened by the City.

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

1.3 Project Maps



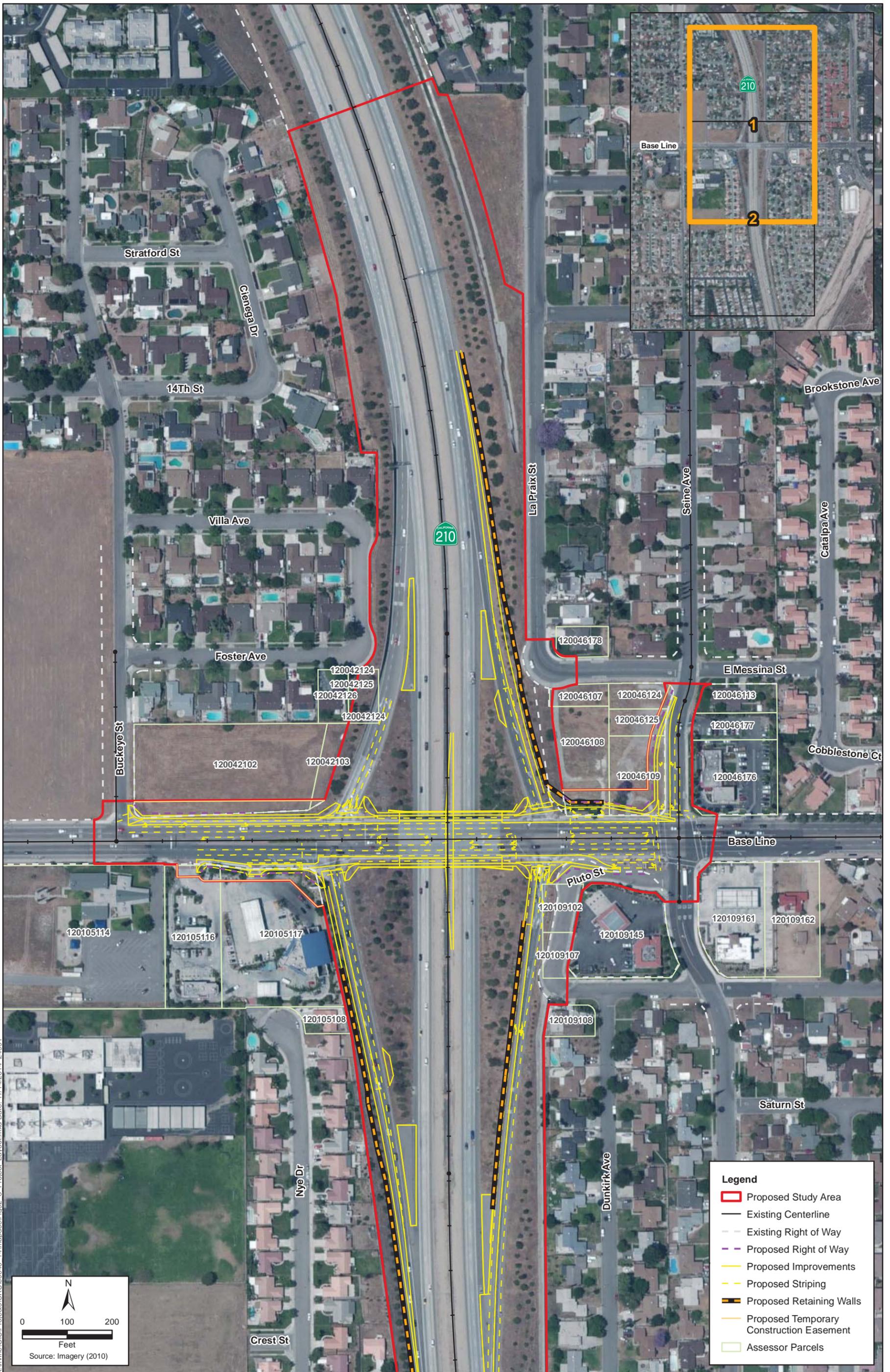
Figure 1-1
Regional Vicinity Map
SR-210/Base Line Interchange Project

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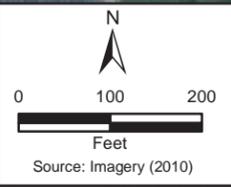


Figure 1-2
Project Location Map
SR-210/Base Line Interchange Project

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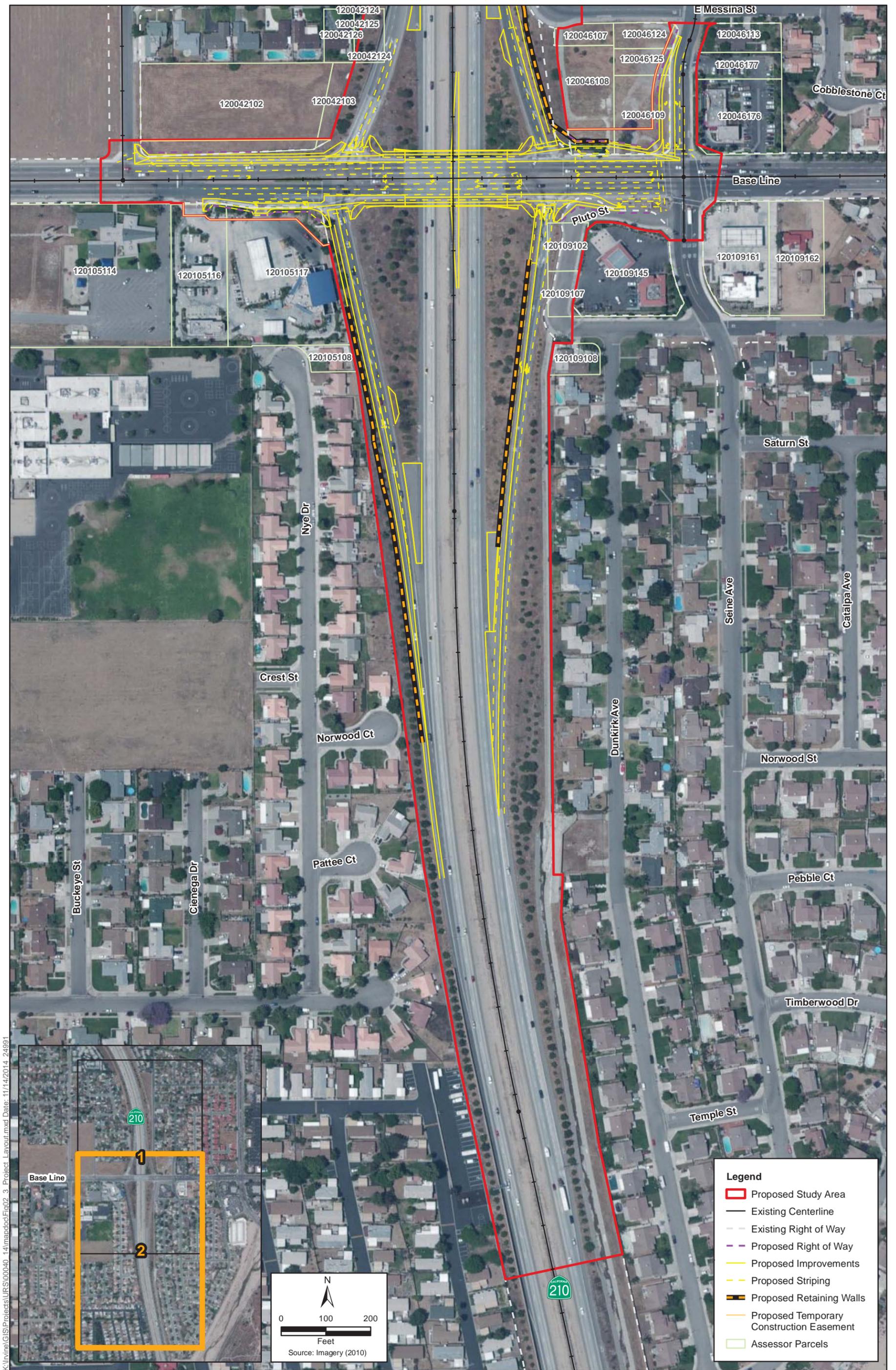
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- Legend**
- Proposed Study Area
 - Existing Centerline
 - Existing Right of Way
 - Proposed Right of Way
 - Proposed Improvements
 - Proposed Striping
 - Proposed Retaining Walls
 - Proposed Temporary Construction Easement
 - Assessor Parcels

Figure 1-3 - Sheet 1
Project Layout Map
SR-210/Base Line Interchange Project

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Figure 1-3 - Sheet 2
Project Layout Map
SR-210/Base Line Interchange Project

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1.4 Permits and Approvals Needed

Table 1-2 identifies the permits, reviews, and approvals required for project construction.

Table 1-2. Permits, Reviews, and Approvals

Agency	Permit/Approval	Status
State Water Resources Control Board	Clean Water Act Section 402— National Pollutant Discharge Elimination System Permit	Stormwater Pollution Prevention Plan (SWPPP) to be submitted after approval of Environmental Document.

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Chapter 2 CEQA Checklist

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

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

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

In many cases, background studies performed in connection with proposed projects indicate no environmental impacts. A “NO IMPACT” answer in the last column reflects this determination. Where there is a need for clarifying discussion, the discussion is included directly after the cited environmental resource. The words “significant” and “significance” used throughout the following checklist are related to CEQA.

On the basis of this initial evaluation:

<input type="checkbox"/>	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
<input checked="" type="checkbox"/>	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
<input type="checkbox"/>	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
<input type="checkbox"/>	I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
<input type="checkbox"/>	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to the earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.
	
Signature	Date
Kurt Heidelberg, Senior Environmental Planner Environmental Studies “D”-Branch Chief California Department of Transportation, District 8	5-4-16

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2.1 Aesthetics

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

2.1.1 Regulatory Setting

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

2.1.2 Discussion of Environmental Evaluation Question 2.1 – Aesthetics

The information used in this section is from the April 2015 *Scenic Resources Evaluation and Visual Impact Assessment* (Caltrans 2015a).

- a) **No Impact.** The SR-210 corridor, within the project area, provides distant views of the San Bernardino Mountains for motorists traveling eastbound. These views are also available from Base Line, to those traveling east on the SR-210 overcrossing. The proposed project would not obscure these distant views. Such views would continue to be available because proposed project features would essentially be viewed as continuations of existing highway features and would not insert substantial new vertical elements that have the potential to block views. Therefore, the proposed project would have no impact on a scenic vista.
- b) **No Impact.** The proposed project is not within an eligible or officially designated National Scenic Byway or state or county Scenic Highway. Therefore, the proposed project would result in no impact on scenic resources within a state scenic highway.
- c) **Less-than-Significant Impact.** As described in the *Scenic Resources Evaluation and Visual Impact Assessment*, SR-210 is currently a four-lane highway (two lanes in each direction) with a wide center median. Vegetation in the project area is primarily located within the SR-210 ramp in-field areas and on the ramp side slopes up to the adjoining land uses. The vegetation is somewhat sparse in locations and does not provide continuous median or side

slope coverage. However, it does provide an attractive visual resource and improves the aesthetics of the existing roadway corridor. There are also a small number of trees and shrubs along Base Line, adjacent to the project site, that are associated with the vacant lot between the SR-210 westbound on-ramp and Seine Avenue, the 76 gas station located south of Base Line, and along the eastbound on-ramp.

The primary visual changes resulting from the proposed project include the removal of a small amount of vegetation located along the interchange ramps and on the ramp side slopes. Vegetation would be preserved as much as possible; however, some vegetation removal would be required in order to accommodate the proposed ramp widening and the retaining wall structures. The proposed retaining walls would most likely feature a fractured rib texture for aesthetic enhancement and graffiti deterrence purposes and would be designed to be consistent with the retaining walls that are included along SR-210. This would help the retaining wall structure to visually fit in with the overall SR-210 corridor.

The widening of the overcrossing, lanes, and pavement and striping associated with the proposed project would not substantially alter the existing visual character of the project area as seen by all viewer groups. All additions would be similar in appearance to the existing facilities in the project area. The widened interchange ramps would also appear visually similar to existing conditions and would not constitute a substantial visual change. Therefore, the proposed project would be compatible with the existing visual character and quality of the existing study area, which would not be substantially altered by the proposed project. Implementation of the standard measures described in Section 2.1.3, *Avoidance, Minimization, and/or Mitigation Measures*, would ensure visual effects from the removal of vegetation are minimized.

During construction of the proposed project, temporary activities would include limited excavation, re-grading within the existing highway right of way, erecting falsework/concrete forms needed to widen the overcrossing, and ramp metering and signage installation. Typical construction staging activities, including the stockpiling of building materials and the heightened presence of construction equipment, would take place on vacant land within the state right of way and temporary construction easements (TCEs) on adjacent vacant land. Temporary construction-related visual impacts would not be considered adverse because of the temporary nature of such construction activities. Therefore, the proposed project would result in a less-than-significant impact on the visual character and quality of the project site and surrounding area.

- d) **Less-than-Significant Impact.** The proposed project would not involve improvements that would substantially increase night lighting and glare affecting daytime or nighttime views. Ramp metering would add an inconsequential amount of light to the project area when meters are in use. No other new lighting is proposed as part of the proposed project. Although new paved surfaces may cause additional reflective heat, light, and glare, this is not anticipated to be substantially different from the existing condition. Areas may need to be lighted during construction. This additional lighting would be temporary and would be subject to local ordinances regarding construction time periods of lighting. Long- and short-term construction impacts would be considered less than significant.

2.1.3 Avoidance, Minimization, and/or Mitigation Measures

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

- **AES-1:** During the proposed project construction phase, in instances where existing ground cover or other vegetation is removed as a result of proposed project actions, permanent erosion control for all disturbed surfaces and bare soil areas would be applied. Standard soil erosion prevention measures and standard highway planting measures will be implemented and are subject to approval by the District Landscape Architect. Any tree removal will be replaced at a rate and size determined by the District Landscape Architect.
- **AES-2:** Any aesthetic treatments will be designed to be consistent with the overall SR-210 corridor in the City of Highland. There is no Aesthetic Corridor Master Plan for this segment of SR-210. If a master plan is developed for this segment, the aesthetics at the SR-210/Base Line interchange will be approved by the District Landscape Architect to coincide with that master plan.

2.2 Agricultural Resources

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<p>II. AGRICULTURE RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</p>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

2.2.1 Regulatory Setting

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

2.2.2 Discussion of Environmental Evaluation Question 2.2 – Agricultural Resources

The information used in this section is from the City of Highland General Plan (City of Highland 2006).

- a) **No Impact.** According to the General Plan Land Use and Zoning Maps for the City of Highland, land uses immediately adjacent to the project corridor are generally urban uses classified as vacant, commercial, and residential. Vacant lands adjacent to the proposed project are planned to be developed with commercial uses. No agricultural uses—including Prime, Unique, or Farmland of Statewide Importance—exist within or immediately adjacent to the proposed project; therefore, no impacts on designated farmlands would occur.
- b) **No Impact.** The proposed project area is zoned for non-agricultural uses and is not subject to the provisions of the Farmland Protection Policy Act. In addition, there are no agricultural preserves or parcels under Williamson Act contracts within the project area. Therefore, the proposed project would not conflict with existing zoning for agricultural use or Williamson Act contracts.
- c) **No Impact.** The proposed project would occur primarily within the existing Base Line and SR-210 corridor. Land uses immediately adjacent to the project area are zoned for urban uses; therefore, no impacts would occur on forest land, timberland, or timberland production.
- d) **No Impact.** The proposed project would not result in the loss or conversion of forest land.
- e) **No Impact.** The proposed project would widen Base Line from Buckeye Street to Seine Avenue and widen three of the four existing SR-210 interchange ramps. It would not involve changes that would result in the conversion of farmland to non-agricultural use or forest land to non-forest use.

2.2.3 Avoidance, Minimization, and/or Mitigation Measures

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

2.3 Air Quality

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

2.3.1 Regulatory Setting

The Federal Clean Air Act (FCAA), as amended, is the primary federal law that governs air quality while the California Clean Air Act is its companion state law. These laws, and related regulations by the United States Environmental Protection Agency (U.S. EPA) and California Air Resources Board (ARB), set standards for the concentration of pollutants in the air. At the federal level, these standards are called National Ambient Air Quality Standards (NAAQS). NAAQS and state ambient air quality standards have been established for six transportation-related criteria pollutants that have been linked to potential health concerns: carbon monoxide (CO), nitrogen dioxide (NO₂), ozone (O₃), particulate matter (PM), which is broken down for regulatory purposes into particles of 10 micrometers or smaller (PM₁₀) and particles of 2.5 micrometers and smaller (PM_{2.5}), and sulfur dioxide (SO₂). In addition, national and state standards exist for lead (Pb) and state standards exist for visibility reducing particles, sulfates, hydrogen sulfide (H₂S), and vinyl chloride. The NAAQS and state standards are set at levels that protect public health with a margin of safety, and are subject to periodic review and revision. Both state and federal regulatory schemes also cover toxic air contaminants (air toxics); some criteria pollutants are also air toxics or may include certain air toxics in their general definition.

Federal air quality standards and regulations provide the basic scheme for project-level air quality analysis under the National Environmental Policy Act (NEPA). In addition to this environmental analysis, a parallel “Conformity” requirement under the FCAA also applies.

Conformity

The conformity requirement is based on Federal Clean Air Act Section 176(c), which prohibits the U.S. Department of Transportation (USDOT) and other federal agencies from funding, authorizing, or approving plans, programs or projects that do not conform to State Implementation Plan (SIP) for attaining the NAAQS. “Transportation Conformity” applies to highway and transit projects and takes place on two levels: the regional—or, planning and programming—level and the project level. The proposed project must conform at both levels to be approved.

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

Regional conformity is concerned with how well the regional transportation system supports plans for attaining the NAAQS for carbon monoxide (CO), nitrogen dioxide (NO₂), ozone (O₃), particulate matter (PM₁₀ and PM_{2.5}), and in some areas (although not in California) sulfur dioxide (SO₂). California has attainment or maintenance areas for all of these transportation-related “criteria pollutants” except SO₂, and also has a nonattainment area for lead (Pb); however, lead is not currently required by the FCAA to be covered in transportation conformity analysis. Regional conformity is based on emission analysis of Regional Transportation Plans (RTPs) and Federal Transportation Improvement Programs (FTIPs) that include all transportation projects planned for a region over a period of at least 20 years for the RTP) and 4 years (for the TIP). RTP and FTIP conformity uses travel demand and emission models to determine whether or not the implementation of those projects would conform to emission budgets or other tests at various analysis years showing that requirements of the Clean Air Act and the SIP are met. If the conformity analysis is successful, the Metropolitan Planning Organization (MPO), Federal Highway Administration (FHWA), and Federal Transit Administration (FTA), make determinations that the RTP and FTIP are in conformity with the SIP for achieving the goals of the FCAA. Otherwise, the projects in the RTP and/or FTIP must be modified until conformity is attained. If the design concept, scope, and “open-to-traffic” schedule of a proposed transportation project are the same as described in the RTP and FTIP, then the proposed project meets regional conformity requirements for purposes of project-level analysis.

Conformity analysis at the project-level includes verification that the project is included in the regional conformity analysis and a “hot-spot” analysis if an area is “nonattainment” or “maintenance” for carbon monoxide (CO) and/or particulate matter (PM₁₀ or PM_{2.5}). A region is “nonattainment” if one or more of the monitoring stations in the region measures a violation of the relevant standard and the U.S. EPA officially designates the area nonattainment. Areas that were previously designated as nonattainment areas but subsequently meet the standard may be officially redesignated to attainment by U.S. EPA and are then called “maintenance” areas. “Hot-spot” analysis is essentially the same, for technical purposes, as CO or particulate matter analysis performed for NEPA purposes. Conformity does include some specific procedural and documentation standards for projects that require a hot-spot analysis. In general, projects must not cause the “hot-spot” related standard to be violated, and must not cause any increase in the

number and severity of violations in nonattainment areas. If a known CO or particulate matter violation is located in the project vicinity, the project must include measures to reduce or eliminate the existing violation(s) as well.

2.3.2 Discussion of Environmental Evaluation Question 2.3 – Air Quality

The information used in this section is from the November 2014 *Final State Route 210/Base Line Interchange Air Quality Report* (Caltrans 2014b).

- a) **No Impact.** A project would conflict with or obstruct implementation of a regional air quality plan if it would be inconsistent with the growth assumptions of the plan, in terms of population, employment, or regional growth in vehicle miles traveled (VMT). The proposed project is regionally conforming and is included in SCAG's Amendment #2 to the 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) under project number REG0701 adopted by SCAG on September 11, 2014. The proposed project is also included in the SCAG 2015 FTIP under project number 201186 adopted by SCAG on September 11, 2014, and approved by FHWA on December 15, 2014. Therefore, the proposed project would not conflict with or obstruct implementation of an air quality plan. No impacts are anticipated.
- b) **Less-than-Significant Impact.** As mentioned in the *Final Air Quality Report*, project implementation would not result in higher CO concentrations than those existing within the region at the time of attainment demonstration (Caltrans 2014b). As such, no violations of the state ambient air quality standards or NAAQS for CO are anticipated to occur with implementation of the proposed project. A PM_{2.5} and PM₁₀ hot-spot evaluation was performed (due to the proposed project being identified as a Project of Air Quality Concern) for the project, and the analysis concluded that it is unlikely that the proposed project would generate new air quality violations, worsen existing violations, or delay attainment of the NAAQS for PM_{2.5} or PM₁₀.

Furthermore, the *Traffic Operations Analysis Report* indicated roadway volumes between No Build and Build Alternatives for both the Opening Year (2020) and the Horizon Year (2040) of the proposed project are identical, as the project would neither impact operations on SR-210, nor affect regional traffic demand or distribution (Caltrans 2014a). Due to regional population growth and other external factors, volumes are expected to increase from the existing year to future years. Although emissions in the region of the project area would increase between the Opening Year and Horizon Year, the proposed project would not directly have an effect on criteria pollutants and greenhouse gas (GHG) emissions from the roadways within the project area. Furthermore, implementation of the proposed project could demonstrate slight reductions in GHG and criteria pollutants via improved vehicle efficiencies through reduced queuing and congestion.

Temporary construction emissions would occur for approximately 30 months during construction of the proposed project. Emissions would result from grubbing/land clearing, grading/excavation, drainage/utility/subgrade construction, paving, and the commuting patterns of construction workers. Furthermore, pollutant emissions would vary, depending on the level of activity, specific operations, and prevailing weather conditions. Short-term air quality degradation may occur from the release of particulate emissions (airborne dust)

generated by excavation, grading, hauling, and other activities related to construction. Emissions from construction equipment also are anticipated and would include CO, nitrogen oxides (NO_x), reactive organic gases (ROG), directly emitted particulate matter (PM₁₀ and PM_{2.5}), and toxic air contaminants, such as diesel exhaust particulate matter. Construction-period criteria pollutant emissions were estimated using the Sacramento Metropolitan Air Quality Management District's Roadway Construction Emissions Model, Version 7.1.5.1. This model is considered adequate by the South Coast Air Quality Management District (SCAQMD) for estimating road construction emissions for the purpose of CEQA analysis. The *Final Air Quality Report* concluded that potential impacts would be temporary and would be minimized through the implementation of Caltrans' Standard Specifications for exhaust and fugitive dust emissions listed below in Section 2.3.3. Therefore, there would be a less than significant impact on air quality.

- c) **Less-than-Significant Impact.** As detailed in the *Final Air Quality Report*, the proposed project would not directly have an effect on criteria pollutants from the roadways within the project area. Conversely, improved vehicle efficiencies through reduced queuing and congestion due to the proposed project could result in slight reductions in criteria pollutants at Opening Year 2020 when compared with the Existing Year 2013 condition. Short-term construction emissions would be temporary and would be minimized through the implementation of exhaust and fugitive dust emission control measures listed in Section 2.3.3, *Avoidance, Minimization, and/or Mitigation Measures*. Impacts would be considered less than significant.
- d) **Less-than-Significant Impact.** The area immediately surrounding the project site includes residential land uses, schools, and churches. The closest sensitive receptors are residences located approximately 60 feet from the existing northwest section of the freeway mainline and directly adjacent to the proposed limits of disturbance. As such, sensitive receptors adjacent to the project would be exposed to pollutants during construction from grading and construction equipment.

As described under threshold (b) above, pollutants emitted through construction activities would be temporary and would be minimized through the implementation of Caltrans' Standard Specifications for exhaust and fugitive dust emissions listed below in Section 2.3.3. Impacts would be considered less than significant.

- e) **Less-Than-Significant Impact.** Some phases of construction, particularly asphalt paving, would result in short-term odors in the immediate area of each paving site. Such odors would be quickly dispersed below detectable thresholds as distance from the site increases. Impacts from objectionable odors would be less than significant.

2.3.3 Avoidance, Minimization, and/or Mitigation Measures

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

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

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- a) Section 14-9.01 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 rules, regulations, ordinances, and statutes.
- b) Section 14-9.02 is directed at controlling dust. If dust palliative materials other than water are to be used, material specifications are contained in Section 18.
- **AQ-2:** Apply water or dust palliative to the site and equipment as frequently as necessary to control fugitive dust emissions. Fugitive emissions generally must meet a “no visible dust” criterion either at the point of emission or at the right of way line, depending on local regulations.
- **AQ-3:** Spread soil binder on any unpaved roads used for construction purposes and all project construction parking areas.
- **AQ-4:** Wash off trucks as they leave the right of way as necessary to control fugitive dust emissions.
- **AQ-5:** Properly tune and maintain construction equipment and vehicles. Use low-sulfur fuel in all construction equipment, as provided in California Code of Regulations, Title 17, Section 93114.
- **AQ-6:** Develop a dust control plan documenting sprinkling, temporary paving, speed limits, and expedited revegetation of disturbed slopes as needed to minimize construction impacts on existing communities.
- **AQ-7:** Locate equipment and material storage sites as far away from residential and park uses as practical. Keep construction areas clean and orderly.
- **AQ-8:** Establish Environmentally Sensitive Areas or their equivalent near sensitive air receptors where construction activities involving extended idling of diesel equipment would be prohibited, to the extent feasible.
- **AQ-9:** Use track-out reduction measures such as gravel pads at project access points to minimize dust and mud deposits on roads affected by construction traffic.
- **AQ-10:** Cover all transported loads of soils and wet materials prior to transport or provide adequate freeboard (space from the top of the material to the top of the truck) to minimize emissions of dust (particulate matter) during transportation.
- **AQ-11:** Promptly and regularly remove dust and mud on paved public roads from construction activity and traffic to decrease particulate matter.
- **AQ-12:** Route and schedule construction traffic to avoid peak travel times as much as possible to reduce congestion and related air quality impacts caused by idling vehicles along local roads.
- **AQ-13:** Install mulch or plant vegetation as soon as practical after grading to reduce windblown particulate in the area. Be aware that certain methods of mulch placement, such as straw blowing, may themselves cause dust and visible emission issues; controls, such as dampened straw, may be needed.

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- **AQ-14:** To control the generation of construction-related fugitive dust emissions, Caltrans requires contractors to comply with SCAQMD Rule 403 requirements. Compliance with SCAQMD Rule 403 is a requirement for all construction projects.

2.4 Biological Resources

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES: Would the project:				
a) Have a substantial adverse effect either directly or through habitat modifications, on any species identified as a candidate, sensitive or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

2.4.1 Regulatory Setting

Wetlands and Other Waters

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

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The RWQCBs were established under the Porter-Cologne Water Quality Control Act to oversee water quality. Discharges under the Porter-Cologne Act are permitted by Waste Discharge Requirements (WDRs) and may be required even when the discharge is already permitted or exempt under the Clean Water Act (CWA). In compliance with Section 401 of the CWA, the RWQCBs also issue water quality certifications for activities which may result in a discharge to waters of the U.S. This is most frequently required in tandem with a Section 404 permit request. Please see Section 2.10, *Hydrology and Water Quality*, for additional details.

Plant Species

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

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

Animal Species

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

Federal laws and regulations relevant to wildlife include the following:

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

State laws and regulations relevant to wildlife include the following:

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

- Sections 4150 and 4152 of the California Fish and Game Code

Threatened and Endangered Species

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

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

Another federal law, the Magnuson-Stevens Fishery Conservation and Management Act of 1976, was established to conserve and manage fishery resources found off the coast, as well as anadromous species and Continental Shelf fishery resources of the United States, by exercising (A) sovereign rights for the purposes of exploring, exploiting, conserving, and managing all fish within the exclusive economic zone established by Presidential Proclamation 5030, dated March 10, 1983, and (B) exclusive fishery management authority beyond the exclusive economic zone over such anadromous species, Continental Shelf fishery resources, and fishery resources in special areas.

2.4.2 Discussion of Environmental Evaluation Question 2.4 – Biological Resources

Information used in this section is from the *SR-210/Base Line Interchange Project Natural Environment Study (Minimal Impacts)* (NES/MI) (Caltrans 2014c) and *SR-210/Base Line Interchange Project Jurisdictional Delineation* (Caltrans 2014d).

a) **Less-than-Significant with Mitigation.**

Special-Status Plant Species

As discussed in the NES/MI, 75 special-status plant species occur within the USGS Redlands and 7.5-Minute Topographic Quadrangles surrounding the proposed project area. Of these, nine are federal and/or state listed as endangered. However, all of the special-status plants identified were determined to be absent, and no natural or sensitive vegetation communities occur within the Biological Study Area (BSA). This was because the BSA consists of (heavily) human-influenced altered habitats with no quality native habitats. The BSA included a 500-foot buffer from the proposed project's conceptual engineering design (to identify and determine direct and indirect effects on sensitive biological resources within, and adjacent to, the BSA).

Because all special-status plants and natural or sensitive vegetation were absent from the BSA, implementation of the proposed project would not have a substantial adverse effect on these types of plant communities. Furthermore, implementation of **BIO-6** would minimize the spread and importation of nonnative plant material during and after construction into the proposed project area. No impact would occur.

Special-Status Wildlife Species

As discussed in the NES/MI, 57 special-status wildlife species occur within the USGS Redlands 7.5-Minute Topographic Quadrangles surrounding the proposed project area. Of these, 15 are federal and/or state listed as endangered or threatened. However, no special-status wildlife species were observed during biological surveys, and there are no reported occurrences of any special-status wildlife species within the BSA. The NES/MI indicates that six special-status wildlife species have limited suitable habitat outside of the project footprint, located within disturbed open fields and large trees present within the BSA. The six special-status wildlife species are the California horned lark (*Eremophila alpestris actia*), Cooper's hawk (*Accipiter cooperii*), ferruginous hawk (*Buteo regalis*), pallid bat (*Antrozous pallidus*), western mastiff bat (*Eumops perotis californicus*), and western yellow bat (*Lasiurus xanthinus*). A Santa Ana sucker (*Catostomus santaana*) and San Bernardino kangaroo rat (*Dipodomys merriami parvus*) Critical Habitat occurs approximately 0.1 mile east of the BSA, but is separated from the study area by dense development and infrastructure. Therefore, no impacts on these two species are anticipated. The remaining special-status wildlife species were determined to be absent from the BSA due to a lack of suitable habitat.

Potential impacts on California horned lark, Cooper's hawk, ferruginous hawk, and western mastiff bat could include temporary displacement during construction activities. Construction activities may also temporarily discourage these species from foraging within the proposed project footprint. However, temporary adverse effects of project construction (on foraging in the surrounding area) are considered minor as wildlife that forages within the BSA are expected to be acclimated to a heavily human-influenced environment. As described in the NES/MI, if construction occurs during the nesting season, a qualified biologist will conduct and submit a preconstruction migratory nesting bird and raptors survey report prior to

ground-disturbing activities. Mitigation measure **BIO-1** described in Section 2.4.3 will reduce the overall adverse impacts on any nesting birds that may occur within the BSA.

