

Appendix E Environmental Commitments Record

The Environmental Commitments Record (ECR) provided in this appendix is a list of the commitments made in the Environmental Document. The ECR is living record of the commitments, and is used as a tool to ensure measures are completed over time through various phases of the project. The tool facilitates monitoring and completion of each commitment, and is updated as items are done. It also assigns responsibility for the implementation, monitoring, and timing of each avoidance, minimization, and mitigation measure that has been identified to address impacts of the project. California Department of Transportation (Caltrans) is the Lead Agency under National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA) for the project, and is making these commitments with the San Bernardino Associated Governments' (SANBAG) full agreement. SANBAG, as the agency sponsoring the project, would administer the design, right-of-way acquisition, and construction of the project. SANBAG will hire and manage contractors to design, build and implement/fund all measures during the Design and Construction phases. As a result, SANBAG is required to ensure compliance with each of the adopted avoidance, minimization, and mitigation measures listed in the ECR. Nearly all of the avoidance, minimization, and mitigation measures listed in the ECR will be the responsibility of SANBAG to implement, monitor, and document. There are a few measures Caltrans will be responsible for implementing. Caltrans will assist, monitor and approve each measure, in partnership with SANBAG, and will ensure that the ECR is updated, and completed, in cooperation with SANBAG. Some measures are also to be completed in cooperation with regulatory agencies.

The following matrix lists each of the environmental topics evaluated in the environmental document and the avoidance, minimization, and mitigation measures required to reduce or eliminate project impacts related to those topics. The columns in the following matrix provide the following information (described by column heading, from left to right):

- **Task and Brief Description:** This column provides the complete language of each environmental commitment from Chapter 3 of the environmental document.

- **Responsible Branch/Staff:** This column lists the party or parties and personnel responsible for ensuring that each commitment is properly implemented.
- **Timing/Phase:** This column indicates when each measure is to be implemented.
- **Caltrans SSP/NSSP Req.:** Indicates if a Caltrans Standard Special Provision or Nonstandard Special Provision will be required to implement the commitment.
- **Action Taken to Comply with Task:** This column describes the specific actions or steps that will be taken to complete the commitment.
- **Task Completed:** This column will be initialed and dated by one of the responsible staff members as soon as the corresponding environmental commitment has been completed.
- **Remarks:** This column will be filled out as necessary.
- **Environmental Compliance:** This column will be initialed and dated by one of the responsible staff members confirming that the project complies with and meets or exceeds the corresponding environmental commitment.

Date: TBD
 Environmental Coordinator: TBD
 Phone No: TBD

ENVIRONMENTAL COMMITMENTS RECORD
 (ECR)

DISTRICT 7-LA-10/DISTRICT 8 – SBD - 10
 PM 44.9/48.3/PM 0.0/R37.0
 0C2500 and Project No.
 I-10 Corridor Project

Task and Brief Description	Responsible Branch / Staff	Timing / Phase	Caltrans SSP/ NSSP Req.	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
					Initial	Date		Initial	Date
LU-1: The San Bernardino Associated Governments (SANBAG) shall request the County of San Bernardino and the City of Montclair to amend their respective General Plans to reflect the selected build alternative and the modification of land use designations for properties that would be acquired for the project that are not currently designated for transportation uses.	SANBAG/ Project Manager	Design	No						
LU-2: Return any landscaping temporarily disturbed or removed during construction to pre-project or better conditions.	Design Engineer	Post Construction	20-1, 20-3, 20-4, and 20-5						
LU-3: Access and circulation for recreational users will be maintained at impacted locations identified in Section 3.1.1 and the Section 4(f) Technical Study. Detours for any temporary closures of the recreational facilities identified will be implemented. Post informational and detour signage in advance to inform users of any temporary closures and detour routes.	Design Engineer/ Resident Engineer	Construction	20-1, 20-3, 20-4, and 20-5						
LU-4: The trail closures would occur at night after sunset to avoid all impacts to users of the Santa Ana River Trail. Given that the Santa Ana River Trail is only open from sunrise to sunset, work outside of these hours would not require closure or detour of the trail.	Design Engineer/ Resident Engineer	Construction	No						
LU-5: The Right-of-Way Agent and Project Manager will coordinate with the City of Montclair to provide the compensation required under the Park Preservation Act.	ROW Agent/ Project Manager	ROW Acquisition	No						
FARM-1: Environmentally sensitive area (ESA) fencing will be installed at the limits of construction for all temporarily and permanently impacted farmlands prior to initiating work within or adjacent to these sites. No construction will occur within these ESAs. All construction equipment will be operated in a manner so as to prevent accidental damage to nearby ESAs. No structure of any kind, or incidental storage of equipment or supplies, will be allowed within the ESAs. Silt fence barriers will be installed at the ESA boundaries to prevent accidental deposition of fill material in areas where vegetation is adjacent to planned grading activities.	Design Engineer/ Resident Engineer	Design/ Pre-Construction/ Construction	14-1, 20-1, 20-3, 20-4, and 20-5						
FARM-2: All existing citrus trees within the proposed partial acquisition and temporary construction easement (TCE) at APN 029-206-402 will be protected in place.	Design Engineer/ Resident Engineer	Design/ Construction	No						

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FARM-3: All farmlands temporarily impacted by the project will be restored to pre-project conditions.	Design Engineer/ Resident Engineer	Design/ Construction	No						
FARM-4: Access to all temporarily and permanently impacted farmlands will be maintained during construction and operation.	Design Engineer/ Resident Engineer	Construction/ Post Construction	No						
COM-1: No two consecutive/adjacent off-ramps or two consecutive/adjacent on-ramps in the same direction will be closed concurrently.	Design Engineer/ Resident Engineer	Design/ Construction	No						
COM-2: Business access will be maintained at all times during construction, consistent with Section 7-1.03 Public Convenience of Standard Specifications (2015).	Design Engineer/ Resident Engineer	Design/ Construction	12-1, 12-2, 12-3, 12-4, 12-5, and 12-6						
COM-3: To keep residents, businesses, community services, and service providers within the affected area informed about the proposed project construction schedule and traffic-impacted areas, provide motorist information (i.e., existing changeable message signs [CMSs], portable CMSs, stationary ground-mounted signs, traffic radio announcements, and the Caltrans Highway Information Network [CHIN]).	Design Engineer/ Resident Engineer	Design/ Construction	12-1, 12-2, 12-3, 12-4, 12-5, and 12-6						
COM-4: Traffic circulation construction strategies (i.e., lane closure restrictions during holidays and special local events, closure of secondary streets during construction to allow quick construction and reopening, lane modifications to maintain the number of lanes needed, allowing night work and extended weekend work, maintaining business access, and maintaining pedestrian and bicycle access) will be incorporated into project design to keep residents, businesses, community services, and service providers within the affected area informed about the proposed project construction schedule and traffic-impacted areas.	Design Engineer/ Resident Engineer	Design/ Construction	12-1, 12-2, 12-3, 12-4, 12-5, and 12-6						
COM-5: Implementation of alternate and detour routes strategies; street/ intersection improvements (e.g., widening, pavement rehabilitation, removal of median) to provide added capacity to handle detour traffic; signal improvements; adjustment of signal timing and/or signal coordination to increase vehicle throughput, improve traffic flow and optimize intersection capacity; turn restrictions at intersections and roadways necessary to reduce congestion and improve safety; and parking restrictions on alternate and detour routes during work hours to increase capacity, reduce traffic conflicts, and improve access.	Design Engineer/ Resident Engineer	Design/ Construction	12-1, 12-2, 12-3, 12-4, 12-5, and 12-6						