Suitable roosting habitat for various bat species, including special-status western yellow bat, also occurs within the BSA. Additionally, limited roosting habitat can be found within the weep holes of the SR-210/Base Line overcrossing for the pallid bat. However, the overcrossing does not contain any expansion joints or side openings (preferred roosting areas on bridge structures of bats), and no sign of roosting bats was observed at the SR-210/Base Line overcrossing during biological surveys conducted as part of the NES/MI. The SR-210/Base Line overcrossing will be widened and some palm trees will be removed as part of the proposed project, and, as such, a preconstruction bat habitat suitability assessment will be required to confirm whether bats are present. The assessment would be conducted prior to proposed project construction. Mitigation measures BIO-2 described in Section 2.4.3 below will reduce the overall adverse impacts on any bats that may occur within the BSA.

In addition to the preconstruction migratory nesting bird and raptors survey and preconstruction bat habitat suitability assessment, minimization measures **BIO-3** through **BIO-6** would be incorporated to minimize impacts on special-status wildlife species. Impacts would be less than significant.

- b) **No Impact.** The proposed project footprint is not located within riparian zones or in sensitive natural community areas. The three major vegetation community/land cover types found within the BSA were Developed/Disturbed, Ornamental, and Ruderal, with the majority of the BSA consisting of Developed/Disturbed land cover type. These land cover types include areas subjected to anthropogenic impacts to varying degrees. Developed/Disturbed areas have been altered for use as roads, housing, and commercial uses, while Developed/Disturbed areas are typically unvegetated or sparsely vegetated and often routinely disturbed. Ruderal areas are usually unused agricultural fields or heavily disturbed areas dominated by nonnative vegetation. Ornamental areas contain landscaping with mostly nonnative trees and shrubs that are regularly maintained. Thus, there are no native or sensitive vegetation communities present in the study area, and no impacts are anticipated.
- c) **No Impact.** A jurisdictional delineation of aquatic resources determined that there are no jurisdictional wetland and other water features within the BSA potentially subject to the jurisdiction of the USACE, CDFW, and RWQCB. As such, the proposed project would not have an adverse effect on federally protected wetlands. No impacts would occur.
- d) **Less-than-Significant with Mitigation.** As discussed in the NES/MI, no wildlife corridors exist within the BSA due to the lack of contiguous native habitat and extensive development. There is a possibility that migratory song birds may nest or roost on existing structures, shrubs, or trees within the proposed project area. As such, impacts on these species could include temporary displacement during construction activities due to the increased presence of equipment, structures, and construction personnel. As mentioned above, if construction occurs during the nesting season, a qualified biologist will conduct and submit a preconstruction migratory nesting bird and raptors survey report prior to these activities.

Furthermore, native bird species and their nests are protected under the Migratory Bird Treaty Act (MBTA) of 1918. The MBTA states that all migratory birds and their parts (including eggs, nests, and feathers) are fully protected. The MBTA prohibits the take, possession, import, export, transport, selling, purchase, barter, or offering for sale, purchase, or barter, any migratory bird, its eggs, parts, and nests, except as authorized under a valid permit.

Additionally, full implementation of **BIO-1** (some of which is discussed above) will reduce the overall adverse impacts on migratory birds that may occur within the BSA. Impacts would be less than significant with mitigation.

- e) **No Impact.** The proposed project would not conflict with any local policies or ordinances protecting biological resources. No impacts would occur.
- f) **No Impact.** There is no adopted habitat conservation plan, natural community conservation plan, or other state habitat conservation plan that has been adopted for the project area; therefore, no impacts are anticipated.

2.4.3 Avoidance, Minimization, and/or Mitigation Measures

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

- **BIO-1: Bird Protection.**

- a) In order to comply with Section 10 of the Migratory Bird Treaty Act and relevant sections of the California Fish and Game Code (e.g., 3503, 3503.4, 3504, 3505, et seq.), any vegetation clearing within the project footprint should take place outside of the typical avian nesting season (typically February 15 to September 15), to the maximum extent practical. Prior to ground-disturbing activities within the project footprint during the nesting season, a qualified biologist will conduct and submit a preconstruction migratory nesting bird and raptors survey report. The survey will occur prior to initiation of project activities and any occupied nests occurring within or adjacent to the project footprint will be delineated. To the maximum extent practicable, a minimum buffer zone from occupied nests will be determined by the qualified biologist and maintained during physical ground-disturbing activities. Once nesting has ceased, the buffer may be removed.

- **BIO-2: Bat Protection.**

- a) A qualified bat biologist will survey the BSA prior to construction to assess the potential for maternity roosts, including the SR-210 Base Line overcrossing and any palm or large trees that will be removed. The surveys may include a combination of structure and tree inspection, sampling, exit counts, and acoustic surveys.
- b) If any work on the SR-210 Base Line overcrossing occurs between April 15 and August 31, then it will be cleared of all bats prior to construction under the guidance and observation of a qualified biologist. Exclusionary devices should be used to exclude bats from directly affected work areas and avoid potential direct impacts. Such exclusion efforts must be continued to keep the structures free of bats until August 31 or

completion of construction. All bat exclusion techniques would be coordinated between Caltrans and the resource agencies, as applicable.

- c) Prior to tree removal, palm trees, large trees, and snags should be examined by a bat biologist prior to removal or trimming to ensure that no roosting bats are present. Palm frond trimming, if necessary, should be conducted outside the maternity season (i.e., April 15 to August 31) to avoid potential mortality to flightless young
 - d) If maternity sites are identified during the preconstruction bat habitat suitability assessment, then no construction activities within a buffer established by a bat biologist containing the maternity roost will be allowed during the maternity season (i.e., April 15 to August 31), unless a qualified bat biologist has determined that young have been weaned. If present, and it is anticipated that construction activities cannot be completed outside of the maternity season, then bat exclusion at maternity roost sites will be completed either as soon as allowed by CDFW and the qualified bat biologist after the young have been weaned or outside of the maternity season, prior to initiating construction activities or as otherwise approved by the qualified bat biologist in coordination with CDFW.
- **BIO-3: Construction Activities Delineation.** Limits of grading and construction activities within the project footprint should be clearly delineated.
 - **BIO-4: Water Pollution Control.** Water pollution and erosion control plans will be developed and implemented in accordance with RWQCB requirements.
 - **BIO-5: Project Site Maintenance.** To avoid attracting predators and nuisance species, the project footprint will be clear of debris, where possible. All food-related trash items will be enclosed in sealed containers and regularly removed from the project footprint.
 - **BIO-6: Site Vegetation Maintenance.** A weed abatement plan will be developed to minimize the spread and importation of nonnative plant material during and after construction. During project construction, soil and vegetation disturbance will be minimized to the greatest extent feasible. To avoid the introduction of invasive plant species into the project area, the construction contractor will inspect and clean construction equipment prior to transporting equipment from one project location to another; any fill material used will be obtained from weed-free sources; and only certified weed-free straw, mulch, and/or fiber rolls will be used for erosion control. Following construction, all revegetated areas will avoid the use of species listed in the California Invasive Plant Council's California Invasive Plant Inventory (Cal-IPC 2006).

2.5 Cultural Resources

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

2.5.1 Regulatory Setting

The term “cultural resources” as used in this document refers to all “built environment” resources (structures, bridges, railroads, water conveyance systems, etc.), culturally important resources, and archaeological resources (both prehistoric and historic), regardless of significance. Laws and regulations dealing with cultural resources include:

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

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

Paleontology is a natural science focused on the study of ancient animal and plant life as it is preserved in the geologic record as fossils. Under California law, paleontological resources are protected by the California Environmental Quality Act (CEQA).

2.5.2 Discussion of Environmental Evaluation Question 2.5 – Cultural Resources

The information used in this section is from the following reports for the proposed project: *Final Historic Property Survey Report* (HPSR) (July 2015) and the *Final Archaeological Survey Report* (ASR) (July 2015) (Caltrans 2015b, 2015c).

- a) **No Impact.** According to the HPSR, a records search was conducted on January 31, 2014 at the San Bernardino County Museum (SBCM) in Redlands, California. The records search included a review of all available cultural resources surveys and excavation reports as well as site records within a one-mile radius of the project area of potential effects (APE). The National Register of Historic Places, the lists of California Historical Landmarks and California Points of Historical Interest, the Listing of National Register Properties, and the Inventory of Historic Structures were also consulted. Results from the record search yielded 48 resources within one-mile of the project APE. Of these, two linear resources (The Old Santa Fe Kite Road [CA-SBR-6847] and Historical Base Line Road [CA-SBR-012]) are recorded within the APE and eight resources are located adjacent to SR-210. At the very eastern edge of the APE north of Base Line Road at its intersection with Seine Avenue, a portion of the Northfork Canal, P-36-006544, has been recorded. This area has been redeveloped with a fast food restaurant and residential development, and the Northfork Canal is no longer present.

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

- b) **No Impact.** There is a low likelihood of encountering subsurface archaeological material during activities associated with the proposed project. According to the ASR, a cultural resources survey of the APE on January 28, 2014 confirmed that the ground surface within the entire project APE has been heavily disturbed through construction of the highway and associated structures. Base Line and SR-210 are both paved. Unpaved areas within the APE are located adjacent to these paved roadways. The unpaved areas have been cut and/or

elevated, sloped, and landscaped. The center median of SR-210 has been graded and landscaped.

One resource (Southern California Base Line/Base Line) is recorded as crossing the APE. The field visits confirmed that no trace of the resource exists within the APE. The segment of Base Line that once crossed the APE was demolished during construction of SR-210 and replaced with Base Line Bridge in 1992. At the very eastern edge of the APE north of Base Line Road at its intersection with Seine Avenue, a portion of the Northfork Canal, P-36-006544, was previously mapped as being present. However, this portion of the APE has been redeveloped for housing and a fast food restaurant, and the Canal no longer exists in this area.

A Sacred Lands File Search and list of potentially interested Native American groups and individuals were requested from the Native American Heritage Commission (NAHC) on November 2, 2012. The NAHC responded on November 17, 2014, stating that a search of the sacred lands files revealed no Sacred Lands or traditional cultural properties within the APE. The NAHC also provided a list of eight Native American contacts in Riverside and San Bernardino counties who might have knowledge of cultural resources in the project area. Letters were sent to these contacts and follow-up telephone calls were made to those who did not provide a response to the initial letter. Daniel McCarthy, Director of the Cultural Resources Department, San Manuel Band of Mission Indians, stated that he did not know of any cultural resources in the area. Because of the level of previous disturbance in the project area, he does not anticipate project-related impacts on Native American cultural resources. However, if Native American cultural resources are identified during project activities, he requests that the San Manuel Band of Mission Indians be contacted. Mr. Anthony Morales, Chairperson of the Gabrieleno/Tongva San Gabriel Band of Mission Indians, recommends vigilant work practices during construction, as the project area is near known east-west trails, City Creek, and the Santa Ana River. Ms. Goldi Walker, Chairwoman of the Serrano Nation of Mission Indians, stated that she is interested in curating Serrano artifacts. If any Native American resources are identified during project activities, she would like to be notified.

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

If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find.

- c) See discussion in Section 2.6, *Paleontological Resources*.
- d) **No Impact.** Based on the results of the cultural resource record searches, surveys, and Native American Consultation detailed in the HPSR and ASR, there are no human remains within the project APE that would be affected by the proposed project. If human remains are unexpectedly encountered during construction then measure **CR-2** would be implemented.

2.5.3 Avoidance, Minimization, and/or Mitigation Measures

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

- **CR-1:** If cultural materials are discovered during construction, all work must halt or be diverted within a sixty-foot radius of the discovery until a qualified archaeologist can assess the nature and significance of the find.
- **CR-2:** If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities will stop in any area or nearby area suspected to overlie remains, and the County Coroner contacted. If suspected human remains are discovered during construction, Caltrans requires that all work must halt or be diverted within a sixty-foot radius of the discovery until the Coroner has made a determination. Pursuant to California Public Resources Code (PRC) Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission, which will then notify the Most Likely Descendent. At this time, the person who discovered the remains will contact the District 8 Environmental Branch so that they may work with the Most Likely Descendent on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.

2.6 Paleontological Resources

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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V(c). **CULTURAL RESOURCES:** Would the project:

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

2.6.1 Regulatory Setting

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

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

2.6.2 Discussion of Environmental Evaluation Question 2.6 – Cultural Resources

c) **No Impact.** The project is in compliance with CEQA Guidelines regarding paleontological resources. Base Line and SR-210 are both paved. Unpaved areas within the APE are located adjacent to these paved roadways. The unpaved areas have been cut and/or elevated, sloped, and landscaped. No impacts are anticipated, as excavations in excess of five feet are not anticipated in areas outside of historically disturbed soils/engineered embankments.

2.6.3 Avoidance, Minimization, and/or Mitigation Measures

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

2.7 Geology and Soils

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
VI. GEOLOGY AND SOILS: Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

2.7.1 Regulatory Setting

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

This section also discusses geology, soils, and seismic concerns as they relate to public safety and project design. Earthquakes are prime considerations in the design and retrofit of structures. Caltrans’ Office of Earthquake Engineering is responsible for assessing the seismic hazard for Caltrans projects. Structures are designed using Caltrans’ Seismic Design Criteria (SDC). The SDC provides the minimum seismic requirements for highway bridges designed in California. A bridge’s category and classification will determine its seismic performance level and which methods are used for estimating the seismic demands and structural capabilities. For more information, please see Caltrans’ Division of Engineering Services, Office of Earthquake Engineering, Seismic Design Criteria.

In California, the Alquist-Priolo Earthquake Fault Zoning Act was enacted to prevent the construction of buildings used for human occupancy on the surface trace of active faults and to establish regulatory zones (known as Earthquake Fault Zones or Alquist-Priolo Zones) around the surface traces of active faults and issue locational maps to all affected cities, counties, and state agencies for their use in safe construction.

2.7.2 Discussion of Environmental Evaluation Question 2.7 – Geology and Soils

Information used in this section is based on the July 2015 *Draft State Route 210 Mixed Flow Lane Addition from Highland Avenue to San Bernardino Avenue Project Initial Study with Proposed Mitigated Negative Declaration* (Caltrans 2015c) and the City of Highland General Plan (City of Highland 2006).

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

- a. ii) **Less-than-Significant Impact.** As with most of Southern California, the project is located within a seismically active region and could experience the effects of seismic ground shaking. The San Andreas Fault and the San Jacinto Fault are the nearest active faults to the project area. North and south branches of the San Andreas Fault traverse through the City of Highland, to the northeast of the project area. The San Andreas Fault is capable of generating an earthquake magnitude of up to 8.3 on the Richter scale. The San Jacinto Fault is located to the southwest, approximately 4.5 miles from the City of Highland. The San Jacinto Fault Zone has a maximum credible earthquake Richter magnitude of 8. As a result, the project could be subject to future seismic shaking and strong ground motion resulting from seismic activity, and damage could occur.

Compliance with the most current Caltrans' procedures regarding seismic design, which is standard practice on all Caltrans projects, is anticipated to avoid or minimize any significant impacts related to seismic ground shaking. Seismic design would also meet City and County requirements under the Uniform Building Code (**GEO-1** and **GEO-2**). Therefore, through the incorporation of standard seismic design practices, the proposed project would result in a less-than-significant impact.

- a. iii) **Less-than-Significant Impact.** Liquefaction occurs when saturated, low-density, loose materials (e.g., sand or silty sand) are weakened and transformed from a solid to a near-liquid state as a result of increased pore water pressure. The increase in pressure is caused by strong ground motion from an earthquake. Liquefaction more often occurs in areas underlain by silts and fine sands and where shallow groundwater exists. Based on a review of geologic mapping found in the Highland General Plan, the project is not located in an area highly susceptible to liquefaction. Liquefaction-prone areas exist to the southeast of the project in the Plunge Creek area, to the northeast in the City Creek area,

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

and to the west just north of the San Bernardino International Airport.

Although liquefaction in the project area is unlikely, a comprehensive geotechnical study, including a field investigation and laboratory soil testing, would be performed during the Plans, Specifications, and Estimates (PS&E) phase of the proposed project, which is standard practice on all Caltrans projects (**GEO-3**). Any recommendations arising from that study would be implemented into the proposed project. Additionally, the project would also adhere to City and County requirements under the Uniform Building Code (**GEO-1** and **GEO-2**), thus reducing potential seismic-related ground failure impacts. Therefore, a less-than-significant impact for seismic-related ground-failure is anticipated.

- a. iv) **No Impact.** The project is located in a relatively flat area, and thus site topography exists with minimal relief, making slope instability and landslide potential negligible. Furthermore, a review of geologic maps found in the City of Highland General Plan indicates that the project is not located within a landslide susceptibility area. No impacts would occur.

- b) **Less-than-Significant Impact.** Erosion is a condition that could adversely affect development on any site. Construction activities could exacerbate erosion conditions by exposing soils and adding water to the soil from irrigation and runoff from new impervious surfaces. The project would widen Base Line from Buckeye Street to Seine Avenue and widen three of the four existing SR-210 interchange ramps. As such, the project would include areas of new pavement (with associated cut and fill slopes), construction staging and access areas, and temporary construction easements. These features are expected to be protected with temporary or permanent erosion control and would not pose any additional risk compared to existing conditions. The additional impervious surface area would increase stormwater runoff and the volume of downstream flow. Conveyance systems, such as overside drains, ditches, rock slope protection, and treatment best management practices (BMPs) would be included in the project to reduce downstream impacts to the maximum extent practicable. Also, the proposed project would be required to comply with the National Pollutant Discharge Elimination System (NPDES) Construction General Permit, Order No. 2009-0009-DWQ, because the project would result in one or more acres of land disturbance. To conform to the requirements of the NPDES Construction General Permit, a Storm Water Pollution Prevention Plan (SWPPP) would need to be prepared. The SWPPP would specify BMPs to prevent construction pollutants, including eroded soils, from moving off site (State Water Resources Control Board 2015). As such, earthwork in the project area would be performed in accordance with the most current edition of Caltrans' Standard Specifications, the project SWPPP, and the requirements of applicable government agencies; therefore, the proposed project would result in less-than-significant impacts.

- c) **Less-than-Significant Impact.** As discussed above, the proposed project is not located within an area susceptible to landslides and/or liquefaction. The lack of liquefiable soils also makes lateral spreading unlikely (lateral spreading is the lateral movement of saturated soil deposits caused by rapid ground motion). To confirm these findings and to characterize the potential of other geologic hazards occurring in the project area (such as subsidence and collapsible soils), a comprehensive geotechnical study, including a field

investigation and laboratory soil testing, would be performed during the PS&E phase of the proposed project, which is standard practice on all Caltrans projects (**GEO-3**). Any recommendations arising from that study would be implemented into the proposed project and any earthwork in the project area would be performed in accordance with the most current edition of the Caltrans' Standard Specifications; therefore, the proposed project would result in less than significant impacts.

- d) **No Impact.** Expansive soils are fine-grained soils (generally high-plasticity clays) that can undergo a significant increase in volume with an increase in water content as well as a significant decrease in volume with a decrease in water content. Soils within the project area consist mostly of Natural Resources Conservation Service hydrologic soil groups "A" and "B," primarily composed of sand or gravel and have a low to moderately low runoff potential when thoroughly wet. As such, it is anticipated that implementation of the proposed project would not be exposed to geologic hazards related to expansive soils. However, a comprehensive geotechnical study, including a field investigation and laboratory soil testing, would be performed during the PS&E phase of the proposed project. Any recommendations arising from that study would be implemented into the proposed project. Therefore, the project is anticipated to result in no impacts.
- e) **No Impact.** The proposed project is a freeway widening project and would not require septic tanks or water disposal systems.

2.7.3 Avoidance, Minimization, and/or Mitigation Measures

Measures **WQ-1** and **WQ-2** (see Section 2.10, *Hydrology and Water Quality*) will be implemented to minimize soil erosion. The following standard avoidance and minimization measures will be implemented to minimize potential geological impacts.

- **GEO-1:** Earthwork in the project area will be performed in accordance with the latest edition of Caltrans' Standard Specifications and/or the requirements of applicable government agencies.
- **GEO-2:** The project will conform to all applicable seismic design criteria from the Uniform Building Code; Caltrans Standards; and state, county, and city regulations.
- **GEO-3:** A comprehensive geotechnical study, including a field investigation and laboratory soil testing, will be performed during the PS&E phase of the proposed project.

2.8 Greenhouse Gas Emissions

VII. GREENHOUSE GAS EMISSIONS: Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

While Caltrans has included this good faith effort in order to provide the public and decision-makers as much information as possible about the project, it is Caltrans' determination that in the absence of further regulatory or scientific information related to GHG emissions and CEQA significance, it is too speculative to make a significance determination regarding the project's direct and indirect impact with respect to climate change. Caltrans does remain firmly committed to implementing measures to help reduce the potential effects of the project. These measures are outlined below.

2.8.1 Discussion of Environmental Evaluation Question 2.8 – Greenhouse Gas Emissions

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

While climate change has been a concern for several decades, the establishment of the Intergovernmental Panel on Climate Change (IPCC) by the United Nations and World Meteorological Organization in 1988 has led to increased efforts devoted to GHG emissions reduction and climate change research and policy. These efforts are primarily concerned with the emissions of GHGs generated by human activity including carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), tetrafluoromethane, hexafluoroethane, sulfur hexafluoride (SF₆), HFC-23 (fluoroform), HFC-134a (s, s, s, 2-tetrafluoroethane), and HFC-152a (difluoroethane).

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

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

There are four primary strategies for reducing GHG emissions from transportation sources: (1) improving the transportation system and operational efficiencies, (2) reducing travel activity, (3) transitioning to lower GHG-emitting fuels, and (4) improving vehicle

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

technologies/efficiency. To be most effective, all four strategies should be pursued cooperatively.⁴

2.8.2 Regulatory Setting

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

State

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

- Assembly Bill 1493 (AB 1493), Pavley, Vehicular Emissions: Greenhouse Gases, 2002: This bill requires the California Air Resources Board (ARB) to develop and implement regulations to reduce automobile and light truck GHG emissions. These stricter emissions standards were designed to apply to automobiles and light trucks beginning with the 2009-model year.
- Executive Order (EO) S-3-05 (June 1, 2005): The goal of this EO is to reduce California's GHG emissions to 1) year 2000 levels by 2010, 2) year 1990 levels by the 2020, and 3) 80 percent below the year 1990 levels by 2050. In 2006, this goal was further reinforced with the passage of Assembly Bill 32.
- Assembly Bill 32 (AB 32), Núñez and Pavley, The Global Warming Solutions Act of 2006: AB 32 sets the same overall GHG emissions reduction goals as outlined in EO S-3-05, while further mandating that ARB create a scoping plan and implement rules to achieve “real, quantifiable, cost-effective reductions of greenhouse gases.”
- Executive Order S-20-06 (October 18, 2006): This order establishes the responsibilities and roles of the Secretary of the California Environmental Protection Agency (Cal/EPA) and state agencies with regard to climate change.
- Executive Order S-01-07 (January 18, 2007): This order set forth the low carbon fuel standard for California. Under this EO, the carbon intensity of California's transportation fuels is to be reduced by at least ten percent by 2020.
- Senate Bill 97 (SB 97), Chapter 185, 2007, Greenhouse Gas Emissions: required the Governor's Office of Planning and Research (OPR) to develop recommended amendments to the California Environmental Quality Act (CEQA) Guidelines for addressing GHG emissions. The amendments became effective on March 18, 2010.
- Senate Bill 375 (SB 375), Chapter 728, 2008, Sustainable Communities and Climate Protection: This bill requires the California Air Resources Board (CARB) to set regional emissions reduction targets from passenger vehicles. The Metropolitan Planning Organization (MPO) for each region must then develop a “Sustainable Communities Strategy” (SCS) that integrates transportation, land-use, and housing policies to plan for the achievement of the emissions target for their region.

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

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

Federal

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

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

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

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

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

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

issued the first of a series of GHG emission standards for new cars and light-duty vehicles in April 2010.⁶

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

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

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

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

2.8.3 Project Analysis

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

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

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

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

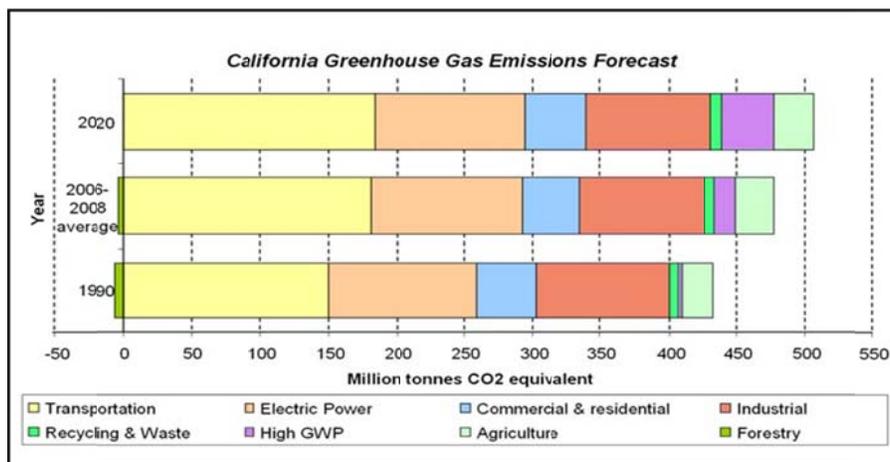


Figure 2-1. California Greenhouse Gas Forecast

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

Caltrans and its parent agency, the Transportation Agency, have taken an active role in addressing GHG emission reduction and climate change. Recognizing that 98 percent of California's GHG emissions are from the burning of fossil fuels and 40 percent of all human-made GHG emissions are from transportation, Caltrans has created and is implementing the Climate Action Program at Caltrans that was published in December 2006.⁸

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

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

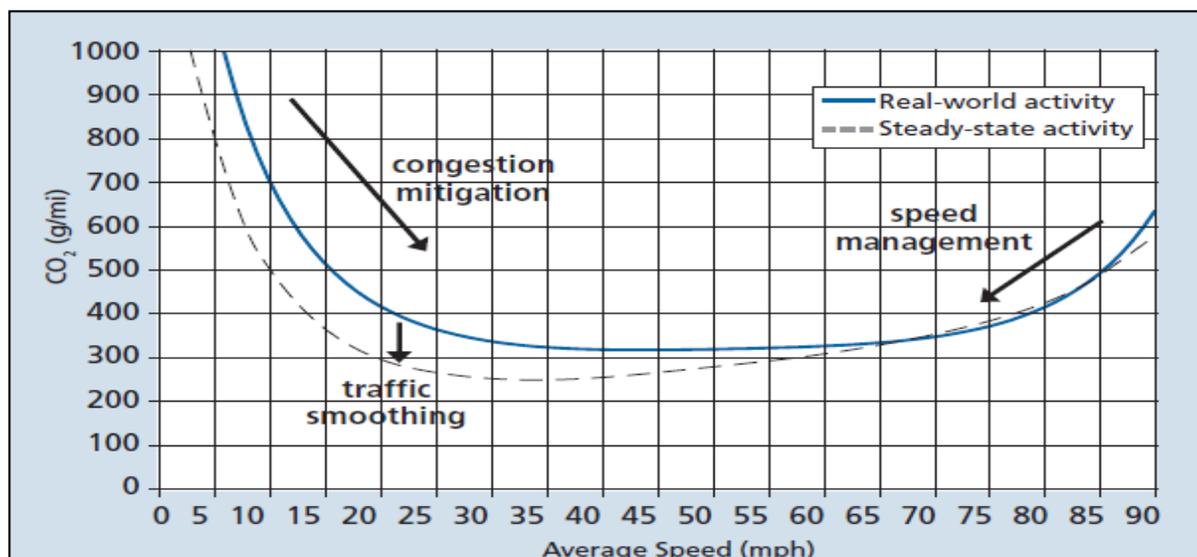


Figure 2-2. Possible Effect of Traffic Operation Strategies in Reducing On-Road CO₂ Emission⁹

Traffic volumes along the project roadways are expected to remain the same between the Build and No Build Alternatives for both the Opening Year (2020) and the Horizon Year (2040), according to the *Traffic Operations Analysis* (URS Corporation 2014). As such, the project would neither impact operations on SR-210, nor would it affect regional traffic demand or distribution. Volumes are expected to increase from the existing year to future years, but this increase would be attributed to regional population growth and other factors and not the operation of the proposed project. As such, the proposed project would not have an effect on GHG emissions from the roadways within the project area.

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

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

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

mitigate the impacts of growing transportation energy demand associated with the RTP (Southern California Association of Governments 2012a).

Construction Emissions

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

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

A qualitative analysis of construction-related emissions was provided in Section 3.2.2.1 of the *Final Air Quality Report* (Caltrans 2014b). As stated in Section 3.2.2.1, construction emissions of criteria pollutants are considered temporary emissions. This is not the case with GHGs because of the cumulative nature of GHGs, which remain in the earth's atmosphere long after the time of emission. As detailed in the construction emissions calculation worksheet provided in Appendix E of the same report, approximately 2,315 metric tons of CO₂ emissions associated with proposed project construction would be emitted into the atmosphere with construction of the Build Alternative.

CEQA Conclusion

As discussed above, roadway volumes between No Build and Build Alternatives for both the Opening Year (2020) and the Horizon Year (2040) are identical, as the proposed project would neither impact operations on SR-210, nor would it affect regional traffic demand or distribution. Volumes are expected to increase from the existing year to future years, but this increase would be attributed to regional population growth and other factors and not directly to the operation of the proposed project. However, Caltrans has determined that in the absence of further regulatory or scientific information related to GHG emissions and its significance in the CEQA process, a determination regarding the significance of the project's direct impact and its contribution on the cumulative scale to climate change would be speculative.

However, Caltrans would implement measures to help reduce the potential GHG effects of the project. These measures are outlined in the following section. Also, Caltrans is taking further measures to help reduce energy consumption and GHG emissions. These measures are outlined below under the Assembly Bill 32 Compliance subheading.

Greenhouse Gas Reduction Strategies

AB 32 Compliance

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

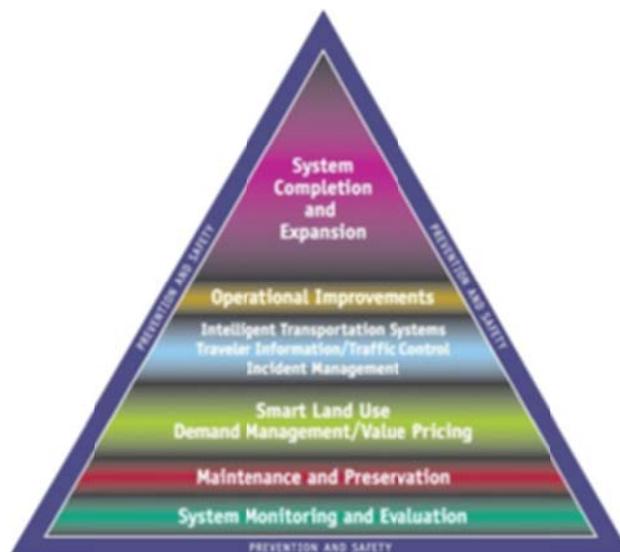


Figure 2-3. Mobility Pyramid

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

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

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

The purpose of the CTP is to provide a common policy framework that will guide transportation investments and decisions by all levels of government, the private sector, and other transportation stakeholders. Through this policy framework, the CTP 2040 will identify the

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statewide transportation system needed to achieve maximum feasible GHG emission reductions while meeting the State's transportation needs.

Table 2-1 summarizes the departmental and statewide efforts that Caltrans is implementing to reduce GHG emissions. More detailed information about each strategy is included in the Climate Action Program at Caltrans (December 2006).

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Table 2-1. Climate Change/CO₂ Reduction Strategies

Strategy	Program	Partnership		Method/Process	Estimated CO ₂ Savings (million metric tons)	
		Lead	Agency		2010	2020
Smart Land Use	Intergovernmental Review	Caltrans	Local governments	Review and seek to mitigate development proposals	Not Estimated	Not Estimated
	Planning Grants	Caltrans	Local and regional agencies & other stakeholders	Competitive selection process	Not Estimated	Not Estimated
	Regional Plans and Blueprint Planning	Regional Agencies	Caltrans	Regional plans and application process	0.975	7.8
Operational Improvements & Intelligent Transportation System (ITS) Deployment	Strategic Growth Plan	Caltrans	Regions	State ITS; Congestion Management Plan	0.07	2.17
Mainstream Energy & GHG into Plans and Projects	Office of Policy Analysis & Research; Division of Environmental Analysis	Interdepartmental effort.		Policy establishment, guidelines, technical assistance	Not Estimated	Not Estimated
Educational & Information Program	Office of Policy Analysis & Research	Interdepartmental, CalEPA, ARB, CEC		Analytical report, data collection, publication, workshops, outreach	Not Estimated	Not Estimated
Fleet Greening & Fuel Diversification	Division of Equipment	Department of General Services		Fleet Replacement B20 B100	.0045	0.0065 0.045 0.0225
Non-vehicular Conservation Measures	Energy Conservation Program	Green Action Team		Energy Conservation Opportunities	0.117	0.34
Portland Cement	Office of Rigid Pavement	Cement and Construction Industries		2.5 % limestone cement mix	1.2	4.2
				25% fly ash cement mix	0.36	3.6
				> 50% fly ash/slag mix		
Goods Movement	Office of Goods Movement	Cal EPA, ARB, BT&H, MPOs		Goods Movement Action Plan	Not Estimated	Not Estimated
Total					2.72	18.18

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

Caltrans Activities to Address Climate Change (April 2013)¹⁰ provides a comprehensive overview of activities undertaken by Caltrans statewide to reduce greenhouse gas emissions resulting from agency operations.

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

1. Caltrans and the California Highway Patrol are working with regional agencies to implement intelligent transportation systems (ITS) to manage the efficiency of the existing highway system. ITS are commonly referred to as electronics, communications, or information processing, used singly or in combination, to improve the efficiency or safety of a surface transportation system.
2. The project would incorporate the use of energy-efficient lighting, such as light-emitting diode (LED) traffic signals. LED bulbs—or balls, in the stoplight vernacular—cost \$60 to \$70 apiece but last five to six years compared with the one-year average lifespan of the incandescent bulbs that were previously used. The LED balls themselves consume ten percent of the electricity of traditional lights, which will also help reduce the project's CO₂ emissions.
3. According to Caltrans Standard Specification Provisions, the contractor must comply with all South Coast Air Quality Management District rules, ordinances, and regulations regarding air quality restrictions.

Adaptation Strategies

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

At the federal level, the Climate Change Adaptation Task Force, co-chaired by the White House Council on Environmental Quality (CEQ), the Office of Science and Technology Policy (OSTP), and the National Oceanic and Atmospheric Administration (NOAA), released its interagency

¹⁰ http://www.dot.ca.gov/hq/tpp/offices/orip/climate_change/projects_and_studies.shtml.

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task force progress report on October 28, 2011¹¹, outlining the federal government's progress in expanding and strengthening the Nation's capacity to better understand, prepare for, and respond to extreme events and other climate change impacts. The report provides an update on actions in key areas of federal adaptation, including: building resilience in local communities, safeguarding critical natural resources such as freshwater, and providing accessible climate information and tools to help decision-makers manage climate risks.

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

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

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

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

The National Academy of Science was directed to prepare a Sea Level Rise Assessment Report¹³ to recommend how California should plan for future sea level rise. The report was released in June 2012 and included:

- Relative sea level rise projections for California, Oregon and Washington taking into account coastal erosion rates, tidal impacts, El Niño and La Niña events, storm surge and land subsidence rates.

¹¹ <http://www.whitehouse.gov/administration/eop/ceq/initiatives/adaptation>

¹² <http://www.energy.ca.gov/2009publications/CNRA-1000-2009-027/CNRA-1000-2009-027-F.PDF>

¹³ *Sea Level Rise for the Coasts of California, Oregon, and Washington: Past, Present, and Future* (2012) is available at http://www.nap.edu/catalog.php?record_id=13389.

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- The range of uncertainty in selected sea level rise projections.
- A synthesis of existing information on projected sea level rise impacts to state infrastructure (such as roads, public facilities and beaches), natural areas, and coastal and marine ecosystems.
- A discussion of future research needs regarding sea level rise.

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

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

All projects that have filed a Notice of Preparation as of the date of EO S-13-08, and/or are programmed for construction funding from 2008 through 2013, or are routine maintenance projects may, but are not required to, consider these planning guidelines.

This proposed project is programmed for construction funding after 2013. As such, it is not exempt at this time from requirements to analyze the impacts of sea-level rise directed in Executive Order S-13-08. The Vulnerability of Transportation Systems to Sea-Level Rise (Caltrans 2009) report suggests that by 2100, sea-level rise along the California coast could be as much as 55 inches. Given the proposed project's distance from the coastal zone, impacts related to sea-level rise are not expected.

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

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

Climate change adaptation for transportation infrastructure involves long-term planning and risk management to address vulnerabilities in the transportation system from increased precipitation and flooding; the increased frequency and intensity of storms and wildfires; rising temperatures; and rising sea levels. Caltrans is an active participant in the efforts being conducted in response

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to EO S-13-08 and is mobilizing to be able to respond to the National Academy of Science Sea Level Rise Assessment Report.

2.9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS: Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires; including where wildlands are adjacent to urbanized areas, or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

2.9.1 Regulatory Setting

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

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

- Community Environmental Response Facilitation Act (CERFA) of 1992

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- Clean Water Act
- Clean Air Act
- Safe Drinking Water Act
- Occupational Safety and Health Act (OSHA)
- Atomic Energy Act
- Toxic Substances Control Act (TSCA)
- Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA)

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

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

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

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

Information used in this section is based on the May 2015, *Initial Site Assessment (ISA) for the State Route 210/Base Line Interchange Improvement City of Highland, County of San Bernardino California (AECOM 2015)*.

- a) **Less-than-Significant Impact.** Construction of the proposed project would involve transport, use, and disposal of hazardous materials such as fuel, solvents, paints, oils, grease, and caulking. Such transport, use, and disposal must be compliant with applicable regulations such as the RCRA, Department of Transportation Hazardous Materials Regulations, and San Bernardino County Fire Department CUPA regulations (San Bernardino County Fire Department 2015). Although small amounts of solvents, paints, oils, grease, and caulking would be transported, used, and disposed of during the construction phase, these materials are typically used in construction projects and would not represent the transport, use, and disposal of acutely hazardous materials.

As identified in the ISA (Caltrans 2014f), hazardous materials and/or wastes are expected to be present and generated at three sites in the vicinity of the proposed project, all of which are

fueling stations with registered active underground storage tanks (USTs). These sites were reviewed and evaluated, and, based on the regulatory status (no violations noted), the potential for the reviewed sites to have created a Recognized Environmental Concern (REC) for the proposed project is negligible. Therefore, they are not expected to impact the proposed project.

The ISA did not include testing for radon gas, vapor intrusion, asbestos-containing material (ACM), lead-based paint (LBP), lead in drinking water, or aerially deposited lead (ADL), or sampling or testing of soil or groundwater. According to the ISA, the existence of ACM and/or LBP is unlikely due to the age of the project infrastructure, which was constructed between 1989 and 1994, well after ACM and LBP were discontinued from use in construction materials (in 1978). The current project infrastructure was also constructed after leaded gasoline was discontinued in the early 1980s, and, thus, ADL-impacted soils are not expected to be found in the proposed project area. To confirm their absence, field sampling and laboratory testing for ACM, LBP, and ADL were conducted on June 9, 2015. Based on the survey and sampling results, no ACM or LBP were detected. Soil samples were taken from borings made within the SR-210 right of way, approximately 1,000 feet north of Base Line. Based on the results of the lead soil analysis, the lead levels are not elevated and the soil would not be considered hazardous. Therefore, no special handling or management would be required. No impacts from ACM, LBP, or ADL are expected. However, as stipulated under **HAZ-1** (see Section 2.9.3, *Avoidance, Minimization, and/or Mitigation Measures*), should any previously unknown hazardous waste/material be encountered during construction, Caltrans Hazards Procedures for Construction will be followed. .

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

Additionally, an environmental database research and site reconnaissance conducted as part of the ISA provided no current or historical hazardous material information requiring further verification within the project footprint and suggested that the potential for RECs was low within the project area. As discussed, three sites were identified in the ISA (within 1 mile of the project area) as having registered active USTs. These sites were reviewed and evaluated, and, based on the regulatory status (no violations noted), no RECs were identified. Therefore, potential impacts from these adjacent properties are considered negligible. Field sampling and laboratory testing for ACM, LBP, and ADL were conducted on June 9, 2015. Based on the survey and sampling results, no ACM or LBP were detected. Soil samples were taken from borings made within the SR-210 right of way, approximately 1,000 feet north of Base Line. Based on the results of the lead soil analysis, the lead levels are not elevated and the

soil would not be considered hazardous. Therefore, no special handling or management would be required. No impacts from ACM, LBP, or ADL are expected. However, as stipulated under measure **HAZ-1** (see Section 2.9.3, *Avoidance, Minimization, and/or Mitigation Measures*), should any previously unknown hazardous waste/material be encountered during construction, Caltrans Hazards Procedures for Construction will be followed.

- c) **Less-than-Significant Impact.** There are three schools located within 0.25 mile of the project’s limits of disturbance. The table below summarizes the school’s name, address, and the approximate distance to the project’s limits of disturbance.

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

School	Address	Approximate distance from project area (in feet)
St Adelaide Catholic School	27487 Base Line Road, Highland	400
United Methodist Nursery School	27555 Base Line, Highland	100
Thompson Elementary School	7401 Church Avenue, Highland	300

Although there are several schools located within 0.25 mile of the project area, implementation of the project would not create any new impacts associated with hazardous emissions or handling of acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school. Any potential construction-related hazardous releases or emissions would be from commonly used materials such as fossil fuels, solvents, and paints and would not include substances listed in 40 CFR 355 Appendix A: “Extremely Hazardous Substances and Their Threshold Planning Quantities.” Any such spills would be localized and immediately contained and cleaned. Field sampling and laboratory testing for ACM, LBP, and ADL were conducted on June 9, 2015. Based on the survey and sampling results, no ACM or LBP were detected. Soil samples were taken from borings made within the SR-210 right of way, approximately 1,000 feet north of Base Line. Based on the results of the lead soil analysis, the lead levels are not elevated and the soil would not be considered hazardous. Therefore, no special handling or management would be required. No impacts from ACM, LBP, or ADL are expected. Standard measures and recommendations would be implemented to address hazardous waste/materials and are included in Section 2.9.3. Impacts would be less than significant.

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

Three sites were identified in the ISA (within 1 mile from the project area) as having registered active USTs. These sites were reviewed and evaluated, and, based on the regulatory status (no violations noted), no REC were identified. Impacts are considered less than significant.

- e) **Less-than-Significant Impact.** The proposed project is located 1.66 miles northeast of the San Bernardino International Airport and, according to the City of San Bernardino’s General Plan, is within the airport’s Influence Area (City of San Bernardino 2005). As mentioned, the project would widen Base Line from Buckeye Street to Seine Avenue and widen three of the four existing SR-210 interchange ramps, with the project area height remaining similar to existing conditions. As such, the project does not contain any skyward features that would interfere with any air traffic flight paths or other airport activities and, thus, would not result in a safety hazard for people residing or working in the area. Impacts would be less than significant.
- f) **No Impact.** The proposed project is not located within the vicinity of a private airstrip. The closest private airport is the Flabob Airport, approximately 15 miles southwest of the proposed project (Airport-Data.com 2015). No impacts would occur.
- g) **Less-than-Significant Impact.** The proposed project would widen Base Line and widen three of the four existing SR-210 interchange ramps. As such, the proposed project would improve the ability of emergency service providers to serve the community as it reduces congestion and improves operational efficiency in the project area. Consequently, the proposed project would not interfere with an emergency response or evacuation plan.

Conversely, emergency response times could increase temporarily during the construction phase of the proposed project due to increased traffic congestion caused by temporary lane closures and speed reduction (due to construction equipment and construction personnel, etc.) in the area. During construction, a Traffic Management Plan (TMP) would be implemented ensuring that emergency access to the proposed project area and nearby properties remains. Construction impacts would be temporary and would be less than significant with the implementation of the aforementioned TMP, which is standard practice on all Caltrans highway projects (measures **PS-1** through **PS-5** in Section 2.15, *Public Services*).

- h) **No Impact.** The proposed project would not expose people to a greater risk of loss, injury, or death due to wildland fires. According to the California Department of Forestry and Fire Protection, the proposed project does not exist within Very High Fire Hazard Severity Zone (CAL FIRE 2008) as it is located in developed portions of the City of Highland. Additionally, the proposed project is an improvement project to the pre-existing SR-210, and thus would not expose people to greater risks as it relates to wildland fires in the project area than presently exists.

2.9.3 Avoidance, Minimization, and/or Mitigation Measures

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

- **HAZ-1:** Should any previously unknown hazardous waste/material be encountered during construction, Caltrans Hazards Procedures for Construction will be followed.

2.10 Hydrology and Water Quality

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

2.10.1 Regulatory Setting

Federal Requirements: Clean Water Act

In 1972, Congress amended the Federal Water Pollution Control Act, making the addition of pollutants to the waters of the United States (U.S.) from any point source¹⁴ unlawful unless the discharge is in compliance with a National Pollutant Discharge Elimination System (NPDES)

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

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permit. This act and its amendments are known today as the Clean Water Act (CWA). Congress has amended the act several times. In the 1987 amendments, Congress directed dischargers of storm water from municipal and industrial/construction point sources to comply with the NPDES permit scheme. The following are important CWA sections:

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

The goal of the CWA is “to restore and maintain the chemical, physical, and biological integrity of the Nation’s waters.”

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

Ordinarily, projects that do not meet the criteria for a Nationwide Permit may be permitted under one of the USACE’s Standard permits. There are two types of Standard permits: Individual permits and Letters of Permission. For Standard permits, the USACE decision to approve is based on compliance with U.S. Environmental Protection Agency’s Section 404 (b)(1) Guidelines (U.S. EPA Code of Federal Regulations [CFR] 40 Part 230), and whether the permit approval is in the public interest. The Section 404(b)(1) Guidelines (Guidelines) were developed by the U.S. EPA in conjunction with the USACE, and allow the discharge of dredged or fill material into the aquatic system (waters of the U.S.) only if there is no practicable alternative which would have less adverse effects. The Guidelines state that the USACE may not issue a permit if there is a least environmentally damaging practicable alternative (LEDPA) to the proposed discharge that would have lesser effects on waters of the U.S. and not have any other significant adverse environmental consequences. According to the Guidelines, documentation is needed that a sequence of avoidance, minimization, and compensation measures has been followed, in that order. The Guidelines also restrict permitting activities that violate water quality or toxic effluent¹⁵ standards, jeopardize the continued existence of listed species, violate marine

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

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

State Requirements: Porter-Cologne Water Quality Control Act

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

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

State Water Resources Control Board and Regional Water Quality Control Boards

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

- **National Pollutant Discharge Elimination System (NPDES) Program**

Municipal Separate Storm Sewer Systems

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

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regulations. Caltrans' MS4 permit covers all Caltrans rights of way, properties, facilities, and activities in the state. The SWRCB or the RWQCB issues NPDES permits for five years, and permit requirements remain active until a new permit has been adopted.

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

1. Caltrans must comply with the requirements of the Construction General Permit (see below);
2. Caltrans must implement a year-round program in all parts of the State to effectively control storm water and non-storm water discharges; and
3. Caltrans' storm water discharges must meet water quality standards through implementation of permanent and temporary (construction) Best Management Practices (BMPs), to the maximum extent practicable, and other measures as the SWRCB determines to be necessary to meet the water quality standards.

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

Construction General Permit

Construction General Permit (Order No. 2009-009-DWQ), adopted on September 2, 2009, became effective on July 1, 2010 and was amended by Order No. 2012-0006-DWQ on July 17, 2012. The permit regulates storm water discharges from construction sites that result in a Disturbed Soil Area (DSA) of one acre or greater, and/or are smaller sites that are part of a larger common plan of development. By law, all storm water discharges associated with construction activity where clearing, grading, and excavation result in soil disturbance of at least one acre must comply with the provisions of the General Construction Permit. Construction activity that results in soil disturbances of less than one acre is subject to this Construction General Permit if there is potential for significant water quality impairment resulting from the activity as determined by the RWQCB. Operators of regulated construction sites are required to develop storm water pollution prevention plans; to implement sediment, erosion, and pollution prevention control measures; and to obtain coverage under the Construction General Permit.

The 2009 Construction General Permit separates projects into Risk Levels 1, 2, or 3. Risk levels are determined during the planning and design phases, and are based on potential

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

Section 401 Permitting

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

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

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

- a) **Less-than-Significant Impact.** The study area is located within the northeastern portion of the Santa Ana watershed, which drains a 1,084,218-acre watershed and contains the smaller Upper Santa Ana River watershed, within which the study area is located. The Upper Santa Ana River watershed is further subdivided into the City Creek watershed. The study area is located on developed areas that slope northeast to southwest from the southwestern edge of the San Bernardino Mountains. The headwaters within the upper portion of the Santa Ana watershed drain from the San Bernardino Mountains before passing through the study area where they flow for approximately 74 miles before emptying into the Pacific Ocean.

The Santa Ana RWQCB regulates water quality standards, including water quality objectives and beneficial uses, as defined in the 1995 Water Quality Control Plan (WQCP) Santa Ana River Basin 8 (this is the applicable WQCP for the project area). There are no special RWQCB requirements or concerns. None of the direct receiving waters are listed as impaired on the 303(d) lists for the RWQCB. No TMDLs have been established for these water bodies.

Disturbance of soil would occur as part of the proposed project's construction activities. Areas in which soil will be disturbed would be protected with temporary or permanent erosion control and thus are not expected to pose any additional risk compared to existing conditions. In order to ensure that no water quality standards or discharge requirements are

violated, the proposed project would be required to implement temporary construction BMPs (see measures **WQ-1** and **WQ-2** in Section 2.10.3, *Avoidance, Minimization and/or Mitigation Measures*), which are standard practices for erosion and water quality control on all Caltrans projects. The BMPs would be included in the project-specific SWPPP and would provide adequate protection against water quality degradation during construction.

Also, the proposed project would be required to comply with the NPDES Construction General Permit, Order No. 2009-0009-DWQ because the project would result in 1 or more acres of land disturbance. Furthermore, for the post-construction stormwater runoff requirements, the proposed project area within the Caltrans right of way would be required to comply with NPDES No. CAS000003, Order No. 2012-0011-DWQ; and the proposed project area outside the Caltrans right of way would comply with NPDES No. CAS618036, Order No. R8-2010-0036. Lastly, implementation of measures **WQ-1** and **WQ-2**, which are standard practice for all Caltrans projects, would ensure that potential water quality impacts are minimized or avoided. Adherence to the requirements mentioned above, along with the implementation of measures **WQ-1** and **WQ-2**, would reduce any potential impacts related to water quality standards or waste discharge requirement violations to less than significant.

- b) **No Impact.** Groundwater levels within the project area are anticipated to be relatively deep (>100 feet below ground surface) except during times of flooding when groundwater may be temporarily near the surface within the Santa Ana River area. There are no drinking water reservoirs/and or recharge facilities within the project area. The proposed project would not require the use of groundwater, nor would it deplete the recharge of groundwater; therefore, the proposed project would have no impact on groundwater or groundwater supplies.
- c) **Less-than-Significant Impact.** The project would widen Base Line from Buckeye Street to Seine Avenue and widen three of the four existing SR-210 interchange ramps. As such, the project would include areas of new pavement. The additional impervious surface area would increase stormwater runoff and the volume of downstream flow. The increase in volume of stormwater flows could result in erosion as well as sediment loading. Potential sources of sediment would include erosion from unprotected slopes within the watershed drainage area and cut and fill slopes associated with construction activities.

Construction site BMPs along with erosion control measures (on newly constructed or disturbed slopes) (see measures **WQ-1** and **WQ-2** in Section 2.10.3, *Avoidance, Minimization and/or Mitigation Measures*), which are standard practices for erosion and water quality control on all Caltrans projects, would be implemented to minimize any potential increase in sediment loading. Through the implementation of **WQ-1** and **WQ-2**, the proposed project is anticipated to have a less-than-significant impact on the drainage pattern of the area and would not result in substantial siltation or erosion on or off site.

- d) **Less-than-Significant Impact.** The proposed project does not include the alteration of the course of any local streams or rivers, and, as such, there would be no impact on existing structures or nearby residences from stream or river flooding.

As discussed above under thresholds (a) and (c), there would be an increase in impervious surface area and runoff associated with the proposed project. However, it is not anticipated

that the project would result in hydrologic impacts, such as flooding. As a result, the proposed project would have a less-than-significant impact on the drainage pattern of the area and would not result in substantial flooding on or off site due to runoff.

- e) **Less-than-Significant Impact.** As discussed above, the proposed project would result in an increase in impervious surface area and, thus, would result in an increase in stormwater runoff. However, due to the capacities of the existing drainage systems and proposed new drainage improvements, it is not anticipated that the project would result in any hydrologic impacts that would result in the exceedance of the drainage system's capacity or contribute a substantial amount of polluted runoff. As such, the proposed project would result in less-than-significant impacts related to the capacity of existing and planned stormwater drainage systems. In addition, an NPDES General Construction permit and a SWPPP (measure **WQ-2**) would be required to address sediment control during construction activities. Impacts related to polluted runoff would be less than significant.
- f) **Less-than-Significant Impact.** The proposed project would result in less-than-significant short-term construction and long-term operational impacts on water quality. Construction impacts would be reduced through adherence to the aforementioned NPDES General Construction permit requirements and through implementation of measures **WQ-1** and **WQ-2**. Water quality impacts would be less than significant.
- g) **No Impact.** The project proposes to widen an existing road and widen three of the four existing interchange ramps. As such, no housing would be placed within a 100-year flood hazard area during the implementation of the project. No impacts would occur.
- h) **No Impact.** The proposed project does not include the alteration of the course of any local streams or rivers; thus, the proposed project would not cause changes in water elevation and velocity at any nearby tributary. Therefore, the proposed project would have no impact on flood flows.
- i) **No Impact.** As discussed, the proposed project does not include the alteration of any local streams or rivers; thus the proposed project would not cause changes in water elevation and velocity at any nearby tributary. No roadways or other structures used or inhabited by people would be placed in the floodplain or any area that would expose them to significant loss or death involving flooding. No impacts would occur.
- j) **No Impact.** The proposed project is not located within an area at risk of a tsunami or seiche. Furthermore, the topography of the area is relatively flat, and thus the likelihood of a mudflow occurring is very low. No impacts would occur.

2.10.3 Avoidance, Minimization, and/or Mitigation Measures

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

- **WQ-1:** Construction site best management practices (BMPs) will be implemented during construction for controlling potential pollutants on construction sites. The following BMP categories will be considered and implemented, where feasible: soil stabilization practices;

sediment control practices; tracking control practices; wind erosion control; non-storm water controls; and waste management and material pollution controls.

- **WQ-2:** A Notice of Intent will be filed with the Santa Ana RWQCB for coverage under the state-wide National Pollutant Discharge Elimination System (NPDES) permit for construction-related discharges. The contractor will prepare a Stormwater Pollution Prevention Plan (SWPPP) that sets forth the best management practices (BMPs) that will be implemented on site. The BMPs will be implemented to minimize spills and keep potentially contaminated materials used during construction out of the drainage waterways as documented in the SWPPP.

2.11 Land Use and Planning

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

2.11.1 Regulatory Setting

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

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

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

- a) **No Impact.** The proposed project would widen Base Line from Buckeye Street to Seine Avenue and widen three of the four existing SR-210 interchange ramps. Because the SR-210/Base Line interchange already exists, no physical division would be created. Freeways and roadways are considered an integral part of development and land use patterns because they are required to facilitate travel and connectivity between areas. Implementation of the proposed project would not diminish access to or the ability to use project-adjacent vacant land and open spaces, nor would it physically divide an established community.
- b) **No Impact.** The proposed project is consistent with the City of Highland’s *Base Line 2040 Master Plan Configuration Traffic Study*. The City of Highland has been developing a master plan for Base Line to establish the ultimate build-out of this critical gateway arterial corridor within the city. The plan extends approximately 1 mile west and 1 mile east of the SR-210

interchange, from Palm Avenue on the west to Boulder Avenue on the east. The City identified the existing Base Line interchange to be a critical segment of the arterial corridor.

The proposed project is also consistent with Goal 3.1 of the City of Highland's General Plan Circulation Element. Under Goal 3.1, the City requires a comprehensive transportation system that facilitates current and long-term circulation in and through the city (City of Highland 1987). The purpose of the proposed project is to reduce congestion and improve operational efficiency at the interchange and throughout the Base Line corridor. The proposed project helps to fulfill the aforementioned goal.

The proposed improvements to the SR-210/Base Line interchange are also included in the Southern California Association of Governments (SCAG) *2012 RTP/SCS* Amendment #2 under project number REG0701 and the SCAG 2015 FTIP under project number 201186.

- c) **No Impact.** According to the Final NES/MI prepared for the proposed project, there are no adopted habitat conservation plans or natural community conservation plans that have been approved for the project study area. No impacts are anticipated.

2.11.3 Avoidance, Minimization, and/or Mitigation Measures

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

2.12 Mineral Resources

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XI. MINERAL RESOURCES: Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

2.12.1 Discussion of Environmental Evaluation Question 2.12 – Mineral Resources

The information used in this section is from the City of Highland General Plan (City of Highland 2006).

- a) **No Impact.** The Surface Mining and Reclamation Act designates Mineral Resource Zones (MRZs) that are of statewide or regional importance. According to the City of Highland General Plan, the proposed project is located in an area classified as MRZ-3 (City of Highland 2006). Land classified as MRZ-3 is an area “where the available geologic information indicates that mineral deposits are likely to exist; however, the significance of the deposit is undetermined.” Additionally, the majority of land designated as MRZ-3 has already been developed and is no longer available for mineral extraction.

The majority of the work would occur within existing Caltrans right of way and temporary construction easements, with small amounts of right of way needed to accommodate roadway widening. As mentioned previously, the majority of the project site has already been developed and is no longer available for mineral extraction; therefore, no impacts would occur.

- b) **No Impact.** The proposed project would occur primarily within existing highway right of way. As mentioned previously, TCEs would be needed during construction and a small amount of right of way would be required to accommodate roadway widening. However, these areas exist within a MRZ-3 zone and some would be used only temporarily for construction access. As such, there would be no loss of availability of a locally important mineral resource recovery site. Therefore, there would be no impact.

2.12.2 Avoidance, Minimization, and/or Mitigation Measures

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

2.13 Noise

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

2.13.1 Regulatory Setting

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

California Environmental Quality Act

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

National Environmental Policy Act and 23 CFR 772

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

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highway project. The regulations include noise abatement criteria (NAC) that are used to determine when a noise impact would occur. The NAC differ depending on the type of land use under analysis. For example, the NAC for residences (67 dBA) is lower than the NAC for commercial areas (72 dBA). Table 2-3 lists the noise abatement criteria for use in the NEPA 23 CFR 772 analysis.

Table 2-3. Noise Abatement Criteria

Activity Category	NAC, Hourly A-Weighted Noise Level, Leq(h)	Description of Activity Category
A	57 (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B ¹	67 (Exterior)	Residential.
C ¹	67 (Exterior)	Active sport areas, amphitheatres, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings.
D	52 (Interior)	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.
E	72 (Exterior)	Hotels, motels, offices, restaurants/bars, and other developed lands, properties, or activities not included in A–D or F.
F	No NAC—reporting only	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical, etc.), and warehousing.
G	No NAC—reporting only	Undeveloped lands that are not permitted.
¹ The L _{eq} (h) activity criteria values are for impact determination only and are not design standards for noise abatement measures. All values are A-weighted decibels (dBA).		
² Includes undeveloped lands permitted for this activity category.		

The following graphic lists the noise levels of common activities to enable readers to compare the actual and predicted highway noise levels discussed in this section with common activities.

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Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
Jet Fly-over at 300m (1000 ft)	110	Rock Band
Gas Lawn Mower at 1 m (3 ft)	100	
Diesel Truck at 15 m (50 ft), at 80 km (50 mph)	90	Food Blender at 1 m (3 ft)
Noisy Urban Area, Daytime	80	Garbage Disposal at 1 m (3 ft)
Gas Lawn Mower, 30 m (100 ft)	70	Vacuum Cleaner at 3 m (10 ft)
Commercial Area		Normal Speech at 1 m (3 ft)
Heavy Traffic at 90 m (300 ft)	60	Large Business Office
Quiet Urban Daytime	50	Dishwasher Next Room
Quiet Urban Nighttime	40	Theater, Large Conference Room (Background)
Quiet Suburban Nighttime		Library
Quiet Rural Nighttime	30	Bedroom at Night, Concert Hall (Background)
	20	Broadcast/Recording Studio
	10	
Lowest Threshold of Human Hearing	0	Lowest Threshold of Human Hearing

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

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

The Department's *Traffic Noise Analysis Protocol* sets forth the criteria for determining when an abatement measure is reasonable and feasible. Feasibility of noise abatement is basically an engineering concern. A minimum 7 dBA reduction in the future noise level must be achieved for an abatement measure to be considered feasible. Other considerations include topography, access requirements, other noise sources, and safety considerations. The reasonableness determination is basically a cost-benefit analysis. Factors used in determining whether a proposed noise

abatement measure is reasonable include: residents' acceptance and the cost per benefited residence.

2.13.2 Discussion of Environmental Evaluation Question 2.13 – Noise

Information used in this section is from the March 2016 *State Route 210/Base Line Interchange Noise Study Report* (NSR) (Caltrans 2016).

- a) **No Impact.** A field investigation was conducted to identify land uses that could be subjected to traffic and construction noise impacts. Land uses in the project area were categorized according to land use type, the extent of frequent human use, and activity category, as defined in Table 2-3. Although all land uses were evaluated in this analysis, as stated in the *Traffic Noise Analysis Protocol*, the focus of this impact analysis was on locations of frequent human use that would benefit from a lowered noise level—specifically, locations with defined outdoor activity areas, such as residences and recreational areas. Land uses located along the SR-210/Base Line Interchange Improvement Project alignment consist of residential (Activity Category B), park and place-of-worship (Activity Category C), commercial (Activity Category F), and undeveloped (Activity Category G) land uses. The noise monitoring and modeling locations are shown in Figure 2-4, Noise Monitoring and Prediction Modeling Locations.