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COM-6: Coordination with the relevant park and recreation departments of affected parks shall occur during construction to ensure the access and safety of users in the parks and trails adjacent to the proposed project.	Design Engineer/ Resident Engineer	Design/ Construction	No						
COM-7: Close coordination with utility service providers and the implementation of a public outreach program will be conducted to minimize impacts to surrounding communities.	Design Engineer/ Resident Engineer	Design/ Construction	No						
COM-8: Caltrans shall implement a Transportation Management Plan (TMP) throughout the duration of the construction activities. The TMP would minimize project-related construction disruptions by including traffic strategies designed in coordination with local jurisdictions.	Caltrans/Design Engineer/ Resident Engineer/ Contractor	Design/ Construction	12-1, 12-2, 12-3, 12-4, 12-5, and 12-6						
COM-9: Close coordination with railroad owners and operators will be conducted during the PS&E and construction phases to minimize impacts to railroad operations.	Design Engineer/ Resident Engineer	Design/ROW/ Construction	12-1, 12-2, 12-3, 12-4, 12-5, and 12-6						
COM-10: During design and construction, the Project Manager, Resident Engineer, and Contractor shall work closely with affected property owners to identify means to avoid and minimize parking impacts, including space management such as restriping of parking areas and identifying parking replacement options. For those anticipated impacts, the property owners shall receive compensation for the partial loss of property through the right-of-way (ROW) acquisition process.	Project Manager/ Design Engineer/ Resident Engineer/ Contractor	Design/ROW/ Construction	No						
COM-11: Maintain a robust public outreach program to minimize objections to the unavoidable construction impacts. SANBAG will implement a community information plan to maintain good relations with the public by providing timely information about anticipated construction activities to affected citizens and adjacent property owners. Notification methods could include, but are not limited to, website, fliers, mailers, e-mail notifications, and electronic messaging on the freeway.	Public Outreach/ Resident Engineer/ Design Engineer	Design/ Construction	No						
COM-12: Design all pedestrian facilities to meet or exceed requirements of the Americans with Disabilities Act (ADA) and current safety standards. Access to the pedestrian and bicycle facilities shall be maintained to the extent practicable during the construction period.	Design Engineer/ Resident Engineer	Design/ Construction	12-1, 12-2, 12-3, 12-4, 12-5, and 12-6						

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COM-13: Coordinate with Metrolink, Foothill Transit, Omnitrans, and other affected transit providers to request and comply with applicable procedures for any required temporary bus stop relocations or other disruptions to transit service during construction.	Design Engineer/ Resident Engineer	Design/ Construction	No						
COM-14: Where acquisition and relocation are unavoidable, the provisions of the Uniform Act and the 1987 Amendments, as implemented by the Uniform Relocation Assistance and Real Property Acquisition Regulations for Federal and Federally Assisted Programs adopted by the United States Department of Transportation (March 2, 1989) and where applicable, the California Public Park Preservation Act of 1971, will be followed. An appraisal of the affected property will be obtained, and an offer for the full appraisal will be made.	Caltrans / SANBAG Project Manager / ROW Agent	ROW Acquisition	No						
COM-15: Create a Low-Income Equity Program, which will include policies to enable low-income households to utilize the proposed project improvements, such as waiving account maintenance fees or allowing the use of cash to open and replenish toll accounts and/or implementing video license plate recognition as an alternative to toll-collection technology. Account maintenance fees often apply to toll road or Express Lane transponders that do not incur a minimum amount in tolls in a stated period of time. Waiving these fees would allow low-income and minority communities to utilize the Express Lanes without being required to spend a minimum amount per month. This, in addition to allowing the use of cash to open and replenish toll accounts and/or implementing video license plate recognition, would make the Express Lanes more accessible for these communities.	SANBAG Project Manager	Design/ Construction	No						
COM-16: To minimize impacts to surrounding low-income or minority communities, continue to conduct outreach activities targeted to low-income residents during the planning, design, and implementation process for these corridors, regardless of which alternative is chosen. Community outreach will include providing timely information about anticipated construction activities to affected citizens and adjacent property owners. Notification methods could include, but are not limited to, Web site fliers, mailers, e-mail notifications, and electronic messaging on the freeway.	Design Engineer/ Public Outreach/ Resident Engineer/ SANBAG Project Manager	Design	No						

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<p>UT-1: During PS&E, the Project Engineer will prepare utility relocation plans in consultation with the affected utility providers/owners for those utility facilities that will need to be relocated, removed, or protected in-place. If relocation is necessary, the final design will focus on relocating utilities within the State ROW or other existing public ROWs and/or easements. If relocation outside of existing or the additional public ROWs and/or easements required for the project is necessary, the final design will focus on relocating those facilities to minimize environmental impacts as a result of project construction and ongoing maintenance and repair activities.</p>	Resident Engineer/ Design Engineer/ ROW Agent	Design/ROW/ Construction	5-1 and 15-1						
<p>UT-2: Protection of Metropolitan Water District of Southern California (MWD) Upper Feeder Pipeline. To protect the integrity of the MWD pipeline, geotechnical exploration and analysis may be required during the PS&E phase, including:</p> <ul style="list-style-type: none"> Stress analysis to determine the increased load imposed on the affected reach of the pipeline. Settlement/rebound analysis to determine potential settlement and lateral displacement. Slope stability analysis to determine potential induced instability of the affected reach of the pipeline. 	Resident Engineer/ Design Engineer	Design/ Construction	15-1, 61-1, and 61-2						
<p>UT-3: To minimize risk of fire prior to and during any construction activities, Caltrans will require implementation of the following to minimize the risk of fires during construction:</p> <ul style="list-style-type: none"> Coordinate with the applicable local fire department to identify and maintain defensible spaces around active construction areas. Coordinate with the applicable local fire department to identify and maintain firefighting equipment (e.g., extinguishers, shovels, water tankers) in active construction areas. Post emergency services phone numbers (i.e., fire, emergency medical, police) in visible locations in all active construction areas. 	Design Engineer/ Resident Engineer	Design/ Construction	No						
<p>T-1: A Final TMP will be prepared prior to project construction that identifies methods to avoid and minimize construction-related traffic and circulation effects and minimize impacts to pedestrian and bicycle access, including Americans with Disabilities Act (ADA)-compliant features, as a result of the proposed project. During construction, the contractor shall implement the methods identified in the Final TMP.</p>	Design Engineer/ Resident Engineer	Design/ Construction	7-1 and 12-4						

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<p>T-2*: Every effort will be made to incorporate the following TSM and TDM elements:</p> <ul style="list-style-type: none"> • Improved ramp metering hardware and software and closed-circuit television (CCTV) systems for viewing ramps and nearby arterials • At locations of interchange improvements, upgraded traffic signals interconnected and coordinated with adjacent signals and ramp meters • Additional way-finding signs on freeways and arterials • Design of on- and off-ramps to limit impacts to nonmotorized travel and preserve access to bike lanes and trails • Intelligent Transportation System (ITS) elements, including fiber-optic and other communication systems for improved connectivity and remote management; changeable message signs (CMS); CCTV coverage of the entire freeway mainline, ramps, and adjacent arterials; video detection systems; and vehicle detection system (VDS) for volume, speed, and vehicle classification • Traveler Information Management System improvements to enhance dissemination of real-time information on roadway conditions • Vanpool initiatives • Carpooling programs • Promote and integrate public transit design features • CCTV with Pan-Tilt-Zoom (PTZ) capability • Ramp Metering System (RMS) • VDS 									
<p>VA-1*: For the application of aesthetics and landscape in the corridor, follow the guidelines from the Interstate 10 Corridor Master Plan, as developed by Caltrans, dated November 2011.</p>	Design Engineer/ District Landscape Architect	Design	5-1, 14-5, 20-1, 20-3, and 20-5						
<p>VA-2*: Beginning with preliminary design and continuing through PS&E and construction, save and protect as much existing vegetation in the corridor as feasible, especially eucalyptus and other skyline trees.</p>	Design Engineer/ Resident Engineer/ District Landscape Architect	Design/ Construction	No						
<p>VA-3*: Survey exact locations for all existing trees and, in particular, the eucalyptus windrows/ colonnades, and include in plan set.</p>	Design Engineer/ District Landscape Architect	Design	No						

* Mitigation under CEQA, for impacts found to be either significant or less than significant with mitigation.

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VA-4* : Protect the drip zone of isolated trees during construction with temporary fencing.	Design Engineer/ Resident Engineer/ Biologist/District Landscape Architect	Design/ Construction	No						
VA-5* : Protect large infield areas of existing plantings to be preserved through the construction period with temporary fencing.	Design Engineer/ Resident Engineer/ Biologist/District Landscape Architect	Design/ Construction	No						
VA-6* : Beginning with preliminary design and continuing through PS&E and construction, develop construction plans that apply aesthetic treatments, including color, textures, and patterns, to the soundwalls that follow the guidelines in the Interstate 10 Corridor Master Plan.	Design Engineer/ Resident Engineer/ District Landscape Architect	Design/ Construction	14-5, 58-1, 58-2, 58-3, 58-4, 91-1, and 91-4						
VA-7* : As part of the project, include a redesign of the existing San Bernardino Gateway soundwall at the county line.	Design Engineer/ Resident Engineer/ District Landscape Architect	Design/ Construction	14-5, 58-1, 58-2, 58-3, 58-4, 91-1, and 91-4						
VA-8* : Include vine plantings on one or both faces of soundwalls wherever feasible (given Caltrans setback and maintenance requirements). If vines are only planted on one side of the wall, include vine portals in the design of the wall to accommodate vine access to both sides of the wall.	Design Engineer/ Resident Engineer/ District Landscape Architect	Design/ Construction	No						
VA-9* : Beginning with preliminary design and continuing through PS&E and construction, develop construction plans that apply aesthetic treatments to the retaining walls that follow the guidelines for color, patterns, and textures, as outlined in the Interstate 10 Corridor Master Plan.	Design Engineer/ Resident Engineer/ District Landscape Architect	Design/ Construction	14-5, 19-1, 19-3, 19-5, 19-6, 91-1, and 91-4						
VA-10* : Beginning with preliminary design and continuing through PS&E and construction develop construction plans that apply aesthetic treatments, including color, texture, and patterns, to the proposed bridges in the corridor that follow the guidelines in the Interstate 10 Corridor Master Plan.	Design Engineer/ Resident Engineer/ District Landscape Architect	Design/ Construction	12-4, 14-5, 14-11, 60-3, and 60-4						
VA-11* : Design the aesthetics of the Euclid Avenue Bridge over I-10 that is consistent with the requirements of the local communities, including plantings on the bridge, decorative fencing, and replacement/reconstruction of existing historically contributing elements.	Design Engineer/ District Landscape Architect	Design	5-1, 14-5, 20-3, 60-3, and 60-4						

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VA-12* : Include aesthetic treatment on concrete median barrier, including color, texture, and patterns, that are consistent with the Interstate 10 Corridor Master Plan.	Design Engineer/ District Landscape Architect	Design	5-1, 14-5, 20-3, 60-3, 60-4, 83-1, 83-2, 83-3, and 83-11						
VA-13* : Design fencing to match the ornamental fencing shown in the Interstate 10 Corridor Master Plan for all pedestrian fencing on all overcrossings, pedestrian bridges, or other elements associated with pedestrian traffic.	Design Engineer/ District Landscape Architect	Design	14-5, 80-2, and 80-15						
VA-14* : Beginning with preliminary design and continuing through PS&E and construction, landscape and revegetate disturbed areas to the greatest extent feasible, as directed by the Caltrans District Landscape Architect. SANBAG will facilitate coordination between various construction stages to ensure that planting is not completed until construction in that area is complete and no further disturbance will occur.	Design Engineer/ Resident Engineer/ District Landscape Architect	Design/ Construction	5-1, 20-1, 20-2, 20-3, 20-4, and 20-5						
VA-15* : Provide replacement plants at the rate determined by the Caltrans District Landscape Architect. At a minimum, use a replacement ratio of 2:1, unless a higher ratio is required by the District Landscape Architect, to address the large number of removals that have occurred in the corridor.	Design Engineer/ District Landscape Architect	Design/ Construction	5-1, 20-1, 20-2, 20-3, 20-4, and 20-5						
VA-16* : Include skyline trees in the planting palette to bring down the scale of the new freeway elements. Where feasible, re-establish the existing colonnades/windrows of eucalyptus.	Design Engineer/ District Landscape Architect	Design	No						
VA-17* : Focus plantings on drought-tolerant and native species of trees and shrubs to the extent feasible.	Design Engineer/ District Landscape Architect	Design	No						
VA-18* : Focus all replanting within the project ROW. Where insufficient space, locations, or water limits the plantings, give consideration to planting within the adjacent communities, beyond the ROW, if other agencies commit to maintenance of these plantings.	Design Engineer/ District Landscape Architect	Design	No						
VA-19* : Plant trees to the maximum extent feasible, given space constraints, to provide screening of the facility and structures.	Design Engineer/ Resident Engineer/ District Landscape Architect	Design	No						
VA-20* : Commence replanting the corridor prior to the end of the construction period.	Design Engineer/ District Landscape Architect	Construction	5-1, 20-1, 20-2, 20-3, 20-4, and 20-5						

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VA-21* : Install trees in a variety of sizes from 36-inch box, 24-inch box, and 15-gallon containers, with 24-inch box trees being the dominant size at installation.	Design Engineer/ Resident Engineer/ District Landscape Architect	Design/ Construction	5-1, 20-1, 20-2, 20-3, 20-4, and 20-5						
VA-22* : Install required Caltrans Maintenance access roads through the landscape so that these elements are integral to the overall design.	Design Engineer/ Resident Engineer/ District Landscape Architect	Design/ Construction	20-1, 20-3, 20-4, and 20-5						
VA-23* : Provide a permanent irrigation system to all plantings. All irrigation should follow the latest requirements for design and installation, including any requirements associated with drought, water restrictions, recycled water use, and water conservation as required by Caltrans.	Design Engineer/ District Landscape Architect	Design	5-1, 10-1, 20-1, 20-2, 20-3, and 20-4						
VA-24* : Use reclaimed/recycled water as sources for all irrigation systems, where feasible, including any recycled/reclaimed water supply within 250 feet of the project corridor.	Design Engineer/ District Landscape Architect	Design	No						
VA-25* : Include a 3-year plant and irrigation maintenance period as part of the construction period to provide a single source of maintenance through the establishment period.	Project Manager/ Design Engineer/ Resident Engineer/ District Landscape Architect	Design/ Construction	5-1, 10-1, 20-1, 20-2, 20-3, and 20-4						
VA-26* : Beginning with preliminary design and continuing through PS&E and construction, use drainage and water quality elements, where required, that maximize the allowable landscape.	Design Engineer/ Resident Engineer/ District Landscape Architect	Design/ Construction	5-1, 10-1, 20-1, 20-2, 20-3, and 20-4						
VA-27* : Locate basins so that they would be at least 10 feet from the edge of the Caltrans plant setback to allow landscape screening to be installed.	Design Engineer/ Resident Engineer/ District Landscape Architect	Design/ Construction	5-1, 10-1, 20-1, 20-2, 20-3, 20-4, and 70-1						
VA-28* : Design infiltration/detention basins so that they appear to be a natural landscape feature, such as a dry streambed or a riparian pool. Shape these elements in an informal, curvilinear manner to the greatest extent possible.	Design Engineer/ District Landscape Architect	Design	No						
VA-29* : Incorporate slope rounding, variable gradients, and similar techniques to the surrounding topography of any basin slope to de-emphasize the edge. If a wall or hard feature is necessary, its design must appear integral to the overall design concept.	Design Engineer/ District Landscape Architect	Design	72-1, 72-2, 72-3, 72-4, and 72-5						

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VA-30* : Locate maintenance access drives in unobtrusive areas away from local streets. Such drives must consist of inert materials or herbaceous groundcover that is visually compatible with the surrounding landscape.	Design Engineer/ District Landscape Architect	Design	5-1, 10-1, 20-1, 20-2, 20-3, and 20-4						
VA-31* : Design basins so that chain-link perimeter fencing is not required.	Design Engineer/ District Landscape Architect	Design	No						
VA-32* : Design all visible concrete structures and surfaces to visually blend with the adjacent landscaping and natural plantings.	Design Engineer/ District Landscape Architect	Design	5-1, 10-1, 20-1, 20-2, 20-3, and 20-4						
VA-33* : Design rock slope protection to consist of aesthetically pleasing whole material with a variety of sizes.	Design Engineer/ District Landscape Architect	Design	No						
VA-34* : Limit the use of bioswales within corridor landscape areas. If they must be used, locate them in nonobtrusive areas, and design to appear natural to the greatest extent possible.	Design Engineer/ District Landscape Architect	Design	No						
VA-35* : Revegetate any side slopes of detention and/or stormwater basins, as well as any bioswales, with landscaping other than native seeding, such as container planting. These plantings must be integral to the other replacement plantings in the corridor.	Design Engineer/ District Landscape Architect	Design	No						
VA-36* : To deter graffiti, include textures on walls and surfaces to a minimum depth of 1.25 inches and/or anti-graffiti coatings on all walls, barriers, and bridges. Where feasible, include vine plantings on walls to also deter graffiti.	Design Engineer/ District Landscape Architect	Design	78-4						
VA-37* : For all new or relocated light fixtures and other sources of glare, provide shielded fixtures that prevent light trespass onto adjacent properties.	Design Engineer/ District Landscape Architect	Design	48-2 and 56-2						
VA-38 : For portions of the freeway designated as a "Classified Landscaped Freeway," and where landscaping/trees will be removed, every effort will be made to keep this designation by creating areas for replacement landscaping.	Design Engineer/ District Landscape Architect	Design	20-1, 20-3, 20-4, and 20-10						