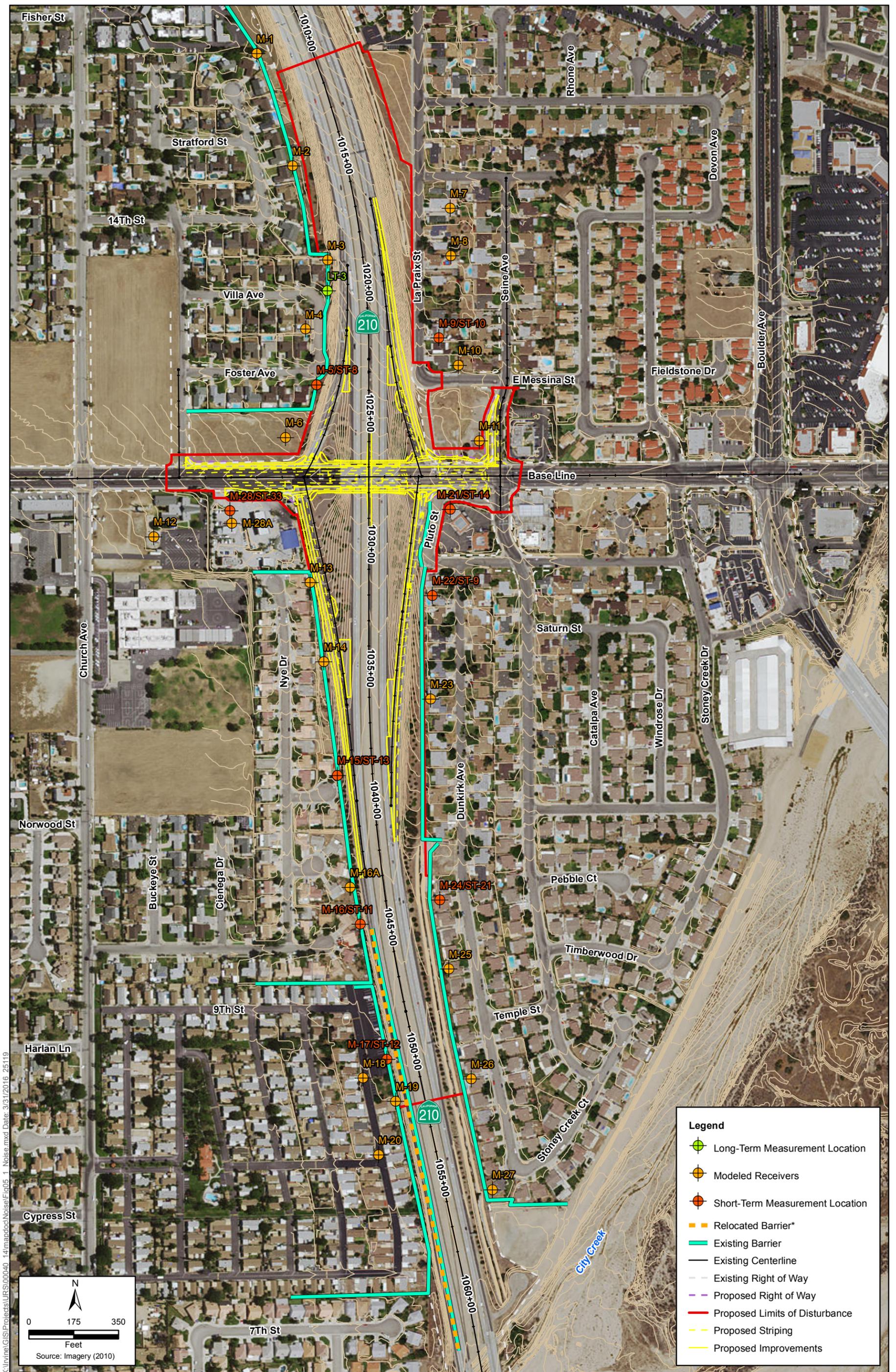
Existing Noise Measurements

As part of the traffic noise study, one long-term (24-hour [or longer]) and nine short-term (10-minute) noise measurements were taken along the project alignment. The measurement locations are identified in Figure 2-4. Existing worst-hour traffic noise levels were found to range from 52 to 67 A-weighted decibels, hourly equivalent sound level (dBA $L_{eq}[h]$). One long-term (24-hour) measurement (LT-3) was also taken at a single-family residential neighborhood adjacent to the southbound SR-210 right of way. The loudest-hour noise level measured, between 8:00 and 9:00 a.m., was 63 dBA $L_{eq}(h)$.

Traffic Noise Model (TNM) version 2.5 was used to compare measured traffic noise levels with modeled noise levels at field measurement locations. This comparison relied on traffic count data collected at the time of the noise measurements. In cases where modeled noise level values differ from measured values by more than 3 dB, calibration factors (K-factors) are used to adjust predicted noise levels at the respective receiver locations as well as at nearby receivers that are representative of a similar noise environment.

K-factors and comparisons between measured and modeled noise levels at each measurement location are listed in Table 2-4. Noise levels were in reasonably close agreement (within 3 dB) (i.e., comparison between measured and modeled values at all locations). Therefore, K-factors were not used in the analysis.

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* Relocated barrier only relocated under the no build and build conditions.

Figure 2-4
Noise Monitoring and Prediction Modeling
Locations SR-210/Base Line Interchange Project

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Table 2-4. Comparison of Measured and Modeled Worst-Noise-Hour Sound Levels

Measurement Location	Measured Existing Sound Level (dBA)	Modeled Existing Sound Level (dBA)	Measured Minus Modeled (dB)	K-Factor Used (dB)
ST-8	58.8	60.6 ¹⁶	-1.8	0.0
ST-9	57.7	58.4	- 0.7	0.0
ST-10	62.0	62.5	- 0.5	0.0
ST-11	64.4	63.4	1.0	0.0
ST-12	62.0	62.4	- 0.4	0.0
ST-13	64.5	62.4	2.1	0.0
ST-14	65.1	65.9	- 0.8	0.0
ST-21	59.6	61.0	- 1.4	0.0
ST-33	60.1	62.1	- 2.0	0.0

Existing and Future Modeled Noise Levels

Traffic noise modeling results for existing conditions and design-year conditions, with and without the project, are summarized in Table 2-5. Predicted traffic noise levels under design-year 2040 Build conditions are compared with existing conditions and design-year 2040 No Build conditions. The comparison with existing conditions is included in the analysis to identify traffic noise impacts under 23 CFR 772. The comparison of No Build conditions indicates the direct effect of the project. Modeling results are rounded to the nearest decibel.

For the design year, traffic noise levels under the No Build and Build conditions are predicted to range from 54 to 68 dBA $L_{eq}(h)$ under No Build conditions and 54 to 69 dBA $L_{eq}(h)$ under Build conditions. Design year noise levels are not predicted to approach or exceed the NAC at any of receivers identified in this analysis. Residential (Activity Category B) land use areas north of Base Line have limited line of sight to SR-210 because of a significant amount of terrain shielding. For residential areas south of Base Line, existing property walls, at heights of 6 feet, 10 feet, and 12 feet, and a noise wall, at a height of 12 feet, also provide a significant amount of acoustical shielding. These factors most likely result in an attenuation of traffic noise levels at receiver locations adjacent to SR-210. Traffic noise levels would not approach or exceed the NAC at any of the receivers identified in this analysis. Therefore, traffic noise impacts would not occur.

An existing noise barrier is located along eastbound SR-210 to the south of the Base Line Interchange. This barrier is located between approximately stations 1045+00 and 1062+00 on Figure 2-4. Under the design year No-Build and Build conditions this barrier would be relocated to accommodate auxiliary lanes that are proposed by another project along SR-210. This barrier would not be impacted by the proposed SR-210/Base Line Interchange project.

Pursuant to Caltrans and FHWA regulations and guidance, noise abatement must be considered for land uses where traffic noise impacts are predicted to occur. Because traffic noise impacts are not predicted to occur at any areas of frequent human use in the project area, noise abatement was not considered for this project.

¹⁶ The differential between the modeled noise level and the measured noise level is likely due to the presence of a wooden fence which provided attenuation at the time of the measurement.

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Table 2-5. Future Worst-Hour Noise Levels (Traffic Noise Only) - Leq(h), dBA

Number of Dwelling Units or Equivalent	Measurement Location	Land Use / Activity Category	Number of Dwelling Units or Equivalent	Address	Existing Noise Level Leq(h), dBA	Design Year 2040 Noise Level without Project, Leq(h), dBA	Design Year Noise Level with Project, Leq(h), dBA	Design Year 2040 Noise Level without Project minus Existing Conditions Leq(h), dBA	Design Year 2040 Noise Level with Project minus No Project Conditions Leq(h), dBA	Design Year 2040 Noise Level with Project minus Existing Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type (None, or A/E)
M-1	-	Residential / B	5	7069 Cienega Drive, Highland	58	60	60	2	0	2	B (67)	None
M-2	-	Residential / B	5	7129 Cienega Drive, Highland	59	61	61	2	0	2	B (67)	None
M-3	-	Residential / B	1	27640 Villa Avenue, Highland	60	63	63	3	0	3	B (67)	None
M-4	--	Residential / B	2	27631 Villa Avenue, Highland	60	62	62	2	0	2	B (67)	None
M-5	ST-8	Residential / B	1	27631 Foster Avenue, Highland	62	64	64	2	0	2	B (67)	None
M-6	--	Undeveloped / G	--	--	65	66	66	1	0	1	G (--)	None
M-7	--	Residential / B	4	7145 La Praix Street, Highland	52	54	54	2	0	2	B (67)	None
M-8	--	Residential / B	3	7171 La Praix Street, Highland	53	55	56	2	1	3	B (67)	None
M-9	ST-10	Residential / B	3	7215 La Praix Street, Highland	62	64	64	2	0	2	B (67)	None
M10	--	Residential / B	1	7231 La Praix Street, Highland	58	60	61	2	1	3	B (67)	None
M-11	--	Undeveloped / G	--	--	66	67	67	1	0	1	G (--)	None
M-12	--	Place of Worship / C	--	27555 Church Avenue, Highland	58	59	59	1	0	1	C (67)	None
M-13	--	Residential / B	6	7361 Nye Drive, Highland	58	61	60	3	-1	2	B (67)	None
M-14	--	Residential / B	5	7411 Nye Drive, Highland	60	61	62	1	1	2	B (67)	None
M-15	ST-13	Residential / B	4	27644 Norwood Court, Highland	62	64	64	2	0	2	B (67)	None

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Number of Dwelling Units or Equivalent	Measurement Location	Land Use / Activity Category	Number of Dwelling Units or Equivalent	Address	Existing Noise Level Leq(h), dBA	Design Year 2040 Noise Level without Project, Leq(h), dBA	Design Year Noise Level with Project, Leq(h), dBA	Design Year 2040 Noise Level without Project minus Existing Conditions Leq(h), dBA	Design Year 2040 Noise Level with Project minus No Project Conditions Leq(h), dBA	Design Year 2040 Noise Level with Project minus Existing Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type (None, or A/E)
M-16	ST-11	Residential / B	6	27650 Temple Street, Highland	63	65	65	2	0	2	B (67)	None
M-17	ST-12	Park / C	--	27643 Pattee Court, Highland	61	63	63	2	0	2	C (67)	None
M-18	--	Residential / B	6	7717 Church Avenue, Highland	59	61	61	2	0	2	B (67)	None
M-19	--	Residential / B	6	7717 Church Avenue, Highland	61	63	63	2	0	2	B (67)	None
M-20	--	Residential / B	8	7717 Church Avenue, Highland	59	61	61	2	0	2	B (67)	None
M-21	ST-14	Commercial / F	6	7717 Church Avenue, Highland	67	68	69	1	1	2	F (--)	None
M-22	ST-9	Residential / B	--	27727 Baseline Street, Highland	59	61	61	2	0	2	B (67)	None
M-23	--	Residential / B	6	7374 Dunkirk Avenue, Highland	59	61	61	2	0	2	B (67)	None
M-24	ST-21	Residential / B	9	7458 Dunkirk Avenue, Highland	61	63	63	2	0	2	B (67)	None
M-25	--	Residential / B	5	7550 Dunkirk Avenue, Highland	61	63	63	2	0	2	B (67)	None
M-26	--	Residential / B	7	7590 Dunkirk Avenue, Highland	63	65	65	2	0	2	B (67)	None
M-27	--	Residential / B	4	7660 Dunkirk Avenue, Highland	59	61	61	2	0	2	B (67)	None
M-28	ST-33	Commercial / F	3	7720Dunkirk Avenue, Highland	65	66	66	1	0	1	F (--)	None
M-28A	--	Commercial / E	--	Dunkirk Avenue, Highland	63	64	64	1	0	1	E (72)	None

Note: A/E= Future noise conditions approach or exceed the Noise Abatement Criteria.

- b) **Less Than Significant.** Any groundborne noise or vibration would be limited to the construction period and would be short in duration. Compliance with local jurisdiction noise restrictions and Caltrans' Standard Specifications as outlined in measure **NOI-1** would minimize vibration effects. Therefore, vibration and noise effects are considered less than significant. The proposed project does not involve changes that would result in noticeable increases in groundborne vibration or groundborne noise levels from use or maintenance of the roadway when compared with the No Build Alternative. Once the project is complete, long-term increases in groundborne noise levels from use or maintenance of the roadway would be less than significant.
- c) **No Impact.** As discussed in Response 2.13(a), traffic noise levels were predicted using the FHWA Traffic Noise Model, version 2.5. Existing worst-hour traffic noise levels were found to range from 52 to 67 A-weighted decibels, hourly equivalent sound level (dBA $L_{eq}[h]$). For the design year, traffic noise levels under the No Build and Build conditions are predicted to range from 54 to 68 dBA $L_{eq}(h)$ under the No Build condition and 54 to 69 dBA $L_{eq}(h)$ under the Build condition. The modeled receivers that are predicted to be 66–69 $L_{eq}(h)$ during the design year No Build and Build conditions are at Activity Category F (M-21 and M-28) or Activity Category G (M-6 and M-11) land uses. Therefore, no impact would occur because there are no NAC for Activity Category F or G land uses. Traffic noise levels would not approach or exceed the NAC at any of the receivers identified in this analysis. Therefore, traffic noise impacts would not occur.
- d) **Less Than Significant.** Construction of the proposed project could potentially result in a temporary increase in ambient noise levels in the project vicinity. Construction of the proposed project is expected to require the use of earthmovers, bulldozers, paving machines, water trucks, dump trucks, concrete trucks, rollers, and pickup trucks. Noise associated with the use of construction equipment is estimated to be between 79 and 89 dBA L_{max} at a distance of 50 feet from the active construction area for the grading phase. The maximum noise level generated by each earthmover is assumed to be approximately 86 dBA L_{max} at 50 feet from the earthmover in operation. Each bulldozer would generate approximately 85 dBA L_{max} at 50 feet. The maximum noise level generated by water trucks and pickup trucks is approximately 86 dBA L_{max} at 50 feet from these vehicles. Each doubling of the sound source with equal strength increases the noise level by 3 dBA.

Each piece of construction equipment operates as an individual point source. The worst-case composite noise level at the nearest residence during this phase of construction would be 91 dBA L_{max} (at a distance of 50 feet from an active construction area). In addition to the standard construction equipment, the project may require the use of pile drivers; however, the use of pile drivers is not anticipated at this time. Pile driving generates noise levels of up to 96 dBA L_{max} at 50 feet. In order to ensure noise effects are minimized during the construction period, construction activities would be conducted in accordance with applicable local noise standards and Caltrans' provisions in Section 14-8.02, "Noise Control," of the 2015 Standard Specifications and Special Provisions (**NOI-1**). Temporary ambient noise increases due to construction would be considered less than significant.

- e) **No Impact.** According to the City of San Bernardino's General Plan, the proposed project is located 1.66 miles northeast of the San Bernardino International Airport and is within the

Airport's Influence Area. No habitable structures are proposed as part of the proposed project; therefore, no noise impacts related to air traffic would occur.

- f) **No Impact.** The proposed project is not located within the vicinity of a private airstrip and no habitable structures are proposed as part of the proposed project. Therefore, no noise impacts related to air traffic would occur.

2.13.3 Avoidance, Minimization, and/or Mitigation Measures

To ensure that noise effects are minimized during construction, the contractor will adhere to the following minimization measures.

- **NOI-1:** As directed by Caltrans, the contractor will conform with the requirements of SSP 14-8.02 and will implement appropriate additional noise mitigation measures, including changing the location of stationary construction equipment, turning off idling equipment, rescheduling construction activity, notifying adjacent residents in advance of construction work, and installing acoustic barriers around stationary construction noise sources.

2.14 Population and Housing

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XIII. POPULATION AND HOUSING: Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

2.14.1 Regulatory Setting

The California Environmental Quality Act (CEQA) also requires the analysis of a project’s potential to induce growth. The CEQA guidelines (Section 15126.2[d]) require that environmental documents “...discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment...”

Caltrans’ Relocation Assistance Program (RAP) is based on the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (as amended) and Title 49 Code of Federal Regulations (CFR) Part 24. The purpose of the RAP is to ensure that persons displaced as a result of a transportation project are treated fairly, consistently, and equitably so that such persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole.

All relocation services and benefits are administered without regard to race, color, national origin, or sex in compliance with Title VI of the Civil Rights Act (42 United States Code [USC] 2000d, et seq.). Please see Appendix A for a copy of Caltrans’ Title VI Policy Statement.

2.14.2 Discussion of Environmental Evaluation Question 2.14 – Population and Housing

- a) **No Impact.** The proposed project would widen Base Line from Buckeye Street to Seine Avenue and widen three of the four existing SR-210 interchange ramps. The purpose of the project is to reduce congestion and improve operational efficiency at the interchange and throughout the Base Line corridor. The proposed project is not expected to induce unplanned growth beyond that already anticipated by the local general and regional plans. The project is consistent with SCAG’s 2015 FTIP and the 2012 RTP, the City of Highland’s Base Line 2040 Master Plan Configuration Study, and the goals and policies of the applicable planning documents of the City of Highland and County of San Bernardino. The proposed project is also consistent with Goal 3.1 of the City of Highland’s General Plan Circulation Element. Under Goal 3.1, the City requires a comprehensive transportation system that facilitates

current and long-term circulation in and through the city (City of Highland 1987). The purpose of the proposed project is to reduce congestion and improve operational efficiency at the interchange and throughout the Base Line corridor. The proposed project helps to fulfill the aforementioned goal. The Circulation Element of the City of Highland’s General Plan also specifically states that the Base Line bridge deck over SR-210 “needs to be widened to accommodate additional turn lane requirements and to eliminate queuing (stacking) deficiencies at the intersection locations (p. 3-33).”

As discussed above, the proposed project is included in and/or meets the goals of several regional and local planning documents. The project improvements are designed to increase capacity to meet the demands of existing and proposed uses in the region. The proposed project would not induce substantial population growth in the area, directly or indirectly. The pattern and rate of population and housing growth would be consistent with those contemplated in existing plans for the area. No developable land areas would be made more accessible by the proposed project, and the proposed project would not open new areas to development or lead to change in land use and density.

Because the proposed project is anticipated to accommodate existing and future travel demand in the corridor related to existing and planned growth approved by local jurisdictions and not contribute to unplanned growth in the area, the project is not considered growth-inducing. Therefore, no direct or indirect long-term impacts on growth are anticipated with the implementation of the proposed project.

- b) **No Impact.** The proposed project would require the acquisition of minor amounts of additional right of way for the roadway widening. The additional right of way expected to be involved would include minor amounts of parcels designated for commercial use. The proposed project would not result in any full parcel acquisitions of properties, housing, or businesses adjacent to the project area; as such, the proposed project would not necessitate the relocation of any existing developments and/or people; therefore, no impacts would occur.

However, because the acquisition of real property would be required, measure **PH-1** will be implemented. **PH-1** is a standard measure implemented on all Caltrans projects that require real property acquisitions. It stipulates that right of way would be acquired in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as Amended, and property owners would receive just compensation and fair market value for their property.

- c) **No Impact.** As mentioned above under threshold (b), the proposed project would require a minor amount of additional right of way from parcels designated for commercial use. Implementation of the proposed project would not result in any full parcel acquisitions of properties, housing, or businesses adjacent to the project area. As such, the proposed project would not necessitate the relocation of any existing developments and/or people; therefore, no impacts would occur. However, measure **PH-1** will be implemented, as it is standard practice on all Caltrans projects that require real property acquisitions.

2.14.3 Avoidance, Minimization, and/or Mitigation Measures

The following minimization measure, which is standard practice on all Caltrans projects involving real property acquisitions, will be implemented.

- **PH-1:** Right of way will be acquired in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as Amended, and property owners will receive just compensation and fair market value for their property.

2.15 Public Services

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XIV. PUBLIC SERVICES:				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities; need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

2.15.1 Discussion of Environmental Evaluation Question 2.15 – Public Services

a. 1) Fire protection?

Less-than-Significant Impact. The California Department of Forestry and Fire Protection provides fire protection and emergency medical services to the City of Highland through a cooperative agreement between the City and the state. The nearest fire station (Station # 541) is located at 26974 Base Line in Highland, which is approximately 0.75 mile from the project area.

Construction activities have the potential to result in temporary, localized, site-specific disruptions in the proposed project area involving partial and/or complete lane closures and detours. This could lead to an increase in delay times for emergency response vehicles during construction. These detours and traffic lane closures would be included in the TMP that is prepared (see measures **PS-1** through **PS-4** in Section 2.15.2, *Avoidance, Minimization, and/or Mitigation Measures*) and coordinated with a public information program during construction. The TMP would be prepared and coordinated with emergency services providers. In addition, a public information program would be coordinated with emergency service providers during construction. The TMP would be a public awareness program through the use of Highway Advisory Radio, local media, newsletters, and flyers. The TMP would ensure that access is maintained to and from the project area during construction and is expected to satisfactorily minimize potential impacts. Impacts would be considered less than significant.

The proposed project involves improvements to an existing interchange. The proposed project would not result in an increase in population, and therefore would not increase demand for community services. No fire stations would be acquired or displaced; therefore, there would be no new demand for fire services. The proposed project would not induce growth or increase population in the study area or the greater community beyond that which has been previously planned for and would not result in the need for additional fire protection. The Build Alternative would improve the ability of fire service providers to serve the community, as it would reduce congestion and improve operational efficiency within the project limits, which would likely reduce response times for these services. No impacts from operation of the proposed project would occur.

a. 2) **Police protection?**

Less-than-Significant Impact. Law enforcement and police protection services in the City of Highland are provided by the County of San Bernardino Sheriff's Department. The nearest Sheriff Station is located at 26985 East Base Line in Highland, approximately 0.7 mile from the project area. As mentioned previously in response (a 1), the lane closure or detours could affect the response times for police service providers; however, there are enough alternative access routes that police services providers would still have ample access to all parts of the study area and neighboring communities. In addition, implementation of a construction-period TMP (measure **PS-1** through **PS-3** in Section 2.15.2), which is prepared for all Caltrans highway projects, would ensure that access is maintained to and from the project area and that the police service providers are notified prior to the start of construction activities. Impacts would be considered less than significant.

As mentioned previously, the proposed project would not induce population growth in the area beyond that which has been previously planned for and would not result in the need for additional police protection. No impacts from operation of the proposed project would occur. The improved highway would likely improve emergency access through the project area, which would be a beneficial impact.

a. 3) **Schools?**

Less-than-Significant Impact. The nearest schools to the project site and their distance to the project are shown in Table 2-6. The San Bernardino City Unified School District is the only school district in the study area.

Table 2-6. Schools Serving the Project Study Area

School	Address	Distance from the Site (miles)
United Methodist Nursery School	27555 Base Line Street, Highland	0.0
Thompson Elementary School	7401 Church Avenue, Highland	0.10
St Adelaide Catholic School	27487 Base Line Road, Highland	0.15
Tutor Time	7191 Boulder Avenue, Highland	0.34
Cole Elementary School	1331 Cole Avenue, Highland	0.50
Source: Google Earth 2015.		

As shown in Table 2-6, there are several schools within 0.5 mile of the project area that could potentially be disrupted by construction activities or operation of the Build Alternative. Thompson Elementary School, at 7401 Church Avenue, is approximately 0.1 mile from the western project limits. According to *Suggested Walking Routes to Thompson Elementary School* (City of Highland 2010), the north side of Base Line Road through the project area is a suggested safe walking route to Thompson Elementary School. Construction of the Build Alternative could temporarily impact this route and the pedestrians who use it. The TMP prepared for the proposed project would address the temporary impacts on pedestrians during construction by providing prior notification of temporary sidewalk closures and safe alternate routes and detours, as well as signage. Measures **PS-1** and **PS-4** would ensure that impacts to pedestrians would be minimized during construction. Although congestion would increase during construction of the Build Alternative, Measures **P-1** through **P-5** would help ensure that disruptions are minimized.

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 school facilities. No impacts from operation of the proposed project would occur.

a. 4) **Parks?**

No Impact. The nearest parks to the project site and the distance of these parks from the project are shown in Table 2-7. No parks are located within the project limits of disturbance and none are anticipated to be directly or indirectly affected by the proposed project. As mentioned previously, the proposed project would not induce population growth in the area beyond that which has been previously planned for and would not result in the need for additional parks or recreational facilities. There would be no impact on parks.

Table 2-7. Parks nearest to the Project’s Limits of Disturbance

Park	Address	Distance from the Site (miles)
Highland Community Park	7793 Central Avenue, Highland	0.95
Speicher Memorial Park	1535 Arden Avenue, San Bernardino	1.81
San Bernardino Community Gardens	Pacific Street/Arden Avenue, San Bernardino	1.82
Google Earth 2015		

a. 5) **Other Public Facilities?**

Less-than-Significant Impact. Omnitrans buses run throughout the San Bernardino Valley, connecting the cities of Chino, Chino Hills, Colton, Fontana, Grand Terrace, Highland, Loma Linda, Mentone, Montclair, Muscoy, Ontario, Redlands, Rialto, San Bernardino, Upland, Rancho Cucamonga, and Yucaipa (Omnitrans 2015). Omnitrans operates the following public bus routes in the immediate project area:

- Routes 3 and 4: Routes 3 and 4 are circular loops serving West San Bernardino, Base Line, and Highland.

Bus stops and routes would not be removed as a result of the proposed project, but may experience temporary delays during construction, which would be addressed through the implementation of the TMP (measures **PS-1** and **PS-5**).

2.15.2 Avoidance, Minimization, and/or Mitigation Measures

No mitigation is required; however, the following standard measures will be implemented to minimize potential impacts.

- **PS-1:** Prior to construction, a TMP will be developed by the San Bernardino Associated Governments (SANBAG) to minimize potential impacts on emergency services and commuters during construction.
- **PS-2:** Prior to construction, a construction staging and handling plan will be developed to minimize impacts on local street circulation. This may include the use of signing and flagging to guide vehicles through and/or around the construction zone. This should be implemented in coordination with measure **PS-1**.
- **PS-3:** Lane closures will be limited during peak hours to the extent possible.
- **PS-4:** Where necessary, detours for bicycles and pedestrians will be included in all areas potentially affected by construction. This should be implemented in coordination with measure **PS-1**.
- **PS-5:** Coordination with local transit agencies will occur for temporary relocation of routes or bus stops in work zones, as necessary. This should be implemented in coordination with measure **PS-1**.

2.16 Recreation

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XV. RECREATION:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

2.16.1 Discussion of Environmental Evaluation Question 2.16 – Recreation

- a) **No Impact.** As detailed in the project description, the project would widen Base Line from Buckeye Street to Seine Avenue and widen three of the four existing SR-210 interchange ramps. The majority of the work would occur within existing Caltrans right of way and temporary construction easements, with small amounts of right of way needed to accommodate roadway widening. As such, implementation of the proposed project would not result in the increased use of existing parks or recreational facilities. No impact would occur.
- b) **No Impact.** The project proposes improvements to SR-210 only and does not propose the construction or expansion of any park or recreational facility. No impact would occur.

2.16.2 Avoidance, Minimization, and/or Mitigation Measures

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

2.17 Transportation and Traffic

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XVI. TRANSPORTATION/TRAFFIC: Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

2.17.1 Discussion of Environmental Evaluation Question 2.17 – Transportation and Traffic

Information used in this section is from the July 2014 *Traffic Operations Analysis Report (TOAR): SR-210 at Base Line* (PM R28.3 to R30.3) in the City of Highland (Caltrans 2014f).

- a) **No Impact.** Base Line, within the limits of the proposed project, is generally a four-lane arterial with turn lanes at intersections. The existing Base Line overcrossing consists of two lanes in each direction plus eastbound and westbound double left-turn lanes. The existing SR-210/Base Line interchange is a diamond configuration with eastbound and westbound on- and off-ramps. Base Line is an important component of the City of Highland’s traffic circulation system. By future year 2040, traffic volumes on Base Line and the interchange ramps will increase substantially. The increasing demand for freeway access at Base Line is causing, and will continue to cause, congestion at the interchange ramp terminal intersections and along this segment of the Base Line arterial corridor.

The SR-210/Base Line interchange ramp intersections currently operate at an acceptable level of service (LOS);¹⁷ however, by future year 2040, the ramp intersections at the SR-210/Base Line interchange will degrade to LOS C and D under the No Build Alternative (see Table 1-1 in Chapter 1, *Proposed Project*). Additionally, due to the increase in traffic volumes in 2040, there will not be adequate storage on Base Line to support the queues of cars during peak hours under the No Build Alternative. Both of the left-turn movements that access the interchange on-ramps will have longer queues than can be stored at the existing turn pockets. This will cause traffic to back up into the through lanes and increase congestion on Base Line. Also, the short distance between the westbound freeway ramps and Seine Avenue does not provide sufficient through-traffic storage during peak hours. A total of eight locations will have inadequate storage in 2040 under the No Build Alternative, as shown in Table 2-8.

¹⁷ The ability of a highway to accommodate traffic is typically measured in terms of level of service (LOS). Traffic flow is classified by LOS, ranging from LOS A (free-flow traffic with low volumes and high speeds) to LOS F (traffic volume exceeds design capacity, with forced-flow and substantial delays).

Chapter 2 – CEQA Checklist

Table 2-8. Queue Summary for Horizon Year (2040) – No Build Alternative

Intersection/Movement	Storage (feet)	Queue Length Per lane (feet)		Adequate Storage
		AM Peak	PM Peak	
<i>Base Line /SR-210 EB Ramps</i>				
Base Line EB Through	850	251	294	Yes
Base Line EB Right Turn	100	111	102	No
Base Line WB Left Turn	150	242	162	No
Base Line WB Through	330	77	128	Yes
SR-210 EB Off-Ramp SB Left Turn	750	189	205	Yes
SR-210 EB Off-Ramp SB Right Turn	750	190	206	Yes
<i>Base Line /SR-210 WB Ramps</i>				
Base Line EB Left Turn	100	148	153	No
Base Line EB Through	350	158	258	Yes
Base Line WB Through	225	628	590	No
Base Line WB Off-Ramp NB Left Turn	900	205	176	Yes
SR-210 WB Off-Ramp NB Right Turn	900	430	502	Yes
<i>Base Line/ Seine Avenue</i>				
Base Line EB Left Turn	90	135	176	No
Base Line EB Through	225	251	463	No
Base Line EB Right Turn	100	90	48	Yes
Base Line WB Left Turn	150	58	156	No
Base Line WB Through	1000	470	328	Yes
Seine Ave. NB Left Turn	110	167	195	No
Seine Ave. NB Through	800	5	25	Yes
Seine Ave. NB Right Turn	80	0	30	Yes
Seine Ave. SB Left Turn	100	11	43	Yes
Seine Ave. SB Through	600	55	60	Yes
Notes: Shaded cells indicate insufficient storage. All intersection analyses conducted using Synchro 8. Source: Caltrans 2014.				