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 0C2500 and Project No.
 I-10 Corridor Project

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<p>CUL-1*: Design of Replacement of the Euclid Avenue/I-10 Structure</p> <ul style="list-style-type: none"> The deck of the replacement structure will be landscaped in a manner consistent with the historic landscape design of Euclid Avenue to the north and the south of this bridge. The existing median width will be maintained to the extent feasible. Single or double tree line(s) will be recreated as feasible. Cobblestone curbs will be recreated on raised median planters. Raised median walls with shallow-rooted trees depicted in Figure 5 in Appendix G of the FNAE will be constructed. The replacement structure shall be reviewed by the Caltrans Professional Qualified Staff (PQS) Architectural Historian to ensure compliance with Condition 1 during the PS&E phase. If the minimum criteria established herein are not met, State Historic Preservation Officer (SHPO) consultation will be required. 	Design Engineer/District Landscape Architect	Design	No						
<p>CUL-2*: Contributing Tree Replacement (Euclid Avenue)</p> <ul style="list-style-type: none"> All contributing trees required to be removed from the Euclid Avenue parkway and median will be replaced within the parkway or median. Trees to be removed and replaced are depicted in Figure 5 in Appendix G of the FNAE. Any additional contributing trees that are subsequently identified for removal during planning or construction will also be subject to this condition. Replacement locations of contributing trees will be decided on by the Caltrans PQS Architectural Historian in consultation with the Caltrans Landscape Design, SANBAG, and the appropriate city (Ontario or Upland). The Euclid Avenue median between 6th Street and the new I-10 bridge structure, where most of the contributing trees are to be removed, will be replanted with a double row of California pepper trees to recreate the historic planting scheme of the median. Where space does not allow for a double row of trees (i.e., areas of reduced median width), a single row of trees will be planted. Decisions regarding the planting of median trees will be 	Design Engineer/ Resident Engineer/ SANBAG Project Manager/District Landscape Architect	Design/Construction	No						

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overseen by the Caltrans PQS Architectural Historian in consultation with Caltrans Landscape Design, SANBAG, and the appropriate city (Ontario or Upland). • Planting activities shall be spot monitored by the Caltrans PQS architectural historian.									
CUL-3*: Replacement of Stone Curbs (Euclid Avenue) • All sections of contributing cobblestone curbs along Euclid Avenue/State Route (SR) 83 removed by this undertaking will be replaced in-kind using the Secretary of the Interior's Standards (SOIS) for Rehabilitation based on plans provided and approved by the cities. • Existing concrete median curb that will be removed and replaced as part of this undertaking between 6th Street and the I-10 OC will be replaced/ restored with cobblestone curb using the SOIS for Rehabilitation based on plans provided by the cities to recreate a continuous cobblestone curb along the entire section of median affected. • Reconstruction of the stone curbs shall be spot monitored by the Caltrans PQS Architectural Historian.	Design Engineer/ Resident Engineer/ Architectural Historian	Design/Construction	No						
CUL-4*: Replacement of Streetlights (Euclid Avenue) • Historic-period streetlights that are removed to enable construction will be replaced in kind per the SOIS for Rehabilitation.	Design Engineer/ Resident Engineer	Design/Construction	No						
CUL-5*: Signs (Euclid Avenue) • National Register signs will be installed on Euclid Avenue. • The Euclid Avenue Historic District rock monument sign will be installed to match other historic districts.	Design Engineer/ Architectural Historian	Design	No						
CUL-6*: Monitoring • A cultural resources monitoring plan will be developed by SANBAG and approved by the Caltrans PQS Architectural Historian prior to commencement of any construction-related activities at Euclid Avenue. The monitoring plan will, at a minimum, specify timeframes, locations, and durations of monitoring and specify requirements for monitoring logs. • Upon completion of all construction related to the conditions in the FNAE, a Monitoring Report will be prepared to document that all conditions have been met. The monitoring report will be approved by the	Design Engineer/ Resident Engineer/ Architectural Historian	Design/Construction	No						

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Caltrans PQS Architectural Historian and submitted to SHPO to document compliance with the FNAE conditions. • Construction plans and activities in the vicinity of the remaining historic properties in the area of potential effects (APE) (the Mill Creek <i>Zanja</i> , 1055 E. Highland Avenue, and The Peppers/El Carmelo) will be spot monitored by the Caltrans PQS.									
CUL-7*: Designate and Enforce ESA (Curtis Homestead) in Accordance with the ESA Action Plan. • Establishment of the ESA shall be executed by a qualified archaeologist. • Enforcement of the ESA shall be spot monitored by a qualified archaeologist.	Design Engineer/ Resident Engineer/ Archaeologist	Design/Construction	No						
CUL-8: If human remains and associated artifacts are encountered during ground-disturbing activities, then the provisions of Public Law 101-601, Section 5097.98 and .99 of the Public Resources Code (PRC), and Section 7050 of the Health and Safety Code, will be followed. Any further mitigation measures required shall be developed in accordance with the requirements of 36 <i>Code of Federal Regulations</i> (CFR) 800.13, the post review discovery provision of the regulations implementing Section 106 of the National Historic Preservation Act (NHPA).	Design Engineer/ Resident Engineer/ Archaeologist	Design/Construction	14-1, 14-2, and 14-4						
HYD-1: Provide positive drainage during construction and refrain from filling designated floodplains.	Design Engineer/ Resident Engineer	Design/ Construction	13-1, 13-2, 13-3, 13-4, 13-5, 13-6, 13-8, and 19-3						
HYD-2: Implement recommended best management practices (BMPs) as identified in the Storm Water Data Report (SWDR).	Design Engineer/ Resident Engineer	Design/ Construction	13-1, 13-2, 13-3, 13-4, 13-5, 13-6, 13-8, and 19-3						
HYD-3: Include erosion control and water quality protection during in-river construction and post-construction as identified in the SWDR.	Design Engineer/ Resident Engineer	Design/ Construction	13-1, 13-2, 13-3, 13-4, 13-5, 13-6, 13-8, and 19-3						
HYD-4: Contractor shall develop a contingency plan for unforeseen discovery of underground contaminants in the Stormwater Pollution Prevention Plan (SWPPP).	Design Engineer/ Resident Engineer	Design/ Construction	13-1, 13-2, 13-3, 13-4, 13-6, 13-8, and 19-3						

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HYD-5: Limit construction activities between October and May to those actions that can adequately withstand high flows and entrainment of construction materials. The Contractor shall prepare a Rain Event Action Plan (REAP) and discuss high flows mitigation.	Design Engineer/ Resident Engineer	Design/ Construction	13-1, 13-2, 13-3, 13-4, 13-6, 13-8, and 19-3						
HYD-6: Provide adequate conveyance capacity at bridge crossings to ensure no net increase in velocity. A hydraulic analysis shall be completed to assess existing and post hydraulic conditions.	Design Engineer/ Resident Engineer	Design/ Construction	13-2, 13-3, 13-8, and 21-2						
WQ-1: Implement Stormwater BMPs. The project would be required to comply with the requirements of the National Pollutant Discharge Elimination System (NPDES) Permit for Construction Activities, Order No. 2009-0009-DWQ, as amended by 2010-0014-DWQ and 2012-0006-DWQ, NPDES No. CAS000002, as well as implementation of the BMPs specified in the Caltrans Storm Water Management Plan (SWMP).	Design Engineer/ Resident Engineer	Design/Construction	13-1, 13-2, 13-3, and 13-8						
WQ-2: Discharge of Construction Water. If dewatering is expected for the Preferred Alternative, the Contractor shall fully conform to the requirements specified in the Los Angeles Regional Water Quality Control Board (RWQCB) Order R4-2013-0095 (NPDES No. CAG994004) (if dewatering occurs in Los Angeles) or the Santa Ana RWQCB's dewatering permit Order R8-2005-0041 (NPDES No. CAG998001).	Design Engineer/ Resident Engineer	Design/Construction	10-6, 13-1, 13-2, 13-3, 13-4, 13-8, and 13-9						
WQ-3: Implement Treatment BMPs. The project would be required to conform to the requirements of the Caltrans Statewide NPDES Storm Water Permit, Order No. 2012-0011-DWQ, NPDES No. CAS000003, adopted by the State Water Resources Control Board (SWRCB) on September 19, 2012, and any subsequent permit in effect at the time of project operation.	Design Engineer/ Resident Engineer	Design/ Construction	10-6, 13-1, 13-2, 13-3, 13-4, 13-8, and 13-9						
WQ-4: Comply with Local Jurisdiction Requirements. The project would be subject to Los Angeles County and San Bernardino County conditioning and approval for the design and implementation of post-construction controls to mitigate stormwater pollution associated with street and road construction, as appropriate. These conditions and approvals are referenced in the Waste Discharge Requirements (WDRs) associated with the municipal separate storm sewer systems (MS4) permits per Order No. R4-2012-0175 for the coastal watersheds of Los Angeles County (NPDES Permit No. CAS004001) and Order No. R8-2010-0036 (NPDES No. CAS618036) for the County of San Bernardino and the incorporated cities of the County of San Bernardino.	Design Engineer/ Resident Engineer	Design/Construction	13-1, 13-2, 13-3, and 13-8						

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WQ-5: Implement Erosion Control Plan. Slopes steeper than 4:1 require an Erosion Control Plan that is approved by the Caltrans District Landscape Architect.	Design Engineer/ Resident Engineer	Design/ Construction	13-1, 13-5, 13-6, 21-1, and 21-2						
GEO-1: In accordance with standard Caltrans requirements, detailed geotechnical studies shall be conducted during the project's future plans, specifications, and estimate (PS&E) phase. If results of these studies find high potential for seismic slope instability or lateral spreading, additional measures will be incorporated for new structures associated with the project, including bridges, embankments, and retaining walls. Resulting recommendations from the detailed studies shall be incorporated into the project plans during the PS&E phase to address seismic safety, liquefaction, and load-bearing concerns present in the project area.	Design Engineer	Design	48-2, 49-1, 49-3, and 96-1						
GEO-2: Selection of earth-retaining system types will be based on consideration of foundation bearing capacity, anticipated settlement and ability of the system to tolerate settlements, overall slope stability, constructability, and cost.	Design Engineer/ Resident Engineer	Design/ Construction	48-2, 49-1, 49-3, 72-1, 72-11, and 96-1						
GEO-3: Corrosion mitigation for steel and concrete structures will generally follow Caltrans Corrosion Guidelines (2003 or latest). The latest Caltrans Highway Design Manual (HDM) (Section 855) provides corrosion requirements for roadway structures (e.g., culverts, signs) for a 50-year design life.	Design Engineer	Design	46-1, 46-2, 49-2, 49-3, 50-1, 52-2, 55-1, 56-3, 60-4, 81-2, 82-2, and 82-3						
GEO-4: The project engineer shall request a Materials Report in the early stage of PS&E. The report shall include the results of field tests and sampling for corrosion for use in recommending culvert materials and concrete mix designs. Sampling and testing shall be performed in accordance with Caltrans Corrosion Guidelines (2003 or latest).	Design Engineer	Design	46-1, 46-2, 49-2, 49-3, 50-1, 52-2, 55-1, 56-3, 60-4, 81-2, 82-2, and 82-3						
GEO-5: If corrosive soils are found near foundations of bridges and walls, reinforced concrete (including piles) requires corrosion mitigation in accordance with Bridge Design Specifications, Article 8.22; when steel piles are specified, sacrificial corrosion allowance is required per Caltrans Corrosion Guidelines.	Design Engineer/ Resident Engineer	Design/ Construction	46-1, 46-2, 49-2, 49-3, 50-1, 52-2, 55-1, 56-3, 60-4, 81-2, 82-2, and 82-3						

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<p>GEO-6: Earthwork shall be conducted in accordance with Sections 6 and 19 of the latest Caltrans Standard Specifications:</p> <ul style="list-style-type: none"> • Consideration of existing utilities in the area must be incorporated into project plans. • In areas where compacted fill will be placed, removal of compressible surficial materials, including topsoil, loose or soft alluvium or fill soil, dry or saturated soil, and unsuitable fill, is required prior to fill placement. • A minimum overexcavation of 2 feet is recommended within areas to receive fill; the overexcavation shall extend horizontally a minimum distance of 2 feet from edges of new fills or structures. • Fill placed on sloping ground shall be properly keyed and benched into existing ground and placed as specified in Section 19-6 of the Caltrans Standard Specifications. • Overexcavations shall be observed by qualified geotechnical personnel to verify that firm and unyielding bottoms are exposed. • Overexcavated areas shall be cleaned of loose soils and debris and should be observed to be firm and unyielding before receiving fill. • These onsite materials can be excavated using conventional heavy-duty earth-moving equipment, and the materials are not expected to pose a rippability problem. 	Design Engineer/ Resident Engineer	Design/Construction	46-1, 46-2, 49-2, 49-3, 50-1, 52-2, 55-1, 56-3, 60-4, 81-2, 82-2, and 82-3						
<p>GEO-7: Monitoring during construction shall be done by a licensed geologist and engineer to ensure that the construction site was properly characterized by the geotechnical studies and that the project design is in compliance with geotechnical and seismic safety standards and practices included in the PS&E package.</p>	Design Engineer/ Resident Engineer/ Geologist	Design/Construction	46-1, 46-2, 49-2, 49-3, 50-1, 52-2, 55-1, 56-3, 60-4, 81-2, 82-2, and 82-3						
<p>GEO-8: Standard Caltrans BMPs shall be followed to minimize soil loss and erosion during construction. To minimize potential soil erosion, all finish slopes shall be planted as soon as practical after grading.</p>	Design Engineer/ Resident Engineer	Design/Construction	13-1, 13-5, 13-6, 21-1, 21-2, 24-1, and 24-2						

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GEO-9: The liquefaction potential and resulting seismically induced settlement of structures located in the shallow ground area, including Mt. Vernon Avenue Overcrossing (OC), Warm Creek Bridge, Santa Ana River Bridge, I-10/I-215 Interchange, Waterman Avenue Undercrossing (UC), and San Timoteo Creek Bridge, shall be confirmed during the PS&E phase using site specific subsurface data.	Design Engineer	Design	46-1, 46-2, 49-2, 49-3, 50-1, 52-2, 55-1, 56-3, 60-4, 81-2, 82-2, and 82-3						
GEO-10: Before ground-disturbance activities in an area where hazardous or toxic materials are present, a specialist in hazardous waste or materials will be consulted for proper handling and disposal.	Design Engineer/ Resident Engineer	Design/ Construction	No						
GEO-11: Exploratory borings throughout the project area shall be performed during the PS&E phase of the project to investigate site-specific soils and conditions and to collect samples of subsurface soils for laboratory testing. <ul style="list-style-type: none"> The locations and depths of the borings will be selected once locations of proposed improvements have been finalized. Because groundwater is anticipated to be deep for most locations, a truck-mounted drilling rig equipped with hollow-stem augers will be adequate; however, for the area adjacent to the Santa Ana River, a mud-rotary drilling rig is recommended due to the shallow groundwater table. Soil samples recovered during the supplemental field investigation shall be tested to determine soil type, soil shear strength, compressibility characteristics, and corrosion potential. 	Design Engineer	Design	20-2, 46-1, 46-3, 49-1, 49-2, 49-3, 50-1, 52-2, 55-1, 56-3, 60-4, 81-2, 82-2, and 82-3						
GEO-12: Per Topic 304 of Caltrans HDM, 4H:1V side slopes or flatter will be used where possible. These side slopes will be globally and surficially stable. Caltrans design exception and approval process will be required for side slopes with gradients steeper than 4H:1V. However, proper maintenance with erosion protection and drainage control in accordance with Section 21 of Caltrans Standard Specifications (2015) will still be implemented throughout the project area for long-term performance.	Design Engineer/ Resident Engineer	Design/ Construction/ Post-Construction	48-2, 49-1, 49-3, 72-1, 72-11, and 96-1						