The Build Alternative would reconstruct and improve operations on Base Line by widening Base Line from Buckeye Street to Seine Avenue, as well as widening three of the four existing interchange ramps. By widening Base Line and the existing ramps within the project area, additional through lanes, turn lanes and storage for vehicle queues would be added. In addition, a two-lane exit would be created at the westbound ramp. Ramp metering would be installed on the on-ramps. With the Build Alternative, by future year 2040, the ramp intersections at the

SR-210/Base Line would operate primarily at LOS B and LOS C at some locations (see Table 2-9). Therefore, the proposed Build Alternative would be consistent with the generally accepted Caltrans minimum LOS threshold of LOS D for peak hour operations and would not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system.

In addition, of the eight locations identified as having inadequate storage, seven would be improved with the Build Alternative such that traffic queues would have adequate storage available and, in the remaining location, the queuing would be shorter than in the No Build Alternative but still longer than the storage available. It has been concluded that the proposed project would improve traffic flow along Base Line between Buckeye Street and Seine Avenue and on the SR-210/Base Line freeway ramps in Opening Year (2020) and Horizon Year (2040). As a result of the improved traffic flow and reduced congestion, traffic safety is anticipated to improve in the area.

Table 2-9. Peak Hour Intersection Level of Service for Horizon Year (2040) – Build Alternative

Intersection	Peak Hour Level of Service (LOS) Analysis			
	Horizon Year 2040 Build Alternative			
	AM Peak		PM Peak	
	Delay	LOS	Delay	LOS
Base Line/Church Ave.	17.7	B	17.8	B
Base Line/SR-210 EB Ramps	24.5	C	16.7	B
Base Line/SR-210 WB Ramps	15.2	B	11.1	B
Base Line/Seine Ave.	24.7	C	22.5	C

Notes:
 1. Using Highway Capacity Manual 2010 methodology.
 2. 2040 No Build volumes were calculated based on the revised forecast volumes prepared using the San Bernardino County Transportation Analysis Model demand model.
 Delay = Average delay in seconds per vehicle.
 EB = eastbound.
 WB = westbound.
 Source: Caltrans 2014.

- b) **No Impact.** As mentioned previously, the proposed Build Alternative would be consistent with the generally accepted Caltrans minimum LOS threshold of LOS D for peak hour operations and would not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system. The proposed project would not conflict with the County’s congestion management program as established by the County Congestion Management Agency and SANBAG. In fact, the proposed project is consistent with relevant transportation planning documents, including the City of Highland’s *Base Line 2040 Master Plan Configuration Traffic Study*, which establishes the ultimate build-out of this critical gateway arterial corridor. The proposed improvements to the SR-210/Base Line interchange are also included in the 2012 RTP/SCS Amendment #2 under project number REG0701 and the SCAG 2015 FTIP Amendment #17 under project number 201186. No impacts would occur.

- c) **No Impact.** The project proposes to improve Base Line through the SR-210 interchange and would not cause a change in air traffic patterns; therefore, there would be no impact.
- d) **No Impact.** The proposed project would not substantially increase hazards because of a design feature or incompatible uses. In general, it is anticipated that the proposed project would improve traffic safety along Base Line within the project limits, as it would reduce congestion and improve operational efficiency. Additionally, it is anticipated that the proposed project would increase safety by improving storage capacity for queuing at intersections.
- e) **Less-than-Significant Impact.** The proposed project would improve emergency access along this portion of Base Line at SR-210, as it would reduce congestion in the area, which would likely reduce response times for emergency services in the area. Construction activities have the potential to result in temporary, localized, site-specific disruptions in the proposed project area. This could lead to an increase in delay times for emergency response vehicles during construction; however, the proposed project would include the preparation and implementation of a TMP (see measures **PS-1** through **PS-5** in Section 2.15, *Public Services*). Therefore, impacts would be less than significant during the construction period.
- f) **Less-than-Significant Impact.** The proposed project is not anticipated to conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities or otherwise decrease the performance or safety of such facilities. However, during construction, the proposed project may temporarily conflict with the City walking routes to Thompson Elementary School. Thompson Elementary School, located at 7401 Church Avenue, is approximately 0.1 mile from the western project limits. According to *Suggested Walking Routes to Thompson Elementary School* (City of Highland 2010), the north side of Base Line through the project area is a suggested safe walking route to the school. Construction of the Build Alternative could temporarily impact this route and the pedestrians who use it. The TMP prepared for the proposed project would address the temporary impacts on pedestrians during construction by providing prior notification of temporary sidewalk closures and safe alternate routes and detours, as well as signage. Measures **PS-1** and **PS-4** in Section 2.15.2 would ensure that impacts on pedestrians would be minimized during construction.

2.17.2 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation is required. Measures **PS-1** through **PS-5** in Section 2.15, *Public Services*, address impacts on the circulation system during the construction period.

2.18 Utilities and Service Systems

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XVII. UTILITIES AND SERVICE SYSTEMS: Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider, which serves or may serve the project, that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

2.18.1 Discussion of Environmental Evaluation Question 2.18 – Utilities and Service Systems

- a) **No Impact.** The proposed project would widen Base Line from Buckeye Street to Seine Avenue and widen three of the four existing SR-210 interchange ramps. The project's objective is to reduce congestion and improve operational efficiency along SR-210 and the Base Line corridor. As such, the proposed project would not generate the need for additional wastewater treatment. No impact would occur.
- b) **No Impact.** The proposed project would widen Base Line from Buckeye Street to Seine Avenue and widen three of the four existing SR-210 interchange ramps; therefore, it would not require or result in the construction of new water treatment facilities. No impact would occur.
- c) **Less-than-Significant Impact.** The project area is in the northeastern portion of the Santa Ana River, which drains a 1,084,218-acre watershed and contains the smaller Upper Santa Ana River watershed, within which the study area is located. The Upper Santa Ana River watershed is further subdivided into the City Creek watershed. The project would increase the amount of impervious surface and associated volume of downstream flow, with the potential

to increase velocity at some locations. Conveyance systems, such as overside drains, ditches, rock slope protection, and treatment BMPs, would be included to reduce the downstream impacts to the maximum extent practicable. Collected surface water runoff would be directed to existing storm drain facilities and, similar to existing conditions, would continue to discharge to City. Implementation of the aforementioned conveyance systems and treatment BMPs, combined with the fact that stormwater runoff patterns would continue similar to existing conditions, would ensure that the project would result in a less-than-significant impact.

- d) **No Impact.** The proposed project would widen Base Line from Buckeye Street to Seine Avenue and widen three SR-210 interchange ramps. The proposed project would not need new or expanded water entitlements. Standard highway planting measures would be implemented in areas where existing vegetation would be removed, as discussed in *Section 2.1 Aesthetics*. The type of vegetation and methods used in landscaping would be consistent with water conservation measures currently employed by Caltrans during the drought and are subject to approval by the District Landscape Architect. No impact would occur.
- e) **No Impact.** The proposed project would widen Base Line from Buckeye Street to Seine Avenue and widen three SR-210 interchange ramps. The proposed project would not impact existing wastewater treatment demand or result in the need for additional capacity. No impact would occur.
- f) **No Impact.** The proposed project would require the use of a local landfill, if applicable, to dispose of demolition materials. The use of local landfills would be temporary during construction. California Street Landfill, located at 2151 Nevada Street in Redlands, is the closest landfill to the project. This facility accepts construction/demolition waste, mixed municipal waste, other designated waste, and sludge (biosolids). The maximum total capacity of this facility is 10,000,000 cubic yards. It has a remaining capacity of 6,800,000 cubic yards. It is Caltrans' policy to recycle materials whenever possible. It is expected that this landfill, or other nearby landfills, has sufficient capacity to serve its solid waste disposal needs during construction. Impacts are considered less than significant.
- g) **No Impact.** The proposed project involves improvements to the SR-210/Base Line interchange. Once it is constructed, no solid waste would be generated. Therefore, no impact would occur.

2.18.2 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are required. However, measures **WQ-1** and **WQ-2** in Section 2.10, *Hydrology and Water Quality*, would be implemented to address impacts on drainage facilities.

2.19 Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal; or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

2.19.1 Discussion of Environmental Evaluation Question 2.19 – Mandatory Findings of Significance

- a) **Less-than-Significant Impact.** As discussed in Section 2.4, *Biological Resources*, potential impacts on the California horned lark, Cooper’s hawk, ferruginous hawk, and western mastiff bat could include temporary displacement during construction activities. Construction activities may also temporarily discourage these species from foraging within the proposed project footprint. Although this is the case, temporary adverse effects of project construction (on foraging in the surrounding area) are considered minor because wildlife that forages within the BSA are expected to be acclimated to a heavily human-influenced environment. As described in the NES/MI, if construction occurs during the nesting season, a qualified biologist will conduct and submit a preconstruction migratory nesting bird and raptors survey report prior to ground-disturbing activities.

Suitable roosting habitat for various bat species, including special-status western yellow bat, also occurs within the BSA. Additionally, limited roosting habitat can be found within the weep holes of the SR-210 Base Line overcrossing for the pallid bat. However, the overcrossing does not contain any expansion joints or side openings (preferred roosting areas on bridge structures for bats), and no sign of roosting bats was observed at the SR-210 Base Line overcrossing during biological surveys conducted as part of the NES/MI. The SR-210 Base Line overcrossing would be widened and some palm trees would be removed as part of the proposed project; as such, a preconstruction bat habitat suitability assessment will be required to confirm whether or not bats are present. The assessment would be conducted prior to proposed project construction.

In addition to the preconstruction migratory nesting bird and raptors survey and preconstruction bat habitat suitability assessment, avoidance and minimization measures **BIO-1**, **BIO-2**, and **BIO-5** would be incorporated to further minimize impacts on special-status wildlife species. Impacts would be less than significant.

The proposed project would not substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. Through the incorporation of avoidance and minimization measures, the proposed project would result in a less-than-significant impact on biological resources.

No impacts on cultural, historical, or paleontological resources are anticipated.

- b) **Less-than-Significant Impact.** As detailed in Section 2.19.3, *Cumulative Impacts*, the proposed project would not result in cumulatively considerable effects when combined with past, present, and reasonable foreseeable future projects and therefore would have a less-than-significant impact.
- c) **Less-than-Significant Impact.** Operation of the project would not result in the exposure of persons to any substantially adverse natural or human-made hazards that could directly or indirectly cause substantial adverse effects on human beings, such as geologic hazards, air emissions, hazardous materials, or flooding. All potential effects that could result in substantial exposure of persons to hazards during construction of the project are fully addressed with recommended avoidance and minimization measures, and no permanent impacts have been identified as significant in this Initial Study. Avoidance and minimization measures would be incorporated into the project in order to reduce and control the effects the project would have on the environment.

2.19.2 Cumulative Impacts

Cumulative impacts are those that result from past, present, and reasonably foreseeable future actions, combined with the potential impacts of this proposed project. A cumulative effect assessment looks at the collective impacts posed by individual land use plans and projects. Cumulative impacts can result from individually minor but collectively substantial impacts taking place over a period of time.

Cumulative impacts on resources in the project area may result from residential, commercial, industrial, and highway development, as well as from agricultural development and the conversion to more intensive agricultural cultivation. These land use activities can degrade habitat and species diversity through consequences such as displacement and fragmentation of habitats and populations, alteration of hydrology, contamination, erosion, sedimentation, disruption of migration corridors, changes in water quality, and introduction or promotion of predators. They can also contribute to potential community impacts identified for the project, such as changes in community character, traffic patterns, housing availability, and employment.

California Environmental Quality Act (CEQA) Guidelines Section 15130 describes when a cumulative impact analysis is necessary and what elements are necessary for an adequate

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discussion of cumulative impacts. The definition of cumulative impacts under CEQA can be found in Section 15355 of the CEQA Guidelines.

The cumulative study area includes the City of Highland within 2 miles of the project. A review of the cities' and county's websites was conducted in order to compile a list of past, present, and reasonably foreseeable future projects. The projects are listed in Table 2-10.

Table 2-10. Cumulative Projects List

Name	Jurisdiction	Description	Status
State Route 210 Mixed Flow Lane Addition from Highland Avenue to San Bernardino Avenue Project EA 0C700	SANBAG	The project would widen SR-210 from Sterling Avenue to San Bernardino Avenue to add a mixed flow lane in each direction. The widening would occur between PM R26.3 and R32.4, for a distance of 6.1 miles. The total length of the proposed project limits is approximately 8.2 miles, from PM R25.0 to R33.2, which includes transition striping and signage. This project is located within the proposed project area.	Project Report and Initial Study/Proposed Mitigated Negative Declaration being prepared. Construction planned for 2018 – 2020.
SR-210 at 5 th Street/Greenspot Road Interchange Improvements	SANBAG and City of Highland	The project would widen on/off ramps at 5 th Street/Greenspot Road. This project is approximately 0.75 mile south of the proposed project.	Project Study Report has been prepared.
SR-210 Southbound On-ramp at 5 th Street Improvements	City of Highland	This project would widen 5 th Street from City Creek to SR-210, widen the 5 th Street freeway bridge, add a truck acceleration lane on the southbound SR-210 on-ramp and mainline, and require restriping. This project is approximately 0.75 mile south of the proposed project.	Construction scheduled for 2016/2017.
SR-210/Victoria Avenue Interchange Project.	SANBAG and City of Highland	This project would construct a new interchange within the city limits of Highland and San Bernardino on SR-210 at Victoria Avenue. This project is approximately 1.5 miles northwest of the proposed project.	Project currently under study. A Project Study Report/Project Development Support was approved by Caltrans in April 2011. Project is currently on hold.
SR-210 HOV Lane Addition Project	SANBAG and City of Highland	This project calls for the addition of one HOV lane in each direction between I-215 and I-10. This project is located within the proposed project limits.	In the planning stages.
Greenspot Road Improvement Project	City of Highland	The project would widen Greenspot Road between SR-210 and Boulder Avenue from 4 to 6 lanes; construct new curb and gutter, landscaped medians, decorative street lights, and decorative intersection pavers; install storm drain and wet and dry utilities; and add turn lanes on Greenspot Road and the northbound freeway ramps, pavement overlay, and striping/signage. This project is approximately 0.75 mile southeast of the proposed project.	Construction of project is underway and project is scheduled for completion in the 4 th quarter of 2016.

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Name	Jurisdiction	Description	Status
Boulder Avenue/ Orange Street Widening Between Greenspot Road and Pioneer Avenue	City of Highland	The project would widen Boulder Avenue and Orange Street from Greenspot Road to Pioneer Avenue. This project is approximately 1.2 miles southeast of the proposed project.	Project is scheduled for completion in the 4 th quarter of 2016
Mixed Use Development	City of Highland	64 attached family units and 13,055 square feet of retail/office space at the northeast corner of Church and Base Line. This is adjacent to the proposed project limits.	Proposed. No updates available as of February 2016.
Water Street Project Tentative Tract Map 18935 (TTM-14-001)	City of Highland	The project consists of the subdivision and development of 71 detached single-family residences and related infrastructure, including five new public roadways (Tentative Tract Map 18935)(TTM-14-001) on 27 acres located south of Water Street and West of North Fork Road. The project is 2.5 miles east of the proposed project.	A Mitigated Negative Declaration for the project was adopted in June 2015. No construction information is available.
Highland Town Center Retail	City of Highland	Town center retail center with lifestyle and anchor store (Family Dollar). Located north of Base Line between Palm and Church Avenue.	Proposed. No updates available as of February 2016.
Source: City of Highland 2015a, 2015b, 2016.			

The following analysis evaluates the project’s potential to contribute considerably to a cumulative impact.

As discussed previously, the proposed project would have no effect on agricultural resources, land use, cultural resources, paleontological resources, mineral resources, population and housing, and recreation, and it would not contribute either directly or indirectly to a cumulatively considerable impact in these resource areas. The potential for the proposed project to result in cumulative impacts that would be considered significant in the above-mentioned resource areas is considered low, as there are no impacts anticipated from the proposed project on these resources, and the proposed project does not have the potential to result in 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 with mitigation or a less-than-significant impact, a preliminary review of the potential impacts identified was conducted to determine if a reasonably foreseeable cumulative impact could occur. Based on this review, it was determined that the resources that could potentially contribute to significant cumulative impacts to a considerable degree when combined with past, present, and reasonably foreseeable future projects are: aesthetics, air quality, biological resources, geology and soils, hazards and hazardous materials, hydrology and water quality, noise, public services and utilities, and transportation and traffic. A cumulative evaluation for these environmental resource topic areas is provided below.

Aesthetics

The resource study area (RSA) for aesthetics is considered to be the area within 1 mile of the project site. The typical land uses within this area include residential, commercial, and undeveloped land. Distant views of the San Bernardino Mountains are visible to motorists along SR-210 as well as those traveling east on Base Line on the SR-210 overcrossing. The proposed project would be compatible with the existing visual character and quality of the existing study area, which would not be substantially altered by the proposed project. The primary visual changes resulting from the proposed project would be from the removal of a small amount of vegetation located along the interchange ramps and on the ramp side slopes. Vegetation would be preserved as much as possible; however, some vegetation removal would be required in order to accommodate the proposed ramp widening and the retaining wall structures. Implementation of measures **AES-1** and **AES-2** would minimize these effects. The widening of the overcrossing and lanes, and pavement and striping associated with the proposed project would not substantially alter the existing visual character of the project area as seen by all viewer groups. All additions would be similar in appearance to the existing facilities in the project area. The widened interchange ramps would also appear visually similar to existing conditions and would not constitute a substantial visual change. Therefore, the proposed project would result in a less-than-significant impact on the visual character and quality of the project site and surrounding area.

When considered with the above-related projects, the incremental effect of the proposed project on visual resources is not deemed cumulatively significant under CEQA. The planned transportation projects listed above call for modest expansions, or replacements, of existing highway or roadway infrastructure that has already been accounted for in approved regional transportation plans. The majority of these transportation projects are still in the planning and design phase, and the environmental documents have not been prepared. Construction of the State Route 210 Mixed Flow Lane Addition would likely begin after the proposed project is completed, and the Greenspot Road Improvement Project would likely be completed before the proposed project.

The other planned projects call for general or retail commercial development. The status of these projects is not known at this time. However, commercial development is not considered a visually sensitive receptor, and, based on available information, none of these projects will affect significant views or destroy significant visual resources—either individually or cumulatively; therefore, no cumulative effects or impacts on visual resources would result.

The proposed project and related projects could result in the creation of new sources of light or glare, which could affect day or nighttime views. Future development on vacant and underused land within the RSA could increase the amount of light and glare that would be visible from public viewing areas. However, given the various city and county design review processes, it is assumed that lighting would be placed so that it would illuminate only intended areas and would not penetrate into residential communities, which is the case with the SR-210/Base Line project; therefore, cumulative impacts associated with the creation of new sources of light or glare that would adversely affect day or nighttime views in the area would be less than significant under CEQA.

Air Quality

The RSA for the project is within the San Bernardino County portion of the SCAB, which is under the jurisdiction of SCAQMD. The nearest air quality monitoring station in the vicinity of the project area is the San Bernardino–4th Street monitoring station, which is approximately 1 mile west of the westernmost extent of the project area. The San Bernardino–4th Street station monitors for ozone, CO, PM₁₀, and PM_{2.5}. The San Bernardino–4th Street monitoring station has experienced multiple violations of the state 1-hour ozone standard, federal and state 8-hour ozone standards, state PM₁₀ standards, and federal and state PM_{2.5} standards multiple times during each of the previous 3 years.

The U.S. EPA has classified the SCAB as an extreme nonattainment area for the federal 8-hour ozone standard. For both the 1-hour and 8-hour federal CO standard, the U.S. EPA has classified the SCAB as an attainment/maintenance area. The U.S. EPA has classified the SCAB as a serious nonattainment area for the federal PM₁₀ standard and as a nonattainment area for the federal PM_{2.5} standard. ARB has classified the SCAB as an extreme nonattainment area for the state 1-hour ozone standard and as a nonattainment area for the state 8-hour ozone standard. For the state CO standard, ARB has classified the SCAB as an attainment area. ARB has classified the SCAB as a nonattainment area for the state PM₁₀ and PM_{2.5} standards.

The planned transportation projects listed above call for modest expansions or replacements of existing highway or roadway infrastructure that has already been accounted for in approved regional transportation plans. Some of the transportation projects identified above are still in the planning and design phase, and the environmental documents have not been prepared. Construction of the State Route 210 Mixed Flow Lane Addition would likely begin after the proposed project is completed, and the Greenspot Road Improvement Project would likely be completed before the proposed project. The two other commercial projects' future development status is unknown.

Measures for dust control during construction, as stipulated by SCAQMD Rule 403, would be implemented to ensure that the proposed project would not substantially contribute to potential cumulative impacts on air quality. Adherence to these regulations by each project in the project vicinity would also be required. Cumulative impacts, should they occur, would be minor and temporary.

The project is listed in the conforming 2012 RTP Amendment 1 and 2015 FTIP. The design concept and scope proposed are the same as the design concept and scope in the RTP and FTIP listings, and the project meets the regional and project-level air quality conformity requirements. The air quality analysis is based on future traffic conditions in 2040. This accounts for future development in the project area and the region, as envisioned in local general plans; SCAG projections, amendments, and 2012 RTP/SCS; and the roadway improvements listed in the 2015 FTIP. As a result, the analysis contained in Section 2.3, *Air Quality*, constitutes the operational cumulative analysis for the project. The analysis concluded that the proposed project would not conflict with or obstruct implementation of the applicable air quality management plan, violate any air quality standard, contribute substantially to an existing or projected air quality violation, or result in a cumulatively considerable net increase in any criteria pollutant for which the project region is in nonattainment status under an applicable federal or state ambient air quality standard.

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Therefore, the proposed project, when combined with other projects, would not result in cumulative short-term or long-term air impacts.

Biological Resources

The RSA, or BSA, for biological resources includes a 500-foot buffer from the edge of proposed permanent disturbance limits determined from preliminary engineering design. The cumulative projects in this area include the State Route 210 Mixed Flow Lane Addition from Highland Avenue to San Bernardino Avenue Project, SR-210 HOV Lane Addition Project, and the two other commercial projects. The development status of the two other commercial projects is unknown at this time and the SR-210 HOV Lane Addition Project is still in the planning stages.

Potential impacts on the California horned lark, Cooper's hawk, ferruginous hawk, and western mastiff bat could include temporary displacement during construction activities. Construction activities may also temporarily discourage these species from foraging within the proposed project footprint. Temporary adverse effects of project construction (on foraging in the surrounding area) are considered minor, as wildlife that forages within the BSA is expected to be acclimated to a heavily human-influenced environment. If construction occurs during the nesting season, a qualified biologist shall conduct and submit a preconstruction migratory nesting bird and raptor survey report prior to ground-disturbing activities.

Suitable roosting habitat for various bat species, including special-status western yellow bat, also occurs within the BSA. Additionally, limited roosting habitat can be found within the weep holes of the SR-210/Base Line overcrossing for the pallid bat. However, the overcrossing does not contain any expansion joints or side openings (preferred roosting areas on bridge structures of bats), and no sign of roosting bats was observed at the SR-210/Base Line overcrossing during biological surveys conducted as part of the NES/MI. The SR-210/Base Line overcrossing would be widened and some palm trees would be removed as part of the proposed project; as such, a preconstruction bat habitat suitability assessment will be required to confirm whether or not bats are present. The assessment would be conducted prior to proposed project construction.

In addition to the preconstruction migratory nesting bird and raptor survey and preconstruction bat habitat suitability assessment, avoidance and minimization measures **BIO-1**, **BIO-2**, and **BIO-5** would be incorporated to further minimize impacts on special-status wildlife species.

The Draft IS/Mitigated Negative Declaration (MND) for the State Route 210 Mixed Flow Lane Addition concluded that implementation of avoidance, minimization, and compensation measures would reduce cumulative biological impacts such that no adverse effects would remain under CEQA, and cumulative impacts would be reduced to a less-than-significant level. Therefore, the proposed project, when combined with other projects, would not result in cumulative impacts related to biological resources. The other commercial projects are still in the planning phase and would not likely overlap with construction of the proposed project.

Geology and Soils

The RSA includes the area within 0.5 mile of each side of the project. The cumulative projects in this area include the SR-210 Widening Project, SR-210 HOV Lane Addition Project, and the two commercial development projects adjacent to the proposed project. The SR-210 HOV Lane

Addition Project is still in the design phase and would not likely overlap with construction of the proposed project. The SR-210 Widening Project would likely be constructed after the proposed project. The proposed project, in conjunction with other planned projects in the vicinity, may result in short-term increases in erosion due to grading activities. Increased development density in the surrounding areas could expose persons and property to potential impacts related to seismic activity. However, construction in accordance with the accepted engineering standards and building codes, on a project-by-project basis, will reduce the potential for structural damage due to seismic activity to the maximum extent feasible.

Hazards and Hazardous Materials

The RSA includes the area within 0.5 mile of each side of the project. The cumulative projects in this area include the SR-210 Widening Project, SR-210 HOV Lane Addition Project, and the two commercial development projects adjacent to the proposed project. Construction of the SR-210 Widening Project would likely occur after completion of the proposed project. The other projects are still in the planning phase and would not likely overlap with construction of the proposed 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. The existing project infrastructure was constructed between 1989 and 1994, well after ACM and LBP was discontinued from use in construction materials in 1978. The current project infrastructure was also constructed after leaded gasoline was discontinued in the early 1980s; therefore, ADL-impacted soils are not expected to be found in the proposed project area. To confirm their absence, field sampling and laboratory testing for ACM, LBP, and ADL were conducted on June 9, 2015. Based on the survey and sampling results, no ACM or LBP were detected. Soil samples were taken from borings made approximately 1,000 feet north of Base Line. Based on the results of the lead soil analysis, the lead levels are not elevated and the soil would not be considered hazardous. Therefore, no special handling or management would be required and no impacts would result. As stipulated under **HAZ-1** (see Section 2.9.3, *Avoidance, Minimization, and/or Mitigation Measures*), should any previously unknown hazardous waste/material be encountered during construction, Caltrans Hazards Procedures for Construction will be followed. The proposed project is not anticipated to contribute to cumulative effects.

Hydrology and Water Quality

The study area is located within the northeastern portion of the Santa Ana watershed, which drains a 1,084,218-acre watershed and contains the smaller Upper Santa Ana River watershed, within which the study area is located. The Upper Santa Ana River watershed is further subdivided into the City Creek watershed. The study area is located on developed areas that slope northeast to southwest from the southwestern edge of the San Bernardino Mountains. The headwaters within the upper portion of the Santa Ana watershed drain from the San Bernardino Mountains before passing through the study area, where they flow for approximately 74 miles

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before emptying into the Pacific Ocean. All of the projects in Table 2-10 are located within this RSA. As mentioned previously, some of the projects are still in the design phase, and the other projects are already under construction and would likely be completed before the start of the proposed project.

Local hydrology, drainage, and groundwater conditions are often affected by multiple activities within the watershed. Generally, the limits of the City of Highland contain mainly developed areas, including paved roads, existing structures, and other impervious surfaces (e.g., parking lots). The cities have existing stormwater drainage and conveyance infrastructure in place that connects with larger flood control facilities. Stormwater drainage and flood control facilities in the cities are operated and maintained by a combination of USACE, San Bernardino County Flood Control District, and the respective engineering departments for each city.

The proposed project and other planned projects within the watershed are subject to compliance with the Water Quality Control Plan Santa Ana River Basin 8, NPDES permits, San Bernardino County codes, and pertinent city codes. Compliance with these plans and regulations would help minimize impacts on surface water runoff, groundwater recharge, groundwater elevations, and water quality.

The proposed project, in conjunction with other planned projects, would contribute to an increase in impervious surfaces in the project area, which would result in an increase in stormwater runoff. The proposed project would use the drainage facilities along Base Line and SR-210 within the project area. No additional drainage improvements would need to be made as part of this project. Future planned projects listed in Table 2-10 will be required to evaluate specific impacts on local hydrology and flooding and to implement measures to address impacts, if identified.

The proposed project, in conjunction with other development projects in the area, would contribute to increased pollutants in stormwater runoff that, if not minimized, could adversely affect local and regional surface water quality. BMPs would be implemented in compliance with the NPDES permit requirement to minimize the potential for impacts on water quality, including the violation of any water quality standard or waste discharge requirement (included as part of the avoidance and/or minimization measures in Section 2.10, *Hydrology and Water Quality*). It is not anticipated that there would be a measurable increase in the amount of waterborne pollutants than what is existing on the proposed project site; therefore, the potential for cumulative impacts resulting from the proposed project would be minimal. It is further assumed that other projects would be required to obtain an NPDES permit and to comply with the provision of that permit, thus reducing their potential for water quality impacts. Therefore, the proposed project, when combined with other projects, would not result in substantial cumulative impacts related to local and regional surface water quality with implementation of measures **WQ-1** and **WQ-2**.

Noise

The RSA for noise includes the area within 0.5 mile of each side of the project. The cumulative projects in this area include the SR-210 Widening Project, SR-210 HOV Lane Addition Project, and the two commercial development projects adjacent to the proposed project. Construction of the SR-210 Widening Project would likely occur after completion of the proposed project. The other projects are still in the planning phase and would not likely overlap with construction of the

proposed project. Caltrans' provisions in Section 14-8.02, "Noise Control," of the 2010 Standard Specifications and Special Provisions, and city and county municipal codes would place restrictions and time limits on construction activities. Due to adherence to these codes, the cumulative impact associated with the projects' construction noise would be less than significant. In addition, because construction-related noise generated under the proposed project would be addressed by implementation of the noise control measures provided in **NOI-1**, construction-related impacts from the proposed project would not result in a cumulatively considerable impact.

Cumulative noise impacts were considered for the future design year 2040, which accounts for future development in the project area. As a result, the analysis contained in Section 2.13 constitutes the operational noise cumulative analysis for the project.

Public Services and Utilities

The RSA includes the area within a 0.5-mile radius of the project site. The cumulative projects in this area include the SR-210 Widening Project, SR-210 HOV Lane Addition Project, and the two commercial development projects adjacent to the proposed project. Construction of the SR-210 Widening Project would likely occur after completion of the proposed project. The other projects are still in the planning phase and would not likely overlap with construction of the proposed project. If construction activities of one or more projects occur at the same time in the project area, they could result in temporary, localized, site-specific disruptions, including partial and/or complete street and lane closures, and detours. This could lead to an increase in delay times for emergency response vehicles during construction. As mentioned, implementation of a construction-period TMP (see measures **PS-1** through **PS-5** in Section 2.15, *Public Services*) would be prepared for the project and would ensure that access is maintained to and from the project area and that police are notified prior to the start of construction activities. Other highway projects in the area are also required to employ a site-specific TMP. Therefore, cumulative effects during construction (if they occur) would be minor and temporary and would not be cumulatively considerable.

Traffic and Transportation

The cumulative projects in this area include all of the future transportation projects and local development projects listed in Table 2-10. Most of the transportation projects are still in the design phase and would not likely overlap with construction of the proposed project, and the status of development projects is unknown at this time. The proposed project and the future transportation projects would include the preparation of a TMP, which would include 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 would be less than significant with implementation of measures **PS-1** through **PS-5**. Construction-related impacts from the proposed project would not result in cumulatively considerable traffic impacts.