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GEO-13: If earthen embankments will be constructed using compacted fill having a minimum friction angle of 32 degrees and minimum cohesion of 200 pounds per square foot (psf), slopes up to 30 feet high and with inclinations of 2H:1V or flatter will be globally stable (i.e., minimum factor-of-safety is 1.5 and 1.1 under static and pseudo-static conditions, respectively).	Design Engineer/ Resident Engineer	Design/Construction	19-1, 19-3, 19-5, 19-6, 48-2, 49-1, 49-3, 72-1, 72-11, and 96-1						
GEO-14: Use of minimum friction angles of 32 degrees and minimum cohesion of 200 psf, slopes with inclinations of 2H:1V or flatter will be surficially stable based on the infinite slope method. Shear strength parameters or fines content and plasticity of soils that will be used to construct the earthen embankments will need to be verified during construction.	Design Engineer	Design	19-1, 19-3, 19-5, 19-6, 48-2, 49-1, 49-3, 72-1, 72-11, and 96-1						
PA-1*: The Paleontological Mitigation Plans (PMP) will be prepared, by a qualified paleontologist, prior to completion of the Plans, Specifications, and Estimates (PS&E) phase of this project once specific information about excavation locations and depth is available and monitoring efforts can be properly estimated. The PMP will detail the measures to be implemented and shall include, at a minimum, the following elements: <ul style="list-style-type: none"> • Required 1-hour preconstruction paleontological awareness training for earth-moving personnel, including documentation of training, such as sign-in sheets and hardhat stickers, to establish communications protocols between construction personnel and the Principal Paleontologist. • A signed repository agreement with a qualified institution to establish a curation process in the event of sample collection. • Monitoring, by a Principal Paleontologist, of Pleistocene Epoch during excavation. • Field and laboratory methods that meet the curation requirements of the repository will be implemented for monitoring, reporting, collection, and curation of collected specimens. • All elements of the PMP will follow the PMP format published in the Caltrans Standard Environmental Reference (Caltrans, 2003). 	Project Manager/ Design Engineer/ Resident Engineer	Design/Construction	No						

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HAZ-1* : During the project approval/environmental document (PA/ED) phase, surveys for hazardous building materials, including asbestos-containing materials (ACM) and lead-based paint (LBP), will be conducted for the residential and commercial structures and bridge structures that will be removed as part of the proposed project.	Design Engineer/ ROW Agent/ Resident Engineer	Design/ ROW Demolition/ Construction	14-11, 59-1, 59-2, 60-2, and 83-1						
HAZ-2* : During the project approval/environmental document phase, parcels identified for partial or full acquisition will be surveyed to determine whether any underground storage tanks (USTs), aboveground storage tanks (ASTs), or arsenic-contaminated soils are located within an area identified for acquisition. If any hazardous materials are located within the area to be acquired, proper removal procedures in accordance with standard provisions and requirements would minimize any direct or indirect adverse temporary impacts.	Design Engineer/ ROW Agent/ Resident Engineer	Design/ ROW Demolition/ Construction	14-11, 59-1, 59-2, 60-2, and 83-1						
HAZ-3* : During PS&E and prior to any ground-disturbance activities, SANBAG's Resident Engineer will require the contractor to conduct inspections for potential polychlorinated biphenyls (PCBs) in utility pole-mounted transformers that will be relocated or removed as part of the project. SANBAG's Resident Engineer will require the design-build contractor to consider leading transformers a PCB hazard unless tested and confirmed otherwise, and to handle them accordingly.	Design Engineer/ ROW Agent/ Resident Engineer	Design/ ROW Demolition/ Construction	No						
HAZ-4* : Prior to construction, testing of yellow traffic stripes and pavement marking material shall be performed by SANBAG.	Design Engineer/ ROW Agent/ Resident Engineer	Design/ ROW Demolition/ Construction	No						
HAZ-5* : Prior to PS&E, sampling for aerially deposited lead (ADL) shall be conducted by SANBAG within the unpaved shoulders of the I-10 Corridor Project (I-10 CP). A Site Assessment for ADL will be prepared and will include the following: <ul style="list-style-type: none"> • A detailed description of where the ADL is located on the project site, including the length, width, and depth of the contamination; • A determination of the Caltrans "soil type" (X, Y1, Y2, Z2, or Z3) that is found during the survey; • A discussion of how the soil will be reused on the project in accordance with the Department of Toxic Substances Control (DTSC)-issued variance or if the soil will require offsite disposal; and • A discussion of the Caltrans Special Provisions required to be followed. 	Design Engineer/ ROW Agent/ Resident Engineer	Design/ ROW Demolition/ Construction	14-11						

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HAZ-6* : Several full and partial acquisition parcels that have or have had USTs or ASTs located on them will be surveyed to determine whether any USTs or ASTs are located within an area identified for acquisition. If USTs are located within the area to be acquired, proper removal procedures in accordance with Section 2672 (for USTs) of Title 23 of the CCR as implemented by the local RWQCB will be followed. Minimum requirements for AST removal include removal of tank contents (including material in associated piping, rinsate, and decontamination products) to be managed as hazardous waste; and tank atmosphere to be rendered vapor free (for tanks that held flammable/combustible products). If the USTs or ASTs contain hazardous materials, soils surrounding the tanks will be collected and analyzed for said hazardous materials after removal of the tanks to determine proper handling and disposal requirements.	Design Engineer/ ROW Agent/ Resident Engineer	Design/ ROW Demolition/ Construction	10-6, 13-1, 13-2, 13-4, 13-8, and 13-9						
HAZ-7* : Herbicides and pesticides may be present along the project location where historic and current agricultural activities occur. Prior to completion of the PS&E phase, soil samples will be collected and analyzed for herbicides and pesticides to determine proper handling and disposal requirements.	Design Engineer/ ROW Agent/ Resident Engineer	Design/ ROW Demolition/ Construction	13-3, 13-4, 14-11, 20-1, 20-3, and 20-5						
HAZ-8* : During completion of site investigations, coordination will occur with all appropriate regulatory agencies.	Design Engineer/ Resident Engineer	Design/ Construction	No						
HAZ-9* : If signs of potential impacts (e.g., odors, discolored soil) are observed during construction activity, construction shall cease and Caltrans' Unknown Hazards Procedures for construction shall be followed. If groundwater is encountered during construction activities, or if construction dewatering is necessary, then sampling and analysis of groundwater shall be conducted to identify the appropriate management and disposal of the groundwater.	Resident Engineer	Construction	13-2, 13-4, 13-8, 14-11, 19-3, and 61-2						
AQ-1 : The construction contractor must comply with the Caltrans Standard Specifications in Section 14-9 (2015).	Design Engineer/ Resident Engineer	Design/ Construction	14-9						
AQ-2 : Section 14-9-02 specifically requires compliance by the contractor with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances.	Design Engineer/ Resident Engineer	Design/ Construction	14-9						

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AQ-3: Section 14-9.03 is directed at controlling dust. If dust palliative materials other than water are to be used, material specifications are described in Section 18.	Design Engineer/ Resident Engineer	Design/ Construction	14-9 and 18-1						
AQ-4: The construction contractor must comply with SCAQMD Rule 403 (Fugitive Dust). Water or dust palliative will be applied to the site and equipment as often as necessary to control fugitive dust emissions. Fugitive emissions generally must meet a "no visible dust" criterion either at the point of emissions or at the ROW line depending on local regulations.	Design Engineer/ Resident Engineer	Design/ Construction	7-1, 10-4, 10-5, and 18-1						
AQ-5: Soil binder will be spread on any unpaved roads used for construction purposes and on all project construction parking areas.	Design Engineer/ Resident Engineer	Design/ Construction	13-5						
AQ-6: Trucks will be washed as they leave the ROW as necessary to control fugitive dust emissions.	Design Engineer/ Resident Engineer	Design/ Construction	No						
AQ-7: A dust control plan will be developed documenting sprinkling, temporary paving, speed limits, and timely revegetation of disturbed slopes as needed to minimize construction impacts to existing communities.	Design Engineer/ Resident Engineer	Design/ Construction	No						
AQ-8: Equipment and materials storage sites will be located as far away from residential and park uses as practicable. Construction areas will be kept clean and orderly.	Design Engineer/ Resident Engineer	Design/ Construction	No						
AQ-9: Track-out reduction measures, such as gravel pads at project access points to minimize dust and mud deposits on roads affected by construction traffic, will be used.	Design Engineer/ Resident Engineer	Design/ Construction	No						
AQ-10: All transported loads of soils and wet materials will be covered before transport, or adequate freeboard (i.e., space from the top of the material to the top of the truck) will be provided to minimize emission of dust (i.e., PM) during transportation.	Design Engineer/ Resident Engineer	Design/ Construction	No						
AQ-11: Dust and mud that are deposited on paved, public roads due to construction activity and traffic will be promptly and regularly removed to decrease PM.	Design Engineer/ Resident Engineer	Design/ Construction	No						

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AQ-12: Mulch will be installed or vegetation planted 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 and may need to use controls such as dampened straw. Hydroseeding may be used as an alternative to mulch.	Design Engineer/ Resident Engineer	Design/ Construction	No						
AQ-13: Construction equipment and vehicles will be properly tuned and maintained. All construction equipment will use low sulfur fuel as required by California Code of Regulations Title 17, Section 93114.	Design Engineer/ Resident Engineer	Design/ Construction	No						
AQ-14: Environmentally Sensitive Areas or their equivalent will be established within 1,000 feet of sensitive air receptors. Within these areas, construction activities involving the extended idling of diesel equipment or vehicles will be prohibited, to the extent feasible.	Design Engineer/ Resident Engineer	Design/ Construction	No						
AQ-15: To the extent feasible, construction traffic will be scheduled and routed to reduce congestion and related air quality impacts caused by idling vehicles along local roads during peak travel times.	Design Engineer/ Resident Engineer	Design/ Construction	No						
AQ-16: Under ARB's idling emissions rule, 2008 and newer model year heavy-duty diesel engines will be equipped with a nonprogrammable engine shutdown system that automatically shuts down the engine after 5 minutes of idling, or optionally meet a stringent NOx idling emission standard. This rule applies to diesel-fueled commercial motor vehicles that operate in California with gross vehicular weight ratings of greater than 10,000 pounds that are or must be licensed for operation on highways.	Design Engineer/ Resident Engineer	Design/ Construction	No						
AQ-17: To the extent feasible, all construction signal/message boards shall be solar powered.	Design Engineer/ Resident Engineer	Design/ Construction	No						
AQ-18: To the extent feasible, electricity shall be obtained from power poles rather than temporary diesel or gasoline generators.	Design Engineer/ Resident Engineer	Design/ Construction	No						
AQ-19: To the extent feasible, commuter incentives and ITS programs, such as traffic management centers or incident management systems, will be incorporated per FHWA's MSAT guidance.	SANBAG/ Design Engineer/ Resident Engineer	Design/ Construction	10-1						
AQ-20: If Alternative 3 is selected, congestion pricing per FHWA's MSAT guidance will be implemented as a means to counter the effects of MSAT emissions.	SANBAG	Design	4-1 and 12-3						

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AQ-21: Implement Best Available Control Technology (BACT) during construction and operation of projects where feasible, including: solicit bids that include use of energy and fuel-efficient fleets; solicit preference construction bids that use BACT, particularly those seeking to deploy zero- and/or near zero emission technologies; employ use of alternative fuel vehicles; use lighting systems that are energy efficient, such as LED technology; use CEQA Guidelines Appendix F, Energy Conservation, to create an energy conservation plan; use an adopted emissions calculator to estimate construction-related emissions; use the minimum feasible amount of GHG-emitting construction materials that is feasible; use of cement blended with the maximum feasible amount of flash or other materials that reduce GHG emissions from cement production; use of lighter-colored pavement where feasible; recycle construction debris to maximum extent feasible; and plant shade trees in or near construction projects where feasible.	SANBAG/ Design Engineer/ Resident Engineer	Design/ Construction	48-2						
N-1*: Noise barriers presented in Appendix L, Sections L3 and L4, will be considered for noise abatement.	Design Engineer/ Resident Engineer	Final Design/ Construction	14-8						
N-2*: Sound control will conform to the provisions in Section 14-8.02, "Noise Control," of the Standard Specifications.	Design Engineers/ Resident Engineer	Design/ Construction	14-8						
N-3*: The following are control measures that will be implemented to minimize noise disturbances at sensitive areas during construction: <ul style="list-style-type: none"> All equipment shall have sound-control devices no less effective than those provided on the original equipment. Each internal combustion engine used for any purpose on the job or related to the job shall be equipped with a muffler of a type recommended by the manufacturer. No internal combustion engine should be operated on the jobsite without an appropriate muffler. Construction methods or equipment that will provide the lowest level of noise impact (e.g., avoid impact pile driving near residences and consider alternative methods that are also suitable for the soil condition) will be used. Idling equipment shall be turned off. Truck loading, unloading, and hauling operations shall be restricted through residential neighborhoods to the greatest possible extent. 	Resident Engineer	Construction	14-8						

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<ul style="list-style-type: none"> Construction activities shall be coordinated to build recommended permanent soundwalls during the first phase of construction to protect sensitive receivers from subsequent construction noise, dust, light, glare, and other impacts, to the extent feasible. Temporary noise barriers shall be used and relocated, as needed. Noise barriers can be made of heavy plywood, moveable insulated sound blankets, or other best available control techniques. Newer equipment with improved noise muffling shall be used, and all equipment items shall have the manufacturers' recommended noise abatement measures (e.g., mufflers, engine covers, and engine vibration isolators) intact and operational. All construction equipment shall be inspected at periodic intervals to ensure proper maintenance and presence of noise-control devices (e.g., mufflers and shrouding). Construction activities shall be minimized in residential areas during evening, nighttime, weekend, and holiday periods. Coordination with each city shall occur before construction can be performed in noise sensitive areas. Construction lay-down or staging areas shall be selected in industrially zoned districts. If industrially zoned areas are not available, commercially zoned areas may be used, or locations that are at least 100 feet from any noise-sensitive land use (e.g., residences). Contractor shall prepare a Noise and Vibration Monitoring and Mitigation Plan by a qualified Acoustical Engineer and submit it for approval. The Plan must outline noise and vibration monitoring procedures at predetermined noise and vibration sensitive sites, as well as historic properties. The Plan also must include calculated noise and vibration levels for various construction phases and mitigation measures that may be needed to meet the project specifications. The Contractor shall not start any construction work or operate any noise-generating construction equipment at the construction site before approval of the Plan. The Plan will be updated every 3 months or sooner if there are any changes. 									

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<p>N-4*: The following are some procedures that will be used to minimize the potential impacts from construction vibration:</p> <ul style="list-style-type: none"> Hours of vibration-intensive activities, such as vibratory rollers, will be restricted to minimize adverse impacts to the residents (e.g., weekdays during daytime hours only when as many residents as possible are away from home). The owner of a building close enough to a construction vibration source that damage to that structure due to vibration is possible would be entitled to a preconstruction building inspection to document the preconstruction condition of that structure. Conduct vibration monitoring during vibration-intensive activities. 	Design Engineer/ Resident Engineer	Design/ Construction	14-8						
<p>NC-1*: During PS&E, SANBAG's Design Engineer will coordinate with the qualified biologist to delineate all ESAs within the project footprint and immediately surrounding areas in the project specifications. ESAs include riparian vegetation communities and Riversidean sage scrub (RSS) vegetation that are not identified as temporarily or permanently impacted in the environmental document.</p> <p>Prior to clearing vegetation or construction within or adjacent to ESAs, the Contractor will install highly visible barriers (e.g., orange construction fencing) adjacent to the project footprint to designate ESAs to be preserved in place. No grading or fill activity of any type will be permitted within these ESAs. In addition, no construction activities, materials, or equipment will be allowed within the ESAs. All construction equipment will be operated in a manner to prevent accidental damage to nearby ESAs. No structure of any kind, or incidental storage of equipment or supplies, will be allowed within the ESAs. Silt fence barriers will be installed at the ESA boundaries to prevent accidental deposition of fill material in areas where vegetation is adjacent to planned grading activities. A qualified biologist will supervise the placement of ESA fencing.</p>	Design Engineer/ Resident Engineer	Design/ Pre-Construction/ Construction	No						

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NC-2: Prior to the completion of construction, the Resident Engineer will require the Contractor to hydroseed temporarily impacted vegetation communities with appropriate native plant species that are approved by the Caltrans District 8 Biologist. Plant species used in the seeding should be similar to what was present in each area prior to the impact unless prohibited by Measures VA-17, VA-34, and VA-35.	Resident Engineer/ Designated Qualified Biologist/ Contractor	Construction	No						
WET-1: During PS&E, the Design Engineer will coordinate with the qualified biologist to delineate all ESAs within the project footprint and immediately surrounding areas in the project specifications. ESAs will include the Santa Ana River, Warm Creek Channel, and other Waters of the U.S. and Waters of the State that are not identified as temporarily or permanently impacted in the environmental document. Prior to clearing vegetation or construction within or adjacent to ESAs, the Contractor will be required to install highly visible barriers (e.g., orange construction fencing) adjacent to the project footprint to designate ESAs to be preserved in place. No grading or fill activity of any type will be permitted within these ESAs. In addition, no construction activities, materials, or equipment will be allowed within the ESAs. All construction equipment will be operated in a manner to prevent accidental damage to nearby ESAs. No structure of any kind, or incidental storage of equipment or supplies, will be allowed within the ESAs. Silt fence barriers will be installed at the ESA boundaries to prevent accidental deposition of fill material in areas where vegetation is adjacent to planned grading activities. A qualified biologist will supervise the placement of ESA fencing.	Design Engineer/ SANBAG/ Resident Engineer	Design/ Pre-Construction/ Construction	No						