The traffic analysis for the proposed project is based on future traffic conditions in the Year 2040, which accounts for future development in the project area. As a result, the analysis in Section 2.17, *Traffic and Transportation*, constitutes the operational cumulative analysis for the

proposed project. The Horizon Year 2040 No Build Alternative versus Build Alternative operational results demonstrate the traffic enhancement value of the proposed project improvements. By Year 2040, the ramp intersections at the SR-210/Base Line interchange will degrade to LOS C and D under the No Build Alternative. Due to the increase in traffic volumes in 2040, there will not be adequate storage on Base Line to support the queues of cars during peak hours under the No Build Alternative. Both of the left-turn movements that access the interchange on-ramps will have longer queues than can be stored at the existing turn pockets. This will cause traffic to back up into the through lanes and increase congestion on Base Line. Also, the short distance between the westbound freeway ramps and Seine Avenue does not provide sufficient through-traffic storage during peak hours. A total of eight locations will have inadequate storage in 2040 under the No Build Alternative. With the improvements associated with the Build Alternative, by Year 2040, the ramp intersections at the SR-210/Base Line would operate primarily at LOS B and LOS C at most locations. In addition, traffic storage at seven locations would be improved providing adequate storage during peak hours. The proposed Build Alternative would be consistent with the generally accepted Caltrans minimum LOS threshold of LOS D for peak hour operations and would not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system. The proposed project is not anticipated to contribute to permanent cumulative impacts that affect mobility in the project area.

Other projects in the area may be under construction in the same timeframe as the proposed project. To the extent that construction periods overlap, there is a potential for cumulative local-level traffic impacts from multiple project detours and lane reductions occurring simultaneously in and adjacent to the project area, potentially resulting in deterioration of traffic operations on local roadways. Caltrans and the City would coordinate the timing of project detours and lane closures for all projects in the area in order to minimize traffic impacts. With minimization measures **PS-1** through **PS-5** (Section 2.15, *Public Services*), the proposed project would have no adverse short-term impacts on traffic/transportation; therefore, the project would not contribute either directly or indirectly to a cumulatively considerable impact.

2.19.3 Avoidance, Minimization, and/or Mitigation Measures

No additional avoidance, minimization, or mitigation measures are needed beyond those proposed under the individual resource discussions.

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Chapter 3 **Coordination and Comments**

Early and continuing coordination with the general public and appropriate public agencies is an essential part of the environmental process to determine the scope of environmental documentation, the level of analysis, potential impacts and mitigation measures, and related environmental requirements. Agency consultation and public participation for this proposed project have been accomplished through a variety of formal and informal methods, including project development team meetings, interagency coordination meetings, and coordination with resource agencies and Native American individuals and organizations. This chapter summarizes the results of Caltrans' efforts to fully identify, address, and resolve project-related issues through early and continuing coordination.

Consultation with several agencies occurred in conjunction with preparation of the proposed project technical reports and this Initial Study. These agencies are identified in the various technical reports and include the California Department of Fish and Wildlife (CDFW), United States Fish and Wildlife Service (USFWS), and Native American Heritage Commission (NAHC).

Members of the local government agencies have also attended monthly Project Development Team (PDT) meetings. The PDT meetings involve discussions, status, and progress of the proposed project. The representative attendees included Caltrans, the SANBAG, and various consultants.

3.1 Coordination with Resource Agencies

The NAHC was contacted on November 17, 2014, and was sent a letter and map depicting the project location. A Sacred Lands Data Files search and list of potentially interested Native American groups and individuals was requested. NAHC responded on February 19, 2014, that a search of their Sacred Lands Database did not yield any sacred lands or traditional cultural properties within the Area of Potential Effects. In addition, NAHC provided a list of eight Native American contacts in the region. Letters were sent describing the project area and maps indicating the project location to eight individuals or groups on August 29, 2014. The Native American groups or individuals who did not provide a written response were contacted by telephone on October 1 and November 19, 2014, to confirm that they received the initial contact letter and to determine if they had any knowledge of cultural resources within the project vicinity. At the request of Caltrans, a second set of contact letters was sent to seven Native Americans on April 17, 2015. No responses have been received to date. Follow-up calls were made on June 4, 2015. The names and affiliations of all groups and individuals are listed in Table 3-1, along with a summary of efforts to consult with them and their responses.

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Table 3-1. Native American Contacts

Native American Group/Individual	Date of First Contact Letter	Dates of First and Second Phone Contacts	Date of Second Contact Letter	Date of Third Phone Contact	Summary of Conversations
Joseph Hamilton Chairman, John Gomez, Cultural Resources Director Ramona Band of Cahuilla Mission Indians	8/29/2014	10/1/2014 & 11/19/2014	04/17/2015	6/04/2015	<p>On 10/1/2014, a call was referred to John Gomez, a cultural resources director, because Joseph Hamilton was out of the office. Mr. Gomez was also out of the office; a voice message was left for him.</p> <p>On 11/19/2014, a second call was placed to Mr. Gomez; a message was left, asking him to return the call if he had comments or concerns about the project.</p> <p>On 6/04/2015, a call was placed to Mr. Gomez; a message was left, asking him to return the call if he had comments or concerns about the project.</p>
San Manuel Band of Mission Indians, Carla Rodriguez Chairman, Daniel McCarthy Director-CRM Department	8/29/2014	10/1/2014	04/17/2015	6/04/2015	<p>On 10/1/2014, a call was placed to the number provided by the NAHC and was told that Carla Rodriguez is no longer a tribal chairperson, and were referred to Daniel McCarthy, director of the Cultural Resources Department. Mr. McCarthy stated that he does not know of any cultural resources in the area. Because of the level of previous disturbance in the project area, he does not anticipate project-related impacts on Native American cultural resources. However, if Native American cultural resources are identified during project activities, he requests that the San Manuel Band of Mission Indians be contacted.</p> <p>On 6/04/2015, Mr. McCarthy was contacted, he stated the Federal nexus made no difference, consultation was consultation, and his previous comments were still valid for the Band.</p>
Anthony Morales Chairperson, Gabrieleno/Tongva San Gabriel Band of Mission Indians	8/29/2014	10/1/2014 & 11/19/2014	04/17/2015	6/04/2015	<p>On 10/1/2014, a call was placed to the number provided by the NAHC. No one answered, and no voicemail service was available.</p> <p>On 11/19/14, Mr. Morales was contacted on a cell number that was known to work; he said that the</p>

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Native American Group/Individual	Date of First Contact Letter	Dates of First and Second Phone Contacts	Date of Second Contact Letter	Date of Third Phone Contact	Summary of Conversations
					band recommends vigilant work practices in the project area because it is in the foothills and near City Creek and the Santa Ana River. On 6/04/2015, Mr. Morales was contacted; he recommends vigilance as the project area is near known east-west trails and the Santa Ana River.
Sandonne Goad Chairperson, Gabrielino/Tongva Nation	8/29/2014	10/1/2014 &11/19/2014	04/17/2015	6/04/2015	On 10/1/2014, a call was placed to the number provided by the NAHC. No one answered, and no voicemail service was available. On 11/19/2014, a second call was placed; no one answered and no voice mail service was available. On 6/04/2015, a call was made; no answer was received and no voice mail was available.
William Madrigal Cultural Resources Director, Morongo Band of Mission Indians	8/29/2014	10/1/2014 &11/19/2014	04/17/2015	6/04/2015	On 10/1/2014, a call was placed to the number provided by the NAHC twice (half an hour apart) and got a busy signal both times. On 11/19/2014, a second call was placed to Mr. Madrigal; a message was left, asking him to return the call if he had comments or concerns about the project. On 6/04/2015, a call was placed to Mr. Madrigal and a message was left asking him to return the call if he had comments or concerns about the project.
Goldie Walker Chairwoman, Serrano Nation of Mission Indians	8/29/2014	10/1/2014	04/17/2015	6/04/2015	On 10/1/2014, spoke to Goldie Walker and her son. Ms. Walker stated that she is interested in curating Serrano artifacts. If any Native American resources are identified during project activities, she would like to be notified by letter at P.O. Box 343, Patton, California 92369. On 6/04/2015, a call was placed to Ms. Walker, and a message was left asking her to return the call if she had any comments or concerns about the project.

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Native American Group/Individual	Date of First Contact Letter	Dates of First and Second Phone Contacts	Date of Second Contact Letter	Date of Third Phone Contact	Summary of Conversations
Ernest H. Siva Tribal Elder, Morongo Band of Mission Indians	8/29/2014	10/1/2014 &11/19/2014	04/17/2015	6/04/2015	<p>On 10/1/2014, a call was placed to the number provided by the NAHC and left a voice message for Mr. Siva.</p> <p>On 11/19/2014, a second call was placed to Mr. Siva; a message was left, asking him to return the call if he had any comments or concerns about the project.</p> <p>On 6/04/2015, a call was placed to Mr. Siva and a message was left, asking him to return the call if he had any comments or concerns about the project.</p>

On February 9, 2016, Caltrans obtained from USFWS a list of proposed, threatened, and endangered species and critical habitat within and adjacent to the biological study area. The list is provided on the following pages.

3.2 Circulation

This draft IS or a Notice of Availability will be circulated to property owners and agencies to provide an opportunity for their comments. The document will also be available for review at the SANBAG office, local area libraries, and at the Caltrans, District 8 Office.



United States Department of the Interior



FISH AND WILDLIFE SERVICE
Carlsbad Fish and Wildlife Office
2177 SALK AVENUE - SUITE 250
CARLSBAD, CA 92008
PHONE: (760)431-9440 FAX: (760)431-5901
URL: www.fws.gov/carlsbad/

Consultation Code: 08ECAR00-2016-SLI-0381

February 09, 2016

Event Code: 08ECAR00-2016-E-00513

Project Name: State Route 210/Base Line Interchange Improvements Project

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, and proposed species, designated critical habitat, and candidate species that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

Chapter 3 – Coordination and Comments

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

Chapter 3 – Coordination and Comments



United States Department of Interior
Fish and Wildlife Service

Project name: State Route 210/Base Line Interchange Improvements Project

Official Species List

Provided by:

Carlsbad Fish and Wildlife Office
2177 SALK AVENUE - SUITE 250
CARLSBAD, CA 92008
(760) 431-9440
<http://www.fws.gov/carlsbad/>

Consultation Code: 08ECAR00-2016-SLI-0381

Event Code: 08ECAR00-2016-E-00513

Project Type: TRANSPORTATION

Project Name: State Route 210/Base Line Interchange Improvements Project

Project Description: The project includes interchange improvements associated with the interchange.

Please Note: The FWS office may have modified the Project Name and/or Project Description, so it may be different from what was submitted in your previous request. If the Consultation Code matches, the FWS considers this to be the same project. Contact the office in the 'Provided by' section of your previous Official Species list if you have any questions or concerns.

<http://ecos.fws.gov/ipac>, 02/09/2016 07:05 PM

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Chapter 3 – Coordination and Comments



United States Department of Interior
Fish and Wildlife Service

Project name: State Route 210/Base Line Interchange Improvements Project

Project Location Map:



Project Coordinates: MULTIPOLYGON ((((-117.2020411491394 34.12464823073176, -117.20178365707396 34.12196596457247, -117.20347881317137 34.12200149183262, -117.20341444015503 34.12088237596738, -117.20186948776247 34.120846848237036, -117.20141887664794 34.11887503579899, -117.20133304595946 34.117258470583586, -117.20133304595946 34.1165301179163, -117.19987392425537 34.11651235313876, -117.19991683959961 34.11915926385139, -117.19963788986206 34.12075802884586, -117.19841480255127 34.12077579273155, -117.19847917556761 34.12166398225854, -117.19959497451782 34.12177056437484, -117.20004558563231 34.1246304676596, -117.2020411491394 34.12464823073176))))

Project Counties: San Bernardino, CA

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Chapter 3 – Coordination and Comments



United States Department of Interior
Fish and Wildlife Service

Project name: State Route 210/Base Line Interchange Improvements Project

Endangered Species Act Species List

There are a total of 10 threatened or endangered species on your species list. Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Critical habitats listed under the **Has Critical Habitat** column may or may not lie within your project area. See the **Critical habitats within your project area** section further below for critical habitat that lies within your project. Please contact the designated FWS office if you have questions.

Birds	Status	Has Critical Habitat	Condition(s)
Coastal California gnatcatcher <i>(Poliioptila californica californica)</i> Population: Entire	Threatened	Final designated	
Least Bell's vireo <i>(Vireo bellii pusillus)</i> Population: Entire	Endangered	Final designated	
Southwestern Willow flycatcher <i>(Empidonax traillii extimus)</i> Population: Entire	Endangered	Final designated	
Fishes			
Santa Ana sucker <i>(Catostomus santaanae)</i> Population: 3 CA river basins	Threatened	Final designated	
Flowering Plants			
Nevin's barberry <i>(Berberis nevinii)</i>	Endangered	Final designated	
San Diego ambrosia <i>(Ambrosia pumila)</i>	Endangered	Final designated	
Santa Ana River woolly-star	Endangered		

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United States Department of Interior
Fish and Wildlife Service

Project name: State Route 210/Base Line Interchange Improvements Project

<i>(Eriastrum densifolium ssp. sanctorum)</i>			
Slender-Horned spineflower <i>(Dodecahema leptoceras)</i>	Endangered		
Mammals			
San Bernardino Merriam's kangaroo rat <i>(Dipodomys merriami parvus)</i> Population: Entire	Endangered	Final designated	
Stephens' kangaroo rat <i>(Dipodomys stephensi)</i> Population: Entire	Endangered		

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United States Department of Interior
Fish and Wildlife Service

Project name: State Route 210/Base Line Interchange Improvements Project

Critical habitats that lie within your project area

There are no critical habitats within your project area.

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Chapter 4 List of Preparers

4.1 California Department of Transportation, District 8

Kurt Heidelberg Senior Environmental Planner

4.2 San Bernardino Associated Governments

Brian Smith

Essra Mostafavi

4.3 AECOM

Jeff Chapman Project Director

Stephanie Hillebrand Project Manager

4.4 ICF International

Brian Calvert Project Director

Mari Piantka Project Manager

Daniela Sanaryan Senior Environmental Planner

Greg Hoisington Project Biologist

Mario Barrera Environmental Specialist

Peter Hardie Noise Analyst

Soraya Swiontek GIS Analyst

Brittany Buscombe GIS Analyst

Elizabeth Irvin Editor

Saadia Byram Editor

Kenneth Cherry Editor

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Chapter 5 **Distribution List**

The Initial Study or a Notice of Availability will be distributed to local and regional agencies and utility providers affected by the proposed project. In addition, property owners directly affected by the project will also be provided with a Notice of Availability of the document.

5.1 Federal and State Agencies

US Fish & Wildlife Service
2800 Cottage Way
Room W-2605
Sacramento, CA 95825

US Army Corps of Engineers
Los Angeles District
PO Box 532711
Los Angeles, CA 90053-2325

US Fish & Wildlife Service
777 E. Tahquitz Canyon Way, Suite 208
Palm Springs, California 92262

State of California, Dept. of Fish & Wildlife,
Region 6
3602 Inland Empire Boulevard, Suite C-220
Ontario, CA 91764

California Department of Conservation
Director
801 K Street, 24th Floor
Sacramento, CA 95814

California Highway Patrol
Inland Division (801)
847 East Brier Drive
San Bernardino, CA 92408-2820

California Department of Water Resources
1416 9th Street
Sacramento, CA 95814

Native American Heritage Commission
915 Capitol Mall, Room 364
Sacramento, CA 95814

California Air Resources Board
1001 I Street
Sacramento, CA 95812

State Clearinghouse
Executive Officer
Office of Planning and Research
1400 Tenth Street
Sacramento, CA 95814

State Water Resources Control Board
1001 I Street
Sacramento, CA 95814

California Transit Association
Director
1415 L Street, Suite 200
Sacramento, CA 95814

5.2 Regional/County/Local Agencies

Southern California Association of Governments
3600 Lime Street, Suite 216
Riverside, CA 92501

Water Quality Control Board
Santa Ana Region
3737 Main Street #500
Riverside, CA 92501

South Coast AQMD
IGR Coordinator
21865 East Copley Drive
Diamond Bar, CA 91765

City of Highland Planning Department
27215 Base Line
Highland, CA 92346

City of Highland Public Works Department
27215 Base Line
Highland, CA 92346

City of Highland City Hall
26985 Base Line
Highland, CA 922346

Highland Sam J. Racadio Library & Environmental Learning Center
7863 Central Avenue,
Highland, CA 92346

San Bernardino County Sheriff Department
26985 East Base Line
Highland, California 92346

Cal Fire/ City of Highland
26974 Base Line,
Highland, California 92346

San Bernardino County Land Development Department
385 N. Arrowhead Ave.
San Bernardino, CA 92415

San Bernardino County Department of Public Works
825 E. Third Street
San Bernardino, CA 92415

San Bernardino County Fire Department
157 W. 5th St., 2nd floor
San Bernardino, Ca. 92415-0451

San Bernardino County Flood Control District
825 E. Third Street
San Bernardino, CA 92415

Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
Riverside, CA 92501

5.3 Local Elected Officials

Larry McCallon, Mayor
City of Highland
27215 Base Line
Highland, CA 92346

5.4 Interested Groups, Organizations, and Individuals

Joseph Hamilton
Chairman, Ramona Band of Cahuilla
Mission Indians
P.O. Box 391670
Anza, CA 92539

Sandonne Goad
Chairperson, Gabrielino/
Tongva Nation
P.O. Box 86908
Los Angeles, CA 90086

Carla Rodriguez
Chairman, San Manuel Band of Mission
Indians
26569 Community Center Drive
Highland, CA 92346

William Madrigal Jr.
Cultural Resources Manager, Morongo Band
of Mission Indians
12700 Pumarra Road
Banning, CA 92220

Daniel McCarthy
Director-CRM, San Manuel Band of Mission
Indians
26569 Community Center Drive
Highland, CA 92346

Carla Rodriguez
Chairwoman, San Manuel Band of Mission
Indians
26569 Community Center Drive
Highland, CA 92346

Anthony Morales
Chairperson, Gabrieleno/Tongva San Gabriel
Band of Mission Indians
P.O. Box 693
San Gabriel, CA 91778

Goldie Walker
Chairwoman, Serrano Nation of Mission
Indians
P.O. Box 343
Patton, CA 92639

Ernest H. Siva
Tribal Elder, Morongo Band of Mission
Indians
9570 Mias Canyon Road
Banning, CA 92220

5.5 Utilities, Services, Businesses, Owners and Occupants within a 500 Foot Radius of the Project Limits

Abel, James
7420 Seine Avenue
Highland CA 92346

Partida, Andres Jr.
7089 Cienega Drive
Highland CA 92346

Occupant
7000 La Praix Street
Highland CA 92346

Acaa Limited Partnership
29848 Live Oak Canyon
Road
Redlands CA 92373

Patton, Bob R.
7601 Dunkirk Avenue
Highland CA 92346

Occupant
7001 Church Avenue
Highland CA 92346

Chapter 5 – Distribution List

Acosta, Alfredo 7520 Seine Avenue Highland CA 92346	Pelzer, Harvey A 7230 Seine Avenue Highland CA 92346	Occupant 7003 La Praix Street Highland CA 92346
Acosta, Otoniel 7567 Nye Drive Highland CA 92346	Perez, Michael A 7640 Stony Creek Court Highland CA 92346	Occupant 7013 La Praix Street highland ca 92346
Acuna, Jose Gustavo 7610 Dunkirk avenue Highland CA 92346	Perkins, Ronald I. 7049 Seine Avenue Highland CA 92346	Occupant 7018 Seine Avenue Highland CA 92346
Alcock, Charles M. 7430 Dunkirk Avenue Highland CA 92346	Peters, Denise D. 1635 Seine Avenue Highland CA 92346	Occupant 7023 La Praix Street Highland CA 92346
Allen Trust 8-31-12 7365 Dunkirk Avenue Highland CA 92346	Peters, Eric 1635 Seine Avenue Highland CA 92346	Occupant 7024 Seine Avenue Highland CA 92346
Allen, Charles W 7560 Dunkirk Avenue Highland CA 92346	Peterson, Freddie 3552 N Pershing Avenue San Bernardino CA 92404	Occupant 7033 La Praix Street Highland CA 92346
Allen, John William 7187 La Praix Street Highland CA 92346	Peterson, Maria 7099 Cienega Drive Highland CA 92346	Occupant 7034 Seine Avenue Highland CA 92346
Almaraz, Gilbert 7163 La Praix Street Highland CA 92346	Pham, Thuan Ngoc 14531 Revere Drive Westminster CA 92683	Occupant 7043 La Praix Street Highland CA 92346
Alston, Albert J Trust 6130 Merito Avenue San Bernardino CA 92404	Phan, Chi Huu 27628 Pattee Court Highland CA 92346	Occupant 7044 Seine Avenue Highland CA 92346
Alvarado, Arturo Oscar 7231 Boulder Avenue #111 Highland CA 92346	Poe, Logan C 7610 Seine Avenue Highland CA 92346	Occupant 7049 Seine Avenue Highland CA 92346
Alvarez, Patricia 7456 Seine Avenue Highland CA 92345	Poole, Patrick S. 7670 Stoney Creek Court Highland CA 92346	Occupant 7053 La Praix Street Highland CA 92346
Alvarez, Vanessa y Santana 7294 Catalpa Avenue Highland CA 92346	Porter, Matthew 27571 e 14th Street Highland CA 92346	Occupant 7054 Seine Avenue Highland CA 92346

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Araby Trust 18818 teller Avenue, Suite 100 Irvine CA 92612	Potter, Jack D 7034 Seine Avenue Highland CA 92346	Occupant 7059 Buckeye Street Highland CA 92346
Aragon, Albert Jr. 7024 Seine Avenue Highland CA 92346	Provence Family Trust 6/30/10 2405 Willow Drive San Bernardino CA 92404	Occupant 7059 Cienega Drive Highland CA 92346
Arechavaleta, Giovanni P 7570 Seine Avenue Highland CA 92346	Quezada, Ralph 7609 Seine Avenue Highland CA 92346	Occupant 7063 La Praix Street Highland CA 92346
Arnold, William R Jr. and Anne-Marie 4805 Tabard Pl. Annandale VA 22003	Quiroz Family Trust 7-11-10 10052 Forrestal Drive Huntington Beach CA 92646	Occupant 7064 Seine Avenue Highland CA 92346
Assini, Pellegrino N. 7159 Seine Avenue Highland CA 92346	Ramirez, Alicia 7823 San Benito Street Highland CA 92324	Occupant 7068 Cienega Drive Highland CA 92346
Atchison Topeka & San Fe RW 200 N Avenue H Barstow CA 92311	Ramos, Luis J. 7069 Cienega Drive Highland CA 92346	Occupant 7069 Buckeye Street Highland CA 92346
Banks, Davis Jr. 7540 Seine Avenue Highland CA 92346	Rattan, Saleshni 27823 Cobblestone Court Highland CA 92346	Occupant 7069 Cienega Drive Highland CA 92346
Barajas, Javier 7611 Dunkirk Avenue Highland CA 92346	Ravenstone, Katherine A 7230 Stoney Creek Drive Highland CA 92346	Occupant 7078 Cienega Drive Highland CA 92346
Barcenas, Jose Luis Jr. 7502 Dunkirk Avenue Highland CA 92346	Rawson, Michael D. 29035 Rosewood Lane Highland CA 92346	Occupant 7079 Buckeye Street Highland CA 92346
Barnes, Brad 7641 Dunkirk Avenue Highland CA 92346	Razo, Christine 7580 Seine Avenue Highland CA 92346	Occupant 7079 Cienega Drive Highland CA 92346

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Barnett, Mary O. 27580 Stratford Street Highland CA 92346	Redlands Financial Services Inc. 101 E Redlands Blvd. Suite 234 Redlands CA 92374	Occupant 7087 La Praix Street Highland CA 92346
Barrios, Andres 7206 Stony Creek Drive Highland CA 92346	Reemts, Martha g Liv Trust 11-02-04 2525 Woodacre Lane Lincoln CA 95648-8226	Occupant 7089 Cienega Drive Highland CA 92346
Bates, Michele 7064 Seine Avenue Highland CA 92346	Reinhart, Jeffrey B 7186 Catalpa Avenue Highland CA 92346	Occupant 7099 Cienega Drive Highland CA 92346
Bauer, Marilyn J. Trust 10/25/2005 27570 14th Street Highland CA 92346	Remai, Claire A 27782 Saturn Street Highland CA 92346	Occupant 7107 La Praix Street Highland CA 92346
Beard, Michael D. 28771 Bristol Street Highland CA 92346	Reschke, Tammie L. 7001 Church Avenue #36 Highland CA 92346	Occupant 7109 Cienega Drive Highland CA 92346
Beggs, William T. 27819 Pluto Street Highland CA 92346	Rey, Terri 7043 La Praix Street Highland CA 92346	Occupant 7119 Cienega Drive Highland CA 92346
Benjamin, Jay E. 28047 Nona Avenue Highland CA 92346	Reyes, Henry G. 7419 Dunkirk Avenue Highland CA 92346	Occupant 7129 Cienega Drive Highland CA 92346
Berry, David W. 7981 Rosebud Street Alta Loma CA 91761	Reynolds, Richard W. 7150 Seine Avenue Highland CA 92346	Occupant 7133 La Praix Street Highland CA 00000
Bevill Fam Trust Of 2007 7725 Stony Creek Court Highland CA 92346	Richard, Kristie 7401 Nye Drive Highland CA 92346	Occupant 7133 Seine Avenue Highland CA 92346
Birkenbeuel, Dennis L. 27648 Pattee Court Highland CA 92346	Richards, Jesse 28955 Bennett Court Highland CA 92346	Occupant 7134 Seine Avenue Highland CA 92346
Black, Leonard R. 7444 Seine Avenue Highland CA 92346	Rios, Mario Joseph 7165 La Praix Street Highland CA 92346-3344	Occupant 7139 Cienega Drive Highland CA 92346

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Blankenship, Paul 27641 Temple Street Highland CA 92346	Rivera, Javier M. 7214 Seine Avenue Highland CA 92346	Occupant 7141 Seine Avenue Highland CA 92346
Blough Family Revocable Liv Trust 7/14/ 27601 Villa Avenue Highland CA 92346	Robbins, Herbert Trust 7514 Dunkirk Avenue Highland CA 92346	Occupant 7142 Seine Avenue Highland CA 92346
Bocanegra, Holly A. 7479 Seine Avenue Highland CA 92346	Roberson, Joanne 8909 Rochester Avenue Rancho Cucamonga CA 91730-5503	Occupant 7145 La Praix Street Highland CA 92346
Bocanegra, Margarita 7465 Seine Avenue Highland CA 92346	Robertson, Karen 7451 Nye Drive Highland CA 92346	Occupant 7149 Cienega Drive Highland CA 92346
Boese, David M. 7226 Catalpa Avenue Highland CA 92346	Roderos, Corazon O. 27650 Temple Street Highland CA 92346	Occupant 7149 La Praix Street Highland CA 92346
Bott, Odette D. 7525 Cienega Drive Highland CA 92346	Rodriguez, Jerry J. 7427 Nye Drive Highland CA 92346	Occupant 7150 Seine Avenue Highland CA 92346
Boulder Baseline Investors 10393 Enterprise Drive Redlands CA 92373	Rojas, Lonjinos 5727 North I Street San Bernardino CA 92407	Occupant 7151 Seine Avenue Highland CA 92346
Brase, Robert D. Trust 33605 Brushy Hollow Drive Yucaipa CA 92399	Rojo, Laura L. 7158 Seine Avenue Highland CA 92346	Occupant 7158 Seine Avenue Highland CA 92346
Bringman, Peter Todd 1411 Kingswood Drive Redlands CA 92374	Rosas, Lupe 7178 Seine Avenue Highland CA 92346	Occupant 7159 Seine Avenue Highland CA 92346
Brown, Darrin W. 7715 Stoney Creek Court Highland CA 92346	Rosevink, Greg V. 7640 Dunkirk Avenue Highland CA 92346	Occupant 7163 La Praix Street Highland CA 92346
Brown, Mark H Trust 7119 Cienega Drive Highland CA 92346	Ruiz, Enriqueta 7223 La Praix Street Highland CA 92346	Occupant 7165 La Praix Street Highland CA 92346

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Bubeck, Julius C. 27798 Pluto Street Highland CA 92346	Russell, John L. 2162 Trinway Avenue Simi Valley CA 93065	Occupant 7166 Seine Avenue Highland CA 92346
Burgess, Bonita B Trust 7591 Dunkirk Avenue Highland CA 92346	Sachs, Erich 27571 Stratford Street Highland CA 92346	Occupant 7167 Seine Avenue Highland CA 92346
Buster Family Trust 2-18-98 1399 W Colton Avenue, Suite 5 Redlands CA 92374-4536	Salazar Family Trust 7-22- 13 8143 Elphick Lane Sebastopol CA 95472	Occupant 7168 Catalpa Avenue Highland CA 92346
Cabral, Adrian 7489 Seine Avenue Highland CA 92346-6510	Saldana, Maria 26471 9th Street Highland CA 92346	Occupant 7171 La Praix Street Highland CA 92346
Caicedo, Oscar F. 27817 Cobblestone Court Highland CA 92346	Salmon, David L. 7434 Nye Drive Highland CA 92346	Occupant 7178 Seine Avenue Highland CA 92346
Caldwell Family Rev Living Trust 12/15/ 27611 Foster Avenue Highland CA 92346	Salvatico, Aaron 27571 Foster Avenue Highland CA 92346	Occupant 7179 Seine Avenue Highland CA 92346
Caldwell, Damon 7670 paseo breve Highland CA 92346	San Bernardino Co Flood Control District 825 E Third Street San Bernardino CA 92415	Occupant 7181 Catalpa Avenue Highland CA 92346
Calia Trust 6/12/1991 7109 Cienega Drive Highland CA 92346	San Bernardino City Unified School District 777 North F Street San Bernardino, CA 92410	Occupant 7186 Catalpa Avenue Highland CA 92346
Calia, Dino Trust 7109 Cienega Drive Highland CA 92346	Sanchez, Amanda 1308 E Central Avenue Redlands CA 92374	Occupant 7186 Seine Avenue Highland CA 92346
Canalez, Rudolph J. 27805 Cobblestone Court Highland CA 92346	Sanchez, Barbara Rev Trust 11/2/05 7069 Cienega Drive Highland CA 92346	Occupant 7187 La Praix Street Highland CA 92346

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Canyon Equities Lp 6200 E Canyon Rim Road Suite 201 Anaheim Hills CA 92807	Sanchez, Maximino 7650 Stoney Creek Court Highland CA 92346	Occupant 7187 Seine Avenue Highland CA 92346
Cao, Vickie 25428 Nicks Avenue Loma Linda CA 92354	Sanchez, Rudolph P. 7247 Seine Street Highland CA 92346	Occupant 7190 Stoney Creek Drive Highland CA 92346
Carlson, Kenneth 7571 Dunkirk Avenue Highland CA 92346	Sandoval, Juan 27771 Pluto Street Highland CA 92346	Occupant 7192 Catalpa Avenue Highland CA 92346
Carroll, La Mont a 7467 Nye Drive Highland CA 92346	Santos, Arsenia L. 7745 Stoney Creek Court Highland CA 92346	Occupant 7193 Catalpa Avenue Highland CA 92346
Chandler, Paul L. Tr 7166 Seine Avenue Highland CA 92346	Saucedo, Richard A Sr. 27591 Foster Highland CA 92346	Occupant 7194 Seine Avenue Highland CA 92346
Chandler, Stephanie 7242 Stoney Creek Court Highland CA 92346	Sauerbier, Robert B 7001 Church Avenue #21 Highland CA 92346	Occupant 7195 Seine Avenue Highland CA 92346
Chapman, Alice Mitsuko Rev Liv Tr 3/ 2797 Stoddard Avenue San Bernardino ca 92405	Savage, Robert G Trust 09/10/10 33495 Liberty Road Yucaipa ca 92399	Occupant 7197 La Praix Street Highland CA 92346
Chee, Molly M. 7559 Nye Drive Highland CA 92346	Searcey Trust (09-8-04) 27570 Villa Avenue Highland CA 92346	Occupant 7204 Catalpa Avenue Highland CA 92346
Chhim, Sunna 7277 Catalpa Avenue Highland CA 92346	Serralta, Zorobabel 7486 Seine Avenue Highland CA 92346	Occupant 7205 Catalpa Avenue Highland CA 92346
Ciurdar, Pavel 7650 Seine Avenue Highland CA 92346	Shaghnessy, Patrick G 27772 Saturn Street Highland CA 92346	Occupant 7205 La Praix Street Highland CA 92346
Clarke, Gary Ronald 30022 Red Hill Road Highland CA 92346	Shaw, Jeffrey 7089 Cienega Drive Highland CA 92346	Occupant 7206 Seine Avenue Highland CA 92346

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Clemens, David C. 7195 Seine Avenue Highland CA 92346	Shepard, Joseph 7600 Seine Avenue Highland CA 92346	Occupant 7206 Stoney Creek Drive Highland CA 92346
Colfin AI-CA4 LLC 24682 del Prado # 200 Dana Point CA 92629	Sherwood Living Trust 4-2- 2004 7054 Seine Avenue Highland CA 92346	Occupant 7207 Seine Avenue Highland CA 92346
Colunga, Valerie Ann 27658 Temple Street Highland CA 92346	Shipley, Sarah E. Trust 7- 26-10 7480 Dunkirk Avenue Highland CA 92346	Occupant 7214 Seine Avenue Highland CA 92346
Contreras, Gersom M 7068 Cienega Drive Highland CA 92346	Sieruga, Richard J 7215 Seine Avenue Highland CA 92346	Occupant 7215 La Praix Street Highland CA 92346
Contreras, Susie C. 7448 Nye Drive Highland CA 92346	Simo, Jose A. 7192 catalpa Avenue Highland CA 92346	Occupant 7215 Seine Avenue Highland CA 92346
Cotto, Adriana 7374 Dunkirk Avenue Highland CA 92346	Siracusa, Amalia S. 7129 Cienega Drive Highland CA 92346	Occupant 7218 Stoney Creek Drive Highland CA 92346
Cotto, Arnaldo 7374 Dunkirk Avenue Highland CA 92346	Skeens, Micheal L 7548 Nye Drive Highland CA 92346	Occupant 7222 Seine Avenue Highland CA 92346
Cowell Family Survivors Tr 3/4/07 P.O. Box 984 Highland CA 92346	Skufca, Christopher 7204 Catalpa Avenue Highland CA 92346	Occupant 7223 La Praix Street Highland CA 92346
Coyazo, Diana L. 7530 Seine Avenue Highland CA 92346	Slamer, James 27591 Temple Street Highland CA 92346	Occupant 7223 Seine Avenue Highland CA 92346
Crawford, Jacqueline 7001 Church Avenue #27 Highland CA 92346	Sodia, Jeffery 7240 Catalpa Avenue Highland CA 92346	Occupant 7226 Catalpa Avenue Highland CA 92346
Cronin, Michael 7419 Nye Drive Highland CA 92346	Solis, Consuelo 7149 La Praix Street Highland CA 92346	Occupant 7227 Catalpa Avenue Highland CA 92346

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Crooks, Velma 27783 Pluto Street Highland CA 92346	Soto, Wendy 7680 Stoney Creek Court Highland CA 92346	Occupant 7230 Seine Avenue Highland CA 92346
Crouch, Donna B 7134 Seine Avenue Highland CA 92346	Spear, Paul M 7245 Catalpa Avenue Highland CA 92346	Occupant 7230 Stoney Creek Drive Highland CA 92346
Crowe, Ruth A Family Trust 11/23/94 27635 Pattee Court Highland CA 92346	Spendlove, Danny 7392 Nye Drive Highland CA 92346	Occupant 7231 La Praix Street Highland CA 92346
Dallin LLC 5440 Trabulo Road # 200 Irvine CA 92620	St John, Emerald H 7018 Seine Highland CA 92346	Occupant 7231 Seine Avenue Highland CA 92346
Dang, Trung 7411 Nye Drive Highland CA 92346	Starne Family Trust 7451 Dunkirk Avenue Highland CA 92346	Occupant 7240 Catalpa Avenue Highland CA 92346
Daubenspeck, Marie R Family Trust 6/ 6993 La Praix Street Highland CA 92346	State of California 27654 Baseline Highland CA 92346	Occupant 7242 Stoney Creek Drive Highland CA 92346
Davis, A D & Esmeralda Fam Trust Management 4 28578 Oak Ridge Road Highland CA 92346-2776	State of California P.O. Box 231 San Bernardino CA 92402	Occupant 7245 Catalpa Avenue Highland CA 92346
Dean, Justin 7560 Seine Avenue Highland CA 92346	Steadmon Casey 7001 Church Avenue Unit 35a Highland CA 92346	Occupant 7246 Seine Avenue Highland CA 92346
Debozi, Renu 7001 Church Avenue #15 Highland CA 92346	Steenerson Trust 3/20/06 27591 Villa Avenue Highland CA 92346	Occupant 7247 Seine Avenue Highland CA 92346
Delgado, Ineavely Baez 27769 Stratford Street Highland CA 92346	Stiefel, Louis 27580 Villa Avenue Highland CA 92346	Occupant 7251 catalpa Avenue Highland CA 92346
Depasopil, Benito 7205 Catalpa Avenue Highland CA 92346	Stoddard, Diane 7205 La Praix Street Highland CA 92346	Occupant 7252 catalpa Avenue Highland CA 92346

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Devine Family Trust 9-17-12 27757 Norwood Street Highland CA 92346-6511	Strong Family Trust 4/2000 27611 E 14th Street Highland CA 92346	Occupant 7254 Stoney Creek Drive Highland CA 92346
Diaz, Jovita H 7452 Dunkirk Avenue Highland CA 92346	Studdard, Patricia L Trust 5/13/09 27621 Foster Avenue Highland CA 92346	Occupant 7256 Stoney Creek Drive Highland CA 92346
Dietz, Donald j 7378 Seine Avenue Highland CA 92346	Sturk, Zackary T 7561 Dunkirk Avenue Highland CA 92346	Occupant 7258 Seine Avenue Highland CA 92346
Dietz, Robert P 7409 Dunkirk Avenue Highland CA 92346	Summers, Traci M 1428 Canyon Pine Road Beaumont CA 92223	Occupant 7258 Stoney Creek Drive Highland CA 92346
Diocese/San Bdno Edctn/Welfare Corp 1201 E Highland Avenue San Bernardino CA 92404	System Capital Real Property Corp P.O. Box 182571 Columbus OH 43218	Occupant 7263 Catalpa Avenue Highland CA 92346
Dorantes, Angeles 6013 Camellia Avenue Temple City CA 91780	System Capital Real Property Corp P.O. Box 66351 Amf O'Hare Airport Chicago IL 60666	Occupant 7270 Stoney Creek Drive Highland CA 92346
Dornan, Diane J. Rev Tr Dtd 10-3-05 27633 Norwood Court Highland CA 92346	Tang, Katherine 7215 La Praix Street Highland CA 92346	Occupant 7276 Catalpa Avenue Highland CA 92346
Drake, Dorothy 7395 Dunkirk Avenue Highland CA 92346	Tate, Therese A 30247 Marianne Lane Highland CA 92346	Occupant 7277 Catalpa Avenue Highland CA 92346
Drake, Lance 7385 Nye Drive Highland CA 92346	Teh, Hun Thong 18346 Krameria Avenue riverside ca 92508	Occupant 7280 Catalpa Avenue Highland CA 92346
Drinkard, Rosalind M 7568 Nye Drive Highland CA 92346	Tellez Carlos 7145 La Praix Street Highland CA 92346	Occupant 7282 Stoney Creek Drive Highland CA 92346

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East Valley Water District P.O. Box 3427 San Bernardino CA 92413-3427	Thai, Johnny N 27603 Temple Street Highland CA 92346	Occupant 7284 Stoney Creek Drive Highland CA 92346
Eberly, Larry E Trust 10/22/13 7590 Dunkirk Avenue Highland CA 92346	Thi, Long 7560 Nye Drive Highland CA 92346	Occupant 7289 Catalpa Avenue Highland CA 92346
Echeverria, Edmund J 7141 Seine Avenue Highland CA 92346	Thomas, Pamela J. 7413 Seine Avenue Highland CA 92346	Occupant 7292 Stoney Creek Drive Highland CA 92346
Eggleston, Brenda J. 7695 Stoney Creek Court Highland CA 92346	Thomas, Sonja R 27651 Temple Street Highland CA 92346	Occupant 7294 Catalpa Avenue Highland CA 92346
Esquivel, Jim A 7720 Dunkirk Avenue Highland CA 92346	Thompson, Charlie C 7557 Cienega Drive Highland CA 92346	Occupant 7296 Stoney Creek Drive Highland CA 92346
Essenes, Alberto 27613 Temple Street Highland CA 92346	Thompson, James Jr. 7670 Dunkirk Avenue Highland CA 92346	Occupant 7316 Pluto Court Highland CA 92346
Estrada, Eichaël Robert 7466 Seine Avenue Highland CA 92346	Thr California LLC 291 Corporate Terrace Circle Corona CA 92879	Occupant 7319 Pluto Court Highland CA 92346
Evangelista, Paul R 27591 14th Street Highland CA 92346	Thrower, Olin 7292 Stoney Creek Drive Highland CA 92346	Occupant 7325 Pluto Court Highland CA 00000
Ewing, Bruce e & Kathryn T Liv Trust 7187 Seine Avenue Highland CA 92346-3315	Toffi, Dimitri J 7013 La Praix Street Highland CA 92346	Occupant 7326 Pluto Court Highland CA 00000
Family Tr of Deborah Mann 12/23/05 12391 Kayak Street Mira Loma ca 91752	Tolbert Revocable Living Trust – Est. 2123 Rivermeade Drive High Point NC 27265	Occupant 7361 Nye Drive Highland CA 92346

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Fernandez, Jehoven S 7500 Seine Avenue Highland CA 92346	Trevino Family Living Trust 5/3/07 27740 E 14th Street Highland CA 92346	Occupant 7365 Dunkirk Avenue Highland CA 92346
Fields, Jimmy J 27760 Stratford Street Highland CA 92346	Turner, R L 7319 Pluto Court Highland CA 92346	Occupant 7368 Seine Avenue Highland CA 92346
First Methodist Church of highland P.O. Box 95 Highland CA 92346	Turpin, Michael 7833 Calle Carissa Highland CA 92346	Occupant 7369 Nye Drive Highland CA 92346
Flores, Alejandro A 27810 Saturn Street Highland CA 92346	U.S. Bank National Association itr 1661 Worthington Road West Palm Beach FL 33409	Occupant 7370 Nye Drive Highland CA 92346
Flores, Jaime 7478 Nye Drive Highland CA 92346	Urista, Israel 27561 14th Street Highland CA 92346	Occupant 7374 Dunkirk Avenue Highland CA 92346
Flores, Julio 7459 Nye Drive Highland CA 92346	Valverde, Dinah 7541 Dunkirk Avenue Highland CA 92346	Occupant 7375 Dunkirk Avenue Highland CA 92346
Focus Holding Company LLC 7938 Ivanhoe Avenue # 200 La Jolla CA 92037	Van der Linden, Christopher & Diana 27561 Stratford Street Highland CA 92346	Occupant 7377 Nye Drive Highland CA 92346
Forteza FamilyTrust 5/1/01 936 Creek View Lane Redlands ca 92373	Vasquez, Benjamin 7710 Dunkirk Avenue Highland CA 92346	Occupant 7378 Seine Avenue Highland CA 92346
Fox, Leonard F Jr. 7256 Stoney Creek Drive Highland CA 92346	Velasquez, Jesus 7270 Stoney Creek Drive Highland CA 92346	Occupant 7384 Dunkirk Avenue Highland CA 92346
Gage, Douglas C 27590 Stratford Street Highland CA 92346	Villa, Sheila Jaurigue 27620 Villa Avenue Highland CA 92346	Occupant 7384 Nye Drive Highland CA 92346
Galvan, Thomas p 7619 Seine Avenue Highland CA 92346	Vo, Chinh D 7377 Nye Drive Highland CA 92346-3739	Occupant 7385 Dunkirk Avenue Highland CA 92346

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Garcia, Esteban Rios 7691 Dunkirk Avenue Highland CA 92346	Vuong, Tan K 7651 Dunkirk Avenue Highland CA 92346	Occupant 7385 Nye Drive Highland CA 92346
Garcia, Richard 7263 Catalpa Avenue Highland CA 92346	Wagner, Gerrit L 7621 Dunkirk Avenue Highland CA 92346	Occupant 7388 Seine Avenue Highland CA 92346
Geers Trust 6/5/13 103 cascade Street Redlands ca 92373	Wain, Edward G 7435 Seine Avenue Highland CA 92346	Occupant 7392 Nye Drive Highland CA 92346
Gibbons, Anthea M 7468 Dunkirk Avenue Highland CA 92346	Wallace, Maryrose 7393 Nye Drive Highland CA 92346	Occupant 7393 Nye Drive Highland CA 92346
Gill, Atiq 7551 Dunkirk Avenue Highland CA 92346	Watchman Family Trust 27761 Pebble Court Highland CA 92346	Occupant 7394 Dunkirk Avenue Highland CA 92346
Glover, Donald W 7540 Dunkirk Avenue Highland CA 92346	Watts, Robert M 7190 Stoney Creek Drive Highland CA 92346	Occupant 7395 Dunkirk Avenue Highland CA 92346
Glover, Leslie L 27760 Pebble Court Highland CA 92346	Weismantel, Robert William 7630 Seine Avenue Highland CA 92346-6530	Occupant 7398 Seine Avenue Highland CA 92346
Gomez, Brian C. 7690 Dunkirk Avenue Highland CA 92346	Wekesa, Joseph W P.O. Box 827 Highland CA 92346	Occupant 7400 Nye Drive Highland CA 92346
Gonzales, George Jr. 27640 Villa Avenue Highland CA 92346	White, Lawrence D. 7685 Stoney Creek Court Highland CA 92346	Occupant 7401 Nye Drive Highland CA 92346
Gonzales, George P. Sr. 27640 Villa Avenue Highland CA 92346	Widgeon, Thuc Thi Liv Tr 4/18/13 27795 Pluto Street Highland CA 92346	Occupant 7401 Seine Avenue Highland CA 92346
Gonzales, Nickolas V 7661 Dunkirk Avenue Highland CA 92346	Wilkes-Florez, Gloria 7629 Seine Avenue Highland CA 92346	Occupant 7408 Dunkirk Avenue Highland CA 92346

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Gonzalez, Mary Helen 7620 Seine Avenue Highland CA 92346	Williams, Adela 7504 Nye Drive Highland CA 92346	Occupant 7408 Nye Drive Highland CA 92346
Goodloe, Christian 1587 garden Street Redlands CA 92373	Williams, Jo Helen 27772 Pebble Court Highland CA 92346	Occupant 7409 Dunkirk Avenue Highland CA 92346
Granillo, Yvonne 7181 Catalpa Avenue Highland CA 92346	Wilson Family Trust (1-30-01) 27724 Stratford Street Highland CA 92346	Occupant 7411 Nye Drive Highland CA 92346
Greene, William K 7700 Dunkirk Avenue Highland CA 92346	Wilson, Earnestine 27623 Norwood Court Highland CA 92346	Occupant 7412 Seine Avenue Highland CA 92346
Guerra, Ricardo 7477 Nye Drive Highland CA 92346	Winn, Kerry L. 809 Birch Court Redlands CA 92374	Occupant 7413 Seine Avenue Highland CA 92346
Guerrero, Alberto 7280 Catalpa Avenue Highland CA 92346	Wisdom, Gregg L 7168 Catalpa Avenue Highland CA 92346	Occupant 7416 Dunkirk Avenue Highland CA 92346
Guerrero, Luis Sr. 7540 Nye Drive Highland CA 92346	Witcher, Chanese 7440 Nye Drive Highland CA 92346	Occupant 7418 Nye Drive Highland CA 92346
Gularte, Gilda A 27828 Pluto Street Highland CA 92346	Wixon, Keith F Trust 27591 Stratford Street Highland CA 92346	Occupant 7419 Dunkirk Avenue Highland CA 92346
Hackerd, R Revoc Tr 5-19-05 1285 W. 25th Street Upland CA 91784	Woolum, Elizabeth 7590 Seine Avenue Highland CA 92346-6529	Occupant 7419 Nye Drive Highland CA 92346
Hackerd, Robert M. JR Rev Trust 5-19-05 1285 w 25th Street Upland CA 91784	Yn Properties LLC 17868 Highway 18 Suite 311 Apple Valley CA 92307	Occupant 7420 Seine Avenue Highland CA 92346
Hale, Michael 27621 14th Street Highland CA 92346	Zamora-Torres, Genaro 7440 Dunkirk Avenue Highland CA 92346	Occupant 7423 Seine Avenue Highland CA 92346

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Hall, Glenn 7550 Seine Avenue Highland CA 92346	ziska, lewis c 7517 Dunkirk Avenue Highland CA 92346	Occupant 7426 Nye Drive Highland CA 92346
Hampton family Trust (3-29-99) 7368 Seine Avenue Highland CA 92346	Zizzo Family Trust 3661 palm crest Drive Highland CA 92346	Occupant 7427 Nye Drive Highland CA 92346
Hannemann, Peter & Karin Liv Trust 6-11 27590 Temple Street Highland CA 92346	Zoulko, Daryl 27620 Foster Avenue Highland CA 92346	Occupant 7429 Dunkirk Avenue Highland CA 92346
Harianja, Sahlina 7227 Catalpa Avenue Highland CA 92346	Zuniga, Daniel D 7534 Nye Drive Highland CA 92346	Occupant 7430 Dunkirk Avenue Highland CA 92346
Harrison, Paul L Tr 7001 Church Avenue #22 Highland CA 92346	Occupant 27427 Baseline Street Highland CA 92346	Occupant 7432 Seine Avenue Highland CA 92346
Hartman Family Trust 9/9/2005 2387 Mt. Olympus Drive Los Angeles CA 90046	Occupant 27555 Baseline Avenue Highland CA 92346	Occupant 7434 Nye Drive Highland CA 92346
Hearrell, Joshua S 7660 Dunkirk Avenue Highland CA 92346	Occupant 27560 14th Street Highland CA 92346	Occupant 7435 Nye Drive Highland CA 92346
Helo, Aysar 28809 Harwick Drive Highland CA 92346	Occupant 27560 Stratford Street Highland CA 92346	Occupant 7435 Seine Avenue Highland CA 92346
Helo, Aysar 7325 Pluto Court Highland CA 92346	Occupant 27561 14th Street Highland CA 92346	Occupant 7439 Dunkirk Avenue Highland CA 92346
Henry, Kathleen M 27581 Stratford Street Highland CA 92346	Occupant 27561 Stratford Street Highland CA 92346	Occupant 7440 Dunkirk Avenue Highland CA 92346
Hernandez, Dahlia A 7435 Nye Drive Highland CA 92346	Occupant 27570 14th Street Highland CA 92346	Occupant 7440 Nye Drive Highland CA 92346

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Hernandez, Kevin 27560 Stratford Street Highland CA 92346	Occupant 27570 Foster Avenue Highland CA 92346	Occupant 7443 Nye Drive Highland CA 92346
Hernandez, Samuel a 7149 Cienega Drive Highland CA 92346	Occupant 27570 Stratford Street Highland CA 92346	Occupant 7443 Seine Avenue Highland CA 00000
Highlands Mobile Home Estates P.O. Box 3925 Ontario CA 91761	Occupant 27570 Villa Avenue Highland CA 92346	Occupant 7444 Seine Avenue Highland CA 92346
Hiratsuka, Hidejiro 7167 Seine Avenue Highland CA 92346	Occupant 27571 14th Street Highland CA 92346	Occupant 7448 Nye Drive Highland CA 92346
Houser, Tim S 7078 Cienega Drive Highland CA 92346	Occupant 27571 Foster Avenue Highland CA 92346	Occupant 7451 Dunkirk Avenue Highland CA 92346
Humphrey, Stephanie R 7001 Church Avenue #33 Highland CA 92346	Occupant 27571 Stratford Street Highland CA 92346	Occupant 7451 Nye Drive Highland CA 92346
Huynh, Van Thai 27645 Norwood Court Highland CA 92346	Occupant 27571 Villa Avenue Highland CA 92346	Occupant 7452 Dunkirk Avenue Highland CA 92346
IH2 Property West Lp 21001 N Tatum Blvd Suite 1630-630 Phoenix AZ 85050	Occupant 27580 14th Street Highland CA 92346	Occupant 7456 Nye Drive Highland CA 92346
IH2 Property West Lp 291 Corporate Terrace Cir Corona CA 92829	Occupant 27580 Foster Avenue Highland CA 92346	Occupant 7456 Seine Avenue Highland CA 00000
Investment Care Homes LLC 234 Patty Hill Drive Solana Beach CA 92075	Occupant 27580 Stratford Street Highland CA 92346	Occupant 7457 Seine Avenue Highland CA 92346
Jackson, Patricia E Liv Tr - Est of 7001 Church Avenue #23 Highland CA 92346	Occupant 27580 Villa Avenue Highland CA 92346	Occupant 7458 Dunkirk Avenue Highland CA 92346

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Jayaprakash, Antony 7258 Stoney Creek Drive Highland CA 92346	Occupant 27581 14th Street Highland CA 92346	Occupant 7459 Nye Drive Highland CA 92346
Jennerson, John R Revocable Trust 27590 E 14th Street Highland CA 92346	Occupant 27581 Foster Avenue Highland CA 92346	Occupant 7461 Dunkirk Avenue Highland CA 92346
Jimenez, James 7426 Nye Drive Highland CA 92346	Occupant 27581 Stratford Street Highland CA 92346	Occupant 7465 Seine Avenue Highland CA 00000
Johnson, Milton g 27711 Clifton Street Highland CA 92346	Occupant 27581 Temple Street Highland CA 92346	Occupant 7466 Seine Avenue Highland CA 92346
Joseph, Theophilus I 7443 Seine Avenue Highland CA 92346	Occupant 27581 Villa Avenue Highland CA 92346	Occupant 7467 Nye Drive Highland CA 92346
Kakish, Daniel Moneef 12189 Via Hacienda El Cajon CA 92019	Occupant 27590 14th Street Highland CA 92346	Occupant 7468 Dunkirk Avenue Highland CA 92346
Kelly, Betty L 27807 Pluto Street Highland CA 92346	Occupant 27590 Foster Avenue Highland CA 92346	Occupant 7471 Dunkirk Avenue Highland CA 92346
Kennedy, Joseph P 7650 Dunkirk Avenue Highland CA 92346	Occupant 27590 Stratford Street Highland CA 92346	Occupant 7476 Seine Avenue Highland CA 92346
Khov, Huot K 4939 Saddlewood Pl Rancho Cucamonga CA 91737	Occupant 27590 Temple Street Highland CA 92346	Occupant 7477 Nye Drive Highland CA 92346
Kick, Sydney A 7416 Dunkirk Avenue Highland CA 92346	Occupant 27590 Villa Avenue Highland CA 92346	Occupant 7478 Nye Drive Highland CA 92346
Klopfner, Rickey K 7370 Nye Drive Highland CA 92346	Occupant 27591 14th Street Highland CA 92346	Occupant 7479 Seine Avenue Highland CA 92346

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Kneifl, John E 27794 Saturn Highland CA 92346	Occupant 27591 Foster Avenue Highland CA 92346	Occupant 7480 Dunkirk Avenue Highland CA 92346
Knutson, Richard & P Living Trust 2004 3/8 35750 country ridge Road yucaipa ca 92399	Occupant 27591 Stratford Street Highland CA 92346	Occupant 7483 Dunkirk Avenue Highland CA 92346
Ko, Kyung A 7194 Seine Avenue Highland CA 92346	Occupant 27591 Temple Street Highland CA 92346	Occupant 7486 Seine Avenue Highland CA 92346
Koam Property Investment Inc 27627 Baseline Street Highland CA 92346	Occupant 27591 Villa Avenue Highland CA 92346	Occupant 7488 Nye Drive Highland CA 92346
Koehler, Cheryl L 7398 Seine Avenue Highland CA 92346	Occupant 27600 Foster Avenue Highland CA 92346	Occupant 7489 Seine Avenue Highland CA 92346
Kreider, Noelle 7631 Dunkirk Avenue Highland CA 92346	Occupant 27600 Villa Avenue Highland CA 92346	Occupant 7492 Dunkirk Avenue Highland CA 92346
Kruk Family Trust (7-25- 2002) 7059 Cienega Drive Highland CA 92346	Occupant 27601 Foster Avenue Highland CA 00000	Occupant 7495 Dunkirk Avenue Highland CA 92346
Laluna Family Trust 2012 1865 Colorado Street Redlands ca 92374	Occupant 27601 Villa Avenue Highland CA 92346	Occupant 7496 Nye Drive Highland CA 92346
Lam, Tiffany C 27643 Pattee Court Highland CA 92346	Occupant 27603 Temple Street Highland CA 92346	Occupant 7500 Seine Avenue Highland CA 92346
Landers, Yong Song 27629 Temple Street Highland CA 92346	Occupant 27610 Foster Avenue Highland CA 92346	Occupant 7502 Dunkirk Avenue Highland CA 92346
Lann, Ray 27581 Temple Street Highland CA 92346	Occupant 27610 Villa Avenue Highland CA 92346	Occupant 7503 Dunkirk Avenue Highland CA 92346

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Lay, Shelley 7394 Dunkirk Avenue Highland CA 92346	Occupant 27611 14th Street Highland CA 92346	Occupant 7504 Nye Drive Highland CA 92346
Le, Albert Trang 12472 Glen Street Garden Grove CA	Occupant 27611 Foster Avenue Highland CA 92346	Occupant 7510 Seine Avenue Highland CA 92346
Le, Nguyen H 7735 Stoney Creek Court Highland CA 92346	Occupant 27611 Villa Avenue Highland CA 92346	Occupant 7511 Cienega Drive Highland CA 92346
Leach Revocable Trust 11- 6-11 28297 Kane Court Highland CA 92346	Occupant 27613 Temple Street Highland CA 92346	Occupant 7514 Dunkirk Avenue Highland CA 92346
Ledford, George 27774 Timberwood Drive Highland CA 92346	Occupant 27615 Baseline Avenue Highland CA 92346	Occupant 7514 Nye Drive Highland CA 92346
Lenon, James E III 6644 Gillam Street Riverside CA 92509	Occupant 27620 Foster Avenue Highland CA 92346	Occupant 7517 Dunkirk Avenue Highland CA 92346
Leon, Fred O 7421 Cole Highland CA 92346	Occupant 27620 Villa Avenue Highland CA 92346	Occupant 7520 Seine Avenue Highland CA 92346
Lessig, Daniel 7079 Cienega Drive Highland CA 92346	Occupant 27621 14th Street Highland CA 92346	Occupant 7522 Nye Drive Highland CA 92346
Lieu, Tam Living Trust 2048 Atherton Cir Corona CA 92879	Occupant 27621 Foster Avenue Highland CA 92346	Occupant 7525 Cienega Drive Highland CA 92346
Linde, Barbara Trust P.O. Box 924 Highland CA 92346	Occupant 27621 Temple Street Highland CA 92346	Occupant 7527 Dunkirk Avenue Highland CA 92346
Little, Kimberly A Tr 10-9- 06 27600 Villa Avenue Highland CA 92346	Occupant 27621 Villa Avenue Highland CA 92346	Occupant 7530 Seine Avenue Highland CA 92346

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Longfield, Linda 7681 Dunkirk Avenue Highland CA 92346	Occupant 27623 Norwood Court Highland CA 92346	Occupant 7534 Nye Drive Highland CA 92346
Lopez, Anna M. 7385 Dunkirk Avenue Highland CA 92346	Occupant 27627 E Baseline Avenue Highland CA 92346	Occupant 7535 Cienega Drive Highland CA 92346
Lopez, Eileen 7206 Seine Avenue Highland CA 92346	Occupant 27627 Pattee Court Highland CA 92346	Occupant 7540 Dunkirk Avenue Highland CA 92346
Lopez, Paulette Jean 27741 Stratford Street Highland CA 92346	Occupant 27628 Pattee Court Highland CA 92346	Occupant 7540 Nye Drive Highland CA 92346
Lopez, Silvino 27709 Pluto Street Highland CA 92346	Occupant 27629 Temple Street Highland CA 92346	Occupant 7540 Seine Avenue Highland CA 92346
Lot 52 Trust 04/21/09 7231 Boulder Avenue # 512 Highland CA 92346	Occupant 27630 Foster Avenue Highland CA 92346	Occupant 7541 Dunkirk Avenue Highland CA 92346
Lucey, Paul 7456 Nye Drive Highland CA 92346	Occupant 27630 Villa Avenue Highland CA 92346	Occupant 7545 Cienega Drive Highland CA 92346
Lumpkin, Steven D 7630 Dunkirk Avenue Highland CA 92346	Occupant 27631 Foster Avenue Highland CA 92346	Occupant 7548 Nye Drive Highland CA 92346
Luna, Erik J. 27731 Stratford Street Highland CA 92346	Occupant 27631 Villa Avenue Highland CA 92346	Occupant 7550 Dunkirk Avenue Highland CA 92346
Ly, Thuan Vuong 7408 Nye Drive Highland CA 92346	Occupant 27633 Norwood Court Highland CA 92346	Occupant 7550 Seine Avenue Highland CA 92346
Lyons Family Living Trust 1/30/14 29543 Evans Lane Highland CA 92346	Occupant 27635 Pattee Court Highland CA 92346	Occupant 7551 Dunkirk Avenue Highland CA 92346

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Ma Cao Joint Trust 02/12/11 11608 Caldy Avenue Loma Linda CA 92354	Occupant 27637 Temple Street Highland CA 92346	Occupant 7557 Cienega Drive Highland CA 92346
Macias, Rudy 7545 Cienega Drive Highland CA 92346	Occupant 27638 Pattee Court Highland CA 92346	Occupant 7559 Nye Drive Highland CA 92346
mackenzie, hayley 7001 Church Avenue #20 Highland CA 92346	Occupant 27640 Foster Avenue Highland CA 92346	Occupant 7560 Dunkirk Avenue Highland CA 92346
Macro, Custode N Fam Tr 7/16/93 17928 Tulsa Street Granada Hills ca 91344	Occupant 27640 Temple Street Highland CA 92346	Occupant 7560 Nye Drive Highland CA 92346
Mahingostar, Ashkan P.O. Box 66 loma linda ca 92354	Occupant 27640 Villa Avenue Highland CA 92346	Occupant 7560 Seine Avenue Highland CA 92346
Main, Russel D 7401 Seine Avenue Highland CA 92346	Occupant 27641 Temple Street Highland CA 92346	Occupant 7561 Dunkirk Avenue Highland CA 92346
Maldonado, Martha 27581 14th Street Highland CA 92346	Occupant 27641 Villa Avenue Highland CA 92346	Occupant 7567 Nye Drive Highland CA 92346
Manzano, Gilbert T 27631 Foster Avenue Highland CA 92346	Occupant 27643 pattee Court Highland CA 92346	Occupant 7568 Nye Drive Highland CA 92346
Marley, Shirley A Trust 7620 Dunkirk Avenue Highland CA 92346	Occupant 27644 Norwood Court Highland CA 92346	Occupant 7570 Dunkirk Avenue Highland CA 92346
Martin, Adalberto 27750 14th Street Highland CA 92346	Occupant 27645 Norwood Court Highland CA 92346	Occupant 7570 Seine Avenue Highland CA 92346
Martin, Jose 26869 Mansfield Street Highland CA 92346	Occupant 27648 Pattee Court Highland CA 92346	Occupant 7571 Dunkirk Avenue Highland CA 92346

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Martinez, Dionicio 27759 Timberwood Drive Highland CA 92346	Occupant 27649 Pattee Court Highland CA 92346	Occupant 7580 Dunkirk Avenue Highland CA 92346
Martinez, Raymundo 7282 Stoney Creek Drive Highland CA 92346	Occupant 27650 Temple Street Highland CA 92346	Occupant 7580 Seine Avenue Highland CA 92346
Mason, Megan 27835 Cobblestone Court Highland CA 92346	Occupant 27651 Temple Street Highland CA 92346	Occupant 7581 Dunkirk Avenue Highland CA 92346
Masters, Barbara J P.O. Box 155 Yucaipa CA 92399-0155	Occupant 27654 Baseline Street Highland CA 92346	Occupant 7590 Dunkirk Avenue Highland CA 92346
Mc Coy, Edith F 7476 Seine Avenue Highland CA 92346	Occupant 27658 Temple Street Highland CA 92346	Occupant 7590 Seine Avenue Highland CA 92346
Mc Glothlin, Rodney Nelson Living Trust 9/ P.O. Box 2087 Redlands CA 92373	Occupant 27709 Pluto Street Highland CA 92346	Occupant 7591 Dunkirk Avenue Highland CA 92346
Mc Grew Family Trust P.O. Box 493 Fawnskin CA 92333	Occupant 27711 Clifton Avenue Highland CA 92346	Occupant 7600 Dunkirk Avenue Highland CA 92346
McMaster, Daniel f 117 Hubbard Court Redlands CA 92376	Occupant 27718 Baseline Street Highland CA 92346	Occupant 7600 Seine Avenue Highland CA 92346
Medina, Alberto 7179 Seine Avenue Highland CA 92346	Occupant 27720 14th Street Highland CA 92346	Occupant 7601 Dunkirk Avenue Highland CA 92346
Medina, Sandra M 7003 La Praix Street Highland CA 92346	Occupant 27721 Stratford Street Highland CA 92346	Occupant 7609 Seine Avenue Highland CA 92346
Mejia, Saul 7488 Nye Drive Highland CA 92346	Occupant 27724 Stratford Street Highland CA 92346	Occupant 7610 Dunkirk Avenue Highland CA 92346

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Menchaca, Mark 7252 Catalpa Avenue Highland CA 92346	Occupant 27727 Baseline Avenue Highland CA 92346	Occupant 7610 Seine Avenue Highland CA 92346
Meteau, Valencia t 7443 Nye Drive Highland CA 92346	Occupant 27730 14th Street Highland CA 92346	Occupant 7611 Dunkirk Avenue Highland CA 92346
Miller, Curtis 27630 Villa Avenue Highland CA 92346	Occupant 27731 Stratford Street Highland CA 92346	Occupant 7619 Seine Avenue Highland CA 92346
Miramontes, Alejandro 27560 14th Street Highland CA 92346	Occupant 27740 14th Street Highland CA 92346	Occupant 7620 Dunkirk Avenue Highland CA 92346
Mobley, Ronald l 98 238 Paleo Way Aiea HI 96701	Occupant 27741 Stratford Street Highland CA 92346	Occupant 7620 Seine Avenue Highland CA 92346
Monterey Villas 1 Orchard Road Ste 230 Lake Forest CA 92630	Occupant 27750 14th Street Highland CA 92346	Occupant 7621 Dunkirk Avenue Highland CA 92346
Montes Trust 7-26-02 3734 E Pacific Street #25 Highland CA 92346	Occupant 27751 Stratford Street Highland CA 92346	Occupant 7629 Seine Avenue Highland CA 92346
Moore, Lessie 27649 Pattee Court Highland CA 92346	Occupant 27757 Norwood Street Highland CA 92346	Occupant 7630 Dunkirk Avenue Highland CA 92346
Morana, Karen 27771 Timberwood Drive Highland CA 92346	Occupant 27759 Timberwood Drive Highland CA 92346	Occupant 7630 Seine Avenue Highland CA 92346
Moreno, Jacob 28359 N Brookview Ter Saugus CA 91350	Occupant 27760 14th Street Highland CA 00000	Occupant 7631 Dunkirk Avenue Highland CA 92346
Occupant 7745 Stoney Creek Court Highland CA 92346	Occupant 27760 Pebble Court Highland CA 92346	Occupant 7640 Dunkirk Avenue Highland CA 92346
Moreno, Norman G 7139 Cienega Drive Highland CA 92346	Occupant 27760 Stratford Street Highland CA 92346	Occupant 7640 Seine Avenue Highland CA 92346

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Moreno, Oscar 7640 Seine Avenue Highland CA 92346	Occupant 27761 Pebble Court Highland CA 92346	Occupant 7640 Stoney Creek Court Highland CA 92346
Morrell, D W & D D Revoc Liv Trust 2-13 7053 La Praix Street Highland CA 92346-3306	Occupant 27762 Timberwood Drive Highland CA 92346	Occupant 7641 Dunkirk Avenue Highland CA 92346
Munoz, Ann 7284 Stoney Creek Drive Highland CA 92346	Occupant 27767 Baseline Street Highland CA 92346	Occupant 7650 Dunkirk Avenue Highland CA 92346
Munoz, Cecilia 27621 Temple Street Highland CA 92346	Occupant 27769 Stratford Street Highland CA 92346	Occupant 7650 Seine Avenue Highland CA 92346
Murillo, Abraham 7222 Seine Avenue Highland CA 92346	Occupant 27770 14th Street Highland CA 00000	Occupant 7650 Stoney Creek Court Highland CA 92346
Murillo, Marco 7408 Dunkirk Avenue Highland CA 92346	Occupant 27771 Pluto Street Highland CA 92346	Occupant 7651 Dunkirk Avenue Highland CA 92346
Parnell, Ron C. 27610 Foster Avenue Highland CA 92346	Occupant 27771 Timberwood Drive Highland CA 92346	Occupant 7660 Dunkirk Avenue Highland CA 92346
Occupant 7000 Boulder Avenue Highland CA 92346	Occupant 27772 Pebble Court Highland CA 92346	Occupant 7660 Seine Avenue Highland CA 92346
Murray, Jim A 6957 Danbury Avenue Hesperia CA 92345	Occupant 27772 Saturn Street Highland CA 00000	Occupant 7661 Dunkirk Avenue Highland CA 92346
Nelson, Mredith A 27640 Temple Street Highland CA 92346	Occupant 27773 Pebble Court Highland CA 92346	Occupant 7670 Dunkirk Avenue Highland CA 92346
Newell, Hattie M 7001 Church Avenue #19 Highland CA 92346	Occupant 27774 Baseline Street Highland CA 92346	Occupant 7670 Stoney Creek Court Highland CA 92346

Chapter 5 – Distribution List

Nguyen, Binh T 7251 Catalpa Avenue Highland CA 92346	Occupant 27774 Baseline Street Highland CA 92346	Occupant 7671 Dunkirk Avenue Highland CA 92346
Nguyen, Howard K 111 Carmody Street Redlands ca 92373	Occupant 27774 Timberwood Drive Highland CA 92346	Occupant 7680 Dunkirk Avenue Highland CA 92346
Nguyen, John 11526 Laurel Avenue Loma Linda ca 92354	Occupant 27782 Saturn Street Highland CA 92346	Occupant 7680 Stoney Creek Court Highland CA 92346
Nguyen, Phuong Ba 7570 Dunkirk Avenue Highland CA 92346	Occupant 27783 Pluto Street Highland CA 92346	Occupant 7681 Dunkirk Avenue Highland CA 92346
Nguyen, Thu V. 27627 Pattee Court Highland CA 92346	Occupant 27794 Saturn Street Highland CA 92346	Occupant 7685 Stoney Creek Court Highland CA 92346
Nolasco, Jesus 27571 Villa Avenue Highland CA 92346	Occupant 27795 Pluto Street Highland CA 92346	Occupant 7690 Dunkirk Avenue Highland CA 92346
Nowak Revocable Living Trust 1-18-10 7063 La Praix Street Highland CA 92346	Occupant 27798 Pluto Street Highland CA 92346	Occupant 7691 Dunkirk Avenue Highland CA 92346
Obonyano, Mowell P.O. Box 1107 Highland CA 92346	Occupant 27805 Cobblestone Court Highland CA 92346	Occupant 7695 Stoney Creek Court Highland CA 92346
Olivo, Gerard A 120 Big Trees Pk Road Felton CA 95018	Occupant 27807 Pluto Street Highland CA 00000	Occupant 7700 Dunkirk Avenue Highland CA 92346
Oluoha, Richard O 7289 Catalpa Avenue Highland CA 92346	Occupant 27810 Pluto Street Highland CA 00000	Occupant 7705 Stoney Creek Court Highland CA 92346
Ornelas, Karen D 7384 Nye Drive Highland CA 92346	Occupant 27810 Saturn Street Highland CA 00000	Occupant 7710 Dunkirk Avenue Highland CA 92346

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Osborne Trust 7/20/11
82 Kathi Street
Redlands CA 92373

Occupant
27813 Pluto Street
Highland CA 92346

Occupant
7715 stoney creek Court
Highland CA 92346

Owens, Mary F
7671 Dunkirk Avenue
Highland CA 92346

Occupant
27817 Cobblestone Court
Highland CA 92346

Occupant
7717 Church Avenue
Highland CA 92346

Palmer, Tammy
27570 Foster Avenue
Highland CA 92346

Occupant
27823 Cobblestone Court
Highland CA 92346

Occupant
7720 Dunkirk Avenue
Highland CA 92346

Paramo, Jack
27580 14th Street
Highland CA 92346

Occupant
27828 Pluto Street
Highland CA 92346

Occupant
7725 Stoney Creek Court
Highland CA 92346

Parker, Elbertine (Ellen)
Fam Tr 9/1
27721 Stratford Street
Highland CA 92346

Occupant
27835 Cobblestone Court
Highland CA 92346

Occupant
7735 Stoney Creek Court
Highland CA 92346

Parker, J. Thad
1558 buckeye Street
Highland CA 92346

Hall, Steven L
7514 Nye Drive
Highland CA 92346

Chapter 6 References

6.1 Project Description

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6.5 Biological Resources

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Appendix A – Title VI Policy Statement

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DEPARTMENT OF TRANSPORTATION

OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS-49
SACRAMENTO, CA 94273-0001
PHONE (916) 654-5266
FAX (916) 654-6608
TTY 711
www.dot.ca.gov



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March 2013

**NON-DISCRIMINATION
POLICY STATEMENT**

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person in the State of California shall, on the grounds of race, color, national origin, sex, disability, religion, sexual orientation, or age, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.

For information or guidance on how to file a complaint based on the grounds of race, color, national origin, sex, disability, religion, sexual orientation, or age, please visit the following web page: http://www.dot.ca.gov/hq/bep/title_vi/t6_violated.htm.

Additionally, if you need this information in an alternate format, such as in Braille or in a language other than English, please contact the California Department of Transportation, Office of Business and Economic Opportunity, 1823 14th Street, MS-79, Sacramento, CA 95811. Telephone: (916) 324-0449, TTY: 711, or via Fax: (916) 324-1949.

A handwritten signature in blue ink, appearing to read "Malcolm Dougherty".

MALCOLM DOUGHERTY
Director

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Appendix B – Environmental Commitment Record

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Appendix B: Environmental Commitments Record

Date: (May 2016)
 Project Phase:
 PA/ED (DED)
 PS&E Submittal
 Construction

ENVIRONMENTAL COMMITMENTS RECORD
 (State Route 210/Base Line
 Interchange Improvements Project)

08-RIV-210
 PM R28.3/R30.3

1C970
 PN 08-13000105

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc.	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision: (standard, special, non-standard)	Action(s) Taken to Implement Measure	Measure Completed (Date and Initials)	Remarks	Environmental Compliance	
									YES	NO
Visual/Aesthetics										
AES-1 During the proposed project construction phase, in instances where existing ground cover or other vegetation is removed as a result of proposed project actions, permanent erosion control for all disturbed surfaces and bare soil areas would be applied. Standard soil erosion prevention measures and standard highway planting measures will be implemented and are subject to approval by the District Landscape Architect. Any tree removal will be replaced at a rate and size determined by the District Landscape Architect	p. 2-5	Initial Study	Resident Engineer / Contractor, Landscape Architect	Construction						
AES-2 Any aesthetic treatments will be designed to be consistent with the overall SR-210 corridor in the City of Highland. There is no Aesthetic Corridor Master Plan for this segment of SR-210. If a master plan is developed for this segment, the aesthetics at the SR-210/Base Line interchange will be approved by the District Landscape Architect to coincide with that master plan.	p. 2-5	Initial Study	Resident Engineer / Contractor, Landscape Architect	Final Design						
Air Quality										
AQ-1 The construction contractor shall comply with Caltrans' Standard Specifications in Section 14 (2010). a) Section 14-9.01 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 rules, regulations, ordinances, and statutes. b) Section 14-9.02 is directed at controlling dust. If dust palliative materials other than water are to be used, material specifications are contained in Section 18.	p. 2-11	Initial Study	Resident Engineer / Contractor	Grading/ Construction	Standard Specification 14-9					

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										YES	NO
AQ-2 Apply water or dust palliative to the site and equipment as frequently as necessary to control fugitive dust emissions. Fugitive emissions generally must meet a "no visible dust" criterion either at the point of emission or at the right-of-way line, depending on local regulations	p. 2-12	Initial Study	Resident Engineer / Contractor	Grading/ Construction	Standard Specification 19-9.03A						
AQ-3 Spread soil binder on any unpaved roads used for construction purposes and all project construction parking areas.	p. 2-12	Initial Study	Resident Engineer / Contractor	Grading/ Construction							
AQ-4 Wash off trucks as they leave the right of way as necessary to control fugitive dust emissions.	p. 2-12	Initial Study	Resident Engineer / Contractor	Grading/ Construction							
AQ-5 Properly tune and maintain construction equipment and vehicles. Use low-sulfur fuel in all construction equipment, as provided in California Code of Regulations Title 17, Section 93114.	p. 2-12	Initial Study	Resident Engineer / Contractor	Grading/ Construction							
AQ-6 Develop a dust control plan documenting sprinkling, temporary paving, speed limits, and expedited revegetation of disturbed slopes as needed to minimize construction impacts on existing communities.	p. 2-12	Initial Study	Resident Engineer / Contractor	Grading/ Construction							
AQ-7 Locate equipment and material storage sites as far away from residential and park uses as practical. Keep construction areas clean and orderly.	p. 2-12	Initial Study	Resident Engineer / Contractor	Grading/ Construction							
AQ-8 Establish Environmentally Sensitive Areas or their equivalent near sensitive air receptors where construction activities involving extended idling of diesel equipment would be prohibited, to the extent feasible.	p. 2-12	Initial Study	Resident Engineer/ Contractor/ District Air Quality	Prior to Construction							
AQ-9 Use track-out reduction measures such as gravel pads at project access points to minimize dust and mud deposits on roads affected by construction traffic.	p. 2-12	Initial Study	Resident Engineer/ Contractor	Grading/ Construction							

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										YES	NO
AQ-10 Cover all transported loads of soils and wet materials prior to transport or provide adequate freeboard (space from the top of the material to the top of the truck) to minimize emissions of dust (particulate matter) during transportation.	p. 2-12	Initial Study	Resident Engineer/ Contractor	Grading/ Construction							
AQ-11 Promptly and regularly remove dust and mud on paved public roads from construction activity and traffic to decrease particulate matter.	p. 2-12	Initial Study	Resident Engineer/ Contractor	Grading/ Construction							
AQ-12 Route and schedule construction traffic to avoid peak travel times as much as possible to reduce congestion and related air quality impacts caused by idling vehicles along local roads.	p. 2-12	Initial Study	Resident Engineer/ Contractor, SANBAG	Prior to/ During Construction							
AQ-13 Install mulch or plant vegetation as soon as practicable following completion of all site disturbance activities to reduce windblown particulate in the area. Be aware that certain methods of mulch placement, such as straw blowing, may themselves cause dust and visible emission issues; controls, such as dampened straw, may be needed.	p. 2-12	Initial Study	Resident Engineer/ Contractor	During/ After Construction							
AQ-14 To control the generation of construction-related fugitive dust emissions, the Department will require construction contractors to comply with SCAQMD's Rule 403 requirements.	p. 2-13	Initial Study	Resident Engineer/ Contractor	During Grading/ Construction							

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									YES	NO
Biological Resources										
BIO-1: Bird Protection. a) In order to comply with Section 10 of the Migratory Bird Treaty Act and relevant sections of the California Fish and Game Code (e.g., 3503, 3503.4, 3504, 3505, et seq.), any vegetation clearing within the project footprint should take place outside of the typical avian nesting season (typically February 15 to September 15), to the maximum extent practical. Prior to ground-disturbing activities within the project footprint during the nesting season, a qualified biologist will conduct and submit a preconstruction migratory nesting bird and raptors survey report. The survey will occur prior to initiation of project activities and any occupied nests occurring within or adjacent to the project footprint will be delineated. To the maximum extent practicable, a minimum buffer zone from occupied nests will be determined by the qualified biologist and maintained during physical ground-disturbing activities. Once nesting has ceased, the buffer may be removed.	p. 2-19	Initial Study	Qualified Biologist/ Resident Engineer/ Contractor	Prior to/ Monitor during construction						
BIO-2: Bat Protection. a) A qualified bat biologist will survey the BSA prior to construction to assess the potential for maternity roosts, including the SR-210 Base Line overcrossing and any palm or large trees that will be removed. The surveys may include a combination of structure and tree inspection, sampling, exit counts, and acoustic surveys. b) If any work on the SR-210 Base Line overcrossing occurs between April 15 and August 31, then it will be cleared of all bats prior to construction under the guidance and observation of a qualified biologist. Exclusionary devices	p. 2-19	Initial Study	Qualified Biologist/ Resident Engineer/ Contractor	Prior to/ Monitor during construction						

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										YES	NO
<p>should be used to exclude bats from directly affected work areas and avoid potential direct impacts. Such exclusion efforts must be continued to keep the structures free of bats until August 31 or completion of construction. All bat exclusion techniques would be coordinated between Caltrans and the resource agencies, as applicable.</p> <p>c) Prior to tree removal, palm trees, large trees, and snags should be examined by a bat biologist prior to removal or trimming to ensure that no roosting bats are present. Palm frond trimming, if necessary, should be conducted outside the maternity season (i.e., April 15 to August 31) to avoid potential mortality to flightless young.</p> <p>d) If maternity sites are identified during the preconstruction bat habitat suitability assessment, then no construction activities within a buffer established by a bat biologist containing the maternity roost will be allowed during the maternity season (i.e., April 15 to August 31), unless a qualified bat biologist has determined that young have been weaned. If present, and it is anticipated that construction activities cannot be completed outside of the maternity season, then bat exclusion at maternity roost sites shall will be completed either as soon as allowed by CDFW and the qualified bat biologist after the young have been weaned or outside of the maternity season, prior to initiating construction activities or as otherwise approved by the qualified bat biologist in coordination with CDFW.</p>											

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							YES	NO		YES	NO
BIO-3: Construction Activities Delineation. Limits of grading and construction activities within the project footprint should be clearly delineated	p. 2-20	Initial Study	Qualified Biologist/ Resident Engineer/ Contractor	Install fencing prior to construction/ Monitor during construction							
BIO-4: Water Pollution Control. Water pollution and erosion control plans will be developed and implemented in accordance with RWQCB requirements	p. 2-20	Initial Study	Qualified Biologist/SANBAG	Following approval of ED/Prior to construction							
BIO-5: Project Site Maintenance. To avoid attracting predators and nuisance species, the project footprint will be clear of debris, where possible. All food-related trash items will be enclosed in sealed containers and regularly removed from the project footprint	p. 2-20	Initial Study	Resident Engineer/ Contractor/ SANBAG	During Construction							
BIO-6: Site Vegetation Maintenance. A weed abatement plan will be developed to minimize the spread and importation of nonnative plant material during and after construction. During project construction, soil and vegetation disturbance will be minimized to the greatest extent feasible. To avoid the introduction of invasive plant species into the project area, the construction contractor will inspect and clean construction equipment prior to transporting equipment from one project location to another; any fill material used will be obtained from weed-free sources; and only certified weed-free straw, mulch, and/or fiber rolls will be used for erosion control. Following construction, all revegetated areas will avoid the use of species listed in the California Invasive Plant Council's California Invasive Plant Inventory (Cal-IPC 2006).	p. 2-20	Initial Study	Qualified Biologist/SANBAG	Following approval of ED/Prior to construction							

Appendix B: Environmental Commitments Record

Date: (May 2016)
 Project Phase:
 PA/ED (DED)
 PS&E Submittal
 Construction

ENVIRONMENTAL COMMITMENTS RECORD
 (State Route 210/Base Line
 Interchange Improvements Project)

08-RIV-210
 PM R28.3/R30.3

1C970
 PN 08-13000105

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc.	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision: (standard, special, non-standard)	Action(s) Taken to Implement Measure	Measure Completed (Date and Initials)	Remarks	Environmental Compliance	
									YES	NO
Cultural Resources										
CR-1: If cultural materials are discovered during construction, all work must halt or be diverted within a sixty-foot radius of the discovery until a qualified archaeologist can assess the nature and significance of the find.	p. 2-24	Initial Study	Resident Engineer / Contractor	All ground disturbing activities/ Construction	Standard Specification 14-2.02A					
CR-2: If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities will stop in any area or nearby area suspected to overlie remains, and the County Coroner contacted. If suspected human remains are discovered during construction, Caltrans requires that all work must halt or be diverted within a sixty-foot radius of the discovery until the Coroner has made a determination. Pursuant to California Public Resources Code (PRC) Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission, which will then notify the Most Likely Descendent. At this time, the person who discovered the remains will contact the District 8 Environmental Branch so that they may work with the Most Likely Descendent on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.	p. 2-24	Initial Study	Resident Engineer / Contractor	All ground disturbing activities/ Construction						
Geology and Soils										
GEO-1: Earthwork in the project area will be performed in accordance with the latest edition of Caltrans' Standard Specifications and/or the requirements of applicable government agencies	p. 2-29	Initial Study	RE	During Construction						

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							YES	NO		YES	NO
GEO-2: The project will conform to all applicable seismic design criteria from the Uniform Building Code, Caltrans Standards, and state, county, and city regulations. •	p. 2-29	Initial Study	RE/Contractor	During construction							
GEO-3: A comprehensive geotechnical study, including a field investigation and laboratory soil testing, will be performed during the PS&E phase of the proposed project to confirm these findings	p. 2-29	Initial Study	SANBAG/RE/ Geologist	PS&E							
Hazards and Hazardous Materials											
HAZ-1 Should any previously unknown hazardous waste/material be encountered during construction, Caltrans Hazards Procedures for Construction shall be followed.	p. 2-48	Initial Study	Resident Engineer/ Contractor	During Construction							
Hydrology and Water Quality											
WQ-1 Construction Site BMPs will be implemented during construction for controlling potential pollutants on construction sites. The following BMP categories will be considered and implemented, where feasible: soil stabilization practices; sediment control practices; tracking control practices; wind erosion control; non-storm water controls; and waste management and material pollution controls.	p. 2-55	Initial Study	Resident Engineer / Contractor	Final Design (incorporate BMPs into project), Prior to/ during grading and construction (implement BMPs)	Standard Specification 13-4.01						
WQ-2 A Notice of Intent will be filed with the Santa Ana Regional Water Quality Control Board (SARWQCB) for coverage under the state-wide National Pollutant Discharge Elimination System (NPDES) permit for construction-related discharges. The contractor will prepare a Stormwater Pollution Prevention Plan (SWPPP) that sets forth the BMPs that will be implemented on site.	p. 2-56	Initial Study	Resident Engineer / Contractor/ District Stormwater, NPDES	Final Design(incorporate BMPs into project), Prior to/ during grading and construction							

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							YES	NO		YES	NO
The best management practices (BMPs) will be implemented to minimize spills and keep potentially contaminated materials used during construction out of the drainage waterways as documented in the SWPPP.				(implement BMPs)							
Noise											
NOI-1 As directed by Caltrans, the contractor will conform with the requirements of SSP 14-8.02 and will implement appropriate additional noise mitigation measures, including changing the location of stationary construction equipment, turning off idling equipment, rescheduling construction activity, notifying adjacent residents in advance of construction work, and installing acoustic barriers around stationary construction noise sources.	p. 2-71	Initial Study	Resident Engineer / Contractor	Grading/ Construction							
Population and Housing											
PH-1: Right of way will be acquired in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as Amended, and property owners will receive just compensation and fair market value for their property.	2-74	Initial Study	SANBAG	Final Design/ Prior to construction							
Public Services, Transportation and Traffic											
PS-1 Prior to construction, a Transportation Management Plan (TMP) will be developed by SANBAG to minimize potential impacts on emergency services and commuters during construction.	p. 2-78	Initial Study	Resident Engineer/ Contractor, County	Final Design/ Prior to construction	Standard Specification 12-4.01						

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										YES	NO
PS-2 Prior to construction, a construction staging and handling plan will be developed to minimize impacts to local street circulation. This may include the use of signing and flagging to guide vehicles through and/or around the construction zone. This should be implemented in coordination with Measure PS-1.	p. 2-78	Initial Study	Resident Engineer/ Contractor, County	Final Design/ Prior to construction							
PS-3 Lane closures will be limited during peak hours to the extent possible.	p. 2-78	Initial Study	Resident Engineer/ Contractor, County	Final Design/ Prior to construction							
PS-4 Where necessary, detours for bicycles and pedestrians will be included in all areas potentially affected by construction. This should be implemented in coordination with Measure PS-1.	p. 2-78	Initial Study	Resident Engineer/ Contractor, County	Final Design/ Prior to construction							
PS-5 Coordination with local transit agencies will occur for temporary relocation of routes or bus stops in work zones, as necessary. This should be implemented in coordination with Measure PS-1.	p. 2-78	Initial Study	Resident Engineer/ Contractor, County	Final Design/ Prior to construction							

Appendix B: Environmental Commitments Record

PERMITS AND AGREEMENTS:

AGENCY	Type	Issue Date	Expiration Date
State Water Resources Control Board	Clean Water Act Section 402 – National Pollutant Discharge Elimination System (NPDES)	SWPPP to be submitted after approval of Environmental Document.	

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Appendix C – Acronyms

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Appendix C Acronyms

AB 32	Assembly Bill 32
ACM	asbestos-containing material
ADL	aerially deposited lead
APE	area of potential effects
ARB	California Air Resources Board
ASR	Archaeological Survey Report
BMP	best management practice
BSA	Biological Study Area
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CEQ	Council on Environmental Quality
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act of 1980
CERFA	Community Environmental Response Facilitation Act
CESA	California Endangered Species Act
CFR	Code of Federal Regulations
CH ₄	methane
City	City of Highland
CO	carbon monoxide
CO ₂	carbon dioxide
CO-CAT	Coastal Ocean Climate Action Team
CTP	California Transportation Plan
CWA	Clean Water Act
dB	decibel
dBA	A-weighted decibel
dBA L _{eq} [h]	A-weighted decibel, hourly equivalent sound level
DSA	Disturbed Soil Area
EIR	environmental impact report
EO	Executive Order
FCAA	Federal Clean Air Act
FESA	Federal Endangered Species Act
FHWA	Federal Highway Administration
FIFRA	Federal Insecticide, Fungicide, and Rodenticide Act
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GHG	greenhouse gas
GHG	greenhouse gas
H ₂ S	hydrogen sulfide
HPSR	Historic Property Survey Report
IPCC	Intergovernmental Panel on Climate Change

Appendix C – Acronyms

ISA	Initial Site Assessment
ITS	intelligent transportation systems
LBP	lead-based paint
LED	light-emitting diode
LEDPA	least environmentally damaging practicable alternative
LOS	level of service
MBTA	Migratory Bird Treaty Act
MND	Mitigated Negative Declaration
MPO	Metropolitan Planning Organization
MRZ	Mineral Resource Zone
MS4	Municipal Separate Storm Sewer System
N ₂ O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAC	noise abatement criteria
NAHC	Native American Heritage Commission
NEPA	National Environmental Policy Act
NES/MI	Natural Environment Study (Minimal Impacts)
NHPA	National Historic Preservation Act
NHTSA	National Highway Traffic Safety Administration
NO ₂	nitrogen dioxide
NOAA	National Oceanic and Atmospheric Administration
NOAA Fisheries Service	National Marine Fisheries Service
NPDES	National Pollutant Discharge Elimination System
NSR	Noise Study Report
O ₃	ozone
OSHA	Occupational Safety and Health Act
OSTP	Office of Science and Technology Policy
PA	Programmatic Agreement
PB	lead
PDT	Project Development Team
PM	Post Miles
PM	particulate matter
PM ₁₀	particles of 10 micrometers or smaller
PM _{2.5}	particles of 2.5 micrometers and smaller
PRC	Public Resources Code
PS&E	Plans, Specifications, and Estimates
R	Revised
RAP	Relocation Assistance Program
RCRA	Resource Conservation and Recovery Act of 1976
REC	Recognized Environmental Concern
Resources Agency	California Natural Resources Agency
ROG	reactive organic gases
RSA	resource study area
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Boards
SANBAG	San Bernardino Associated Governments

Appendix C – Acronyms

SB 375	Senate Bill 375
SB 391	Senate Bill 391
SB 97	Senate Bill 97
SBCM	San Bernardino County Museum
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SDC	Seismic Design Criteria
SF ₆	sulfur hexafluoride
SHPO	State Historic Preservation Officer
SIP	State Implementation Plan
SO ₂	sulfur dioxide
SR-210	State Route 210
SWMP	Storm Water Management Plan
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TASAS	Traffic Accident Surveillance and Analysis System
TCE	temporary construction easement
TMDL	Total Maximum Daily Load
TMP	Traffic Management Plan
TNM	Traffic Noise Model
TOAR	Traffic Operations Analysis Report
TSCA	Toxic Substances Control Act
TSN	Transportation Systems Network
U.S.	United States
U.S. EPA	United States Environmental Protection Agency
USACE	U.S. Army Corps of Engineers
USC	United States Code
USDOT	U.S. Department of Transportation
USFWS	U.S. Fish and Wildlife Service
UST	underground storage tank
VMT	vehicle miles traveled
WDR	Waste Discharge Requirement
WPCP	Water Pollution Control Plan
WQCP	Water Quality Control Plan

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