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<p>WET-2: A Storm Water Pollution Prevention Plan (SWPPP) will be prepared and implemented for the project, which will include all applicable water pollution control measures for the project. In addition, construction activities within the Santa Ana River will be designed and conducted to maintain downstream flow conditions. All construction activities will be effectively isolated from water flows to the greatest extent feasible. This may be accomplished by working in the dry season or dewatering the work area in the wet season. When work in standing or flowing water is required, structures for isolating the in-water work area and/or diverting the water flow must not be removed until all disturbed areas are cleaned and stabilized. The diverted water flow must not be contaminated by construction activities. Structures used to isolate the in-water work area and/or diverting the water flow (e.g., coffer dam, geotextile silt curtain) must not be removed until all disturbed areas are stabilized.</p>	Design Engineer/ Resident Engineer	Design/ Construction	8-1, 13-1, 13-2, 13-3, 13-4, and 13-8						
<p>WET-3: If groundwater dewatering is required for the project, the Applicant shall consult with the RWQCB to determine if additional permits are required. If additional RWQCB permits relating to dewatering are required, the designated RWQCB staff contact identified in this Certification must be notified and copied on pertinent correspondence pertaining to those other required permits.</p> <p>When dewatering is necessary, the water must be pumped or channeled through a sediment settling or filtration device prior to return discharge to the water body. The enclosure and the supporting material for settling or filtration devices must be removed when the dewatering activity is completed. Removal must proceed from upstream to downstream when multiple devices are deployed. Construction plans and specifications for dewatering and nonstormwater construction BMPs for clearwater diversion and dewatering operations will be implemented.</p>	Design Engineer/ Resident Engineer	Design/ Construction	13-1, 13-4, 13-8, 19-3, 49-1, 49-3, 51-1, and 68-3						

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WET-4: Prior to the completion of construction, Resident Engineer will require the Contractor to hydroseed temporarily impacted, earthen-bottom Waters of the U.S., Waters of the State, and other drainages with appropriate native plant species that are approved by the Caltrans District 8 Biologist. Plant species used in the seeding should be similar to what was present in each area prior to the impact. Specific revegetation criteria and plant establishment requirements may be required as part of the project's 401, 404, and 1602 permit conditions.	SANBAG/Resident Engineer/ Designated Qualified Biologist/ Contractor	Construction	No						
WET-5: To offset impacts to jurisdictional resources and riparian vegetation communities, compensation for impacts will be made by purchasing mitigation credits from a mitigation bank or in-lieu fee program at a minimum 1:1 impact to mitigation ratio, or as otherwise indicated in the project's 401, 404, and/or 1602 permits.	SANBAG Project Manager	Prior to Construction	No						
AS-1*: Nesting Birds and Swallow Species. To avoid effects to nesting birds, the SANBAG Resident Engineer will require the Contractor to conduct any native or exotic vegetation removal or tree-trimming activities outside of the nesting bird season (i.e., February 15 through August 31). If vegetation clearing or the start of construction in a previously undisturbed area is necessary during the nesting season, SANBAG's Resident Engineer will require the Contractor to have a qualified biologist conduct a preconstruction survey within 300 feet of construction areas no more than 30 days prior to construction at the location to identify the locations of nests, if any. A qualified biologist is one that has previously surveyed for nesting bird species within southern California. Should nesting birds be found, an exclusionary buffer will be established by the qualified biologist around each nest site. The buffer will be clearly marked in the field by construction personnel under guidance of the Contractor's qualified biologist, and construction or clearing will not be conducted within this zone until the qualified biologist determines that the young have fledged or the nest is no longer active. The qualified biologist will monitor the nests on a weekly basis to ensure that construction activities do not disturb or disrupt nesting activities. If the qualified biologist determines that construction activities are disturbing or disrupting nesting activities, then the biologist will direct the Resident Engineer to stop or modify construction to reduce the noise and/or	SANBAG/ Resident Engineer/ Designated Qualified Biologist/ Contractor	Pre-Construction/ Construction	No						

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disturbance to the nests. Responses may include, but are not limited to, increasing the size of the exclusionary buffer, curtailing nearby work activities, turning off vehicle engines and other equipment whenever possible to reduce noise, installing a protective noise barrier between the nest and the construction activities, and/or working in other areas until the young have fledged. If more than 30 days lapses between the preconstruction survey and construction start date at that location, the survey will be reconducted.									
AS-2*: Nesting Birds and Swallow Species. Because work may occur during the swallow/swift nesting season (March 1 through August 31) swallows will be excluded from structures, if necessary, by a qualified biologist during the nonbreeding season no earlier than 5 days prior to the start of construction. Exclusion structures (e.g., netting and weep hole plugs) will be left in place and maintained through August 31 of each breeding season or until the work is complete. All nest exclusion techniques will be coordinated among the Caltrans District 8 Biologist, Project Manager, Resident Engineer, the Contractor, and CDFW.	Design Engineer/ Resident Engineer/ Caltrans Biologist/ Contractor	Design/ Pre-Construction/ Construction	No						
AS-3*: Burrowing Owl. Although current known areas of burrowing owl (BUOW) habitat have been mapped as part of this study, land development or other factors could modify the distribution of habitat within the study corridor. During PS&E, the Design Engineer will coordinate with the Designated Qualified Biologist to reassess potential BUOW habitat within the project footprint or in the immediately surrounding areas and will designate those areas on the project specifications. To ensure that any BUOW that may occupy the site in the future are not affected by construction activities, Resident Engineer will require the Contractor to have preconstruction BUOW surveys conducted by a qualified biologist within 30 days prior to any phase of construction in the areas identified as potential BUOW habitat in the project specifications. These preconstruction surveys are also required to comply with the federal MBTA. If any of the preconstruction surveys determine that BUOW are present, SANBAG's Resident Engineer will contact CDFW to identify appropriate avoidance and minimization measures, such as establishing an avoidance buffer and/or work in the vicinity with a biological monitor on hand.	Design Engineer/ Qualified Biologist Project Manager/ Resident Engineer/ Caltrans Biologist/ Contractor	Design/ Pre-Construction/ Construction	14-6						

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SANBAG's Resident Engineer will ensure that any BUOW measures determined to be required based on the results of the preconstruction surveys and the required coordination described above are properly implemented by the Contractor prior to and during construction in areas occupied by BUOW, as identified in the preconstruction surveys.									
<p>AS-4*: Bat Surveys. During PS&E, the Project Manager will coordinate with the designated qualified biologist to identify all areas of potential bat habitat within and immediately adjacent to the project footprint and will designate those areas on the project specifications, including, but not limited to, the following assessment features: bridge type, geographic region, and potential deterrents. Structures currently considered to contain potential bat habitat include bridges that span surface water within the vicinity including, but not limited to, the Warm Creek Channel, Santa Ana River, San Sevaine Channel, Etiwanda Wash, Rialto Channel, Mission Channel, San Timoteo Creek, and Zanja Creek. Ornamental trees that will be impacted where roosting may occur will also be included in the bat surveys.</p> <p>Prior to construction at structures with potential bat habitat as identified in the project specifications, the Project Manager will require the Contractor to have a qualified bat biologist conduct a series of surveys of all potential bat habitat areas. Surveys will occur during the bat breeding season (preferably May or June), immediately preceding the start of construction, to assess the potential for the presence of roosts. The qualified bat biologist must have previously conducted bat surveys for the bat species most likely to be present within the study corridor. Bat surveys may be conducted acoustically, using an acoustic bat-call detector such as an Anabat device, or may be conducted visually by inspection of suspected bat roost areas.</p> <p>The qualified bat biologist will also perform preconstruction surveys at structures and ornamental trees potentially containing bats because bat roosts can change seasonally. The surveys will include structure inspection, sampling, exit counts, and acoustic surveys.</p>	Project Manager/ Resident Engineer/ Caltrans Biologist/ Contractor	Design/ Pre-Construction/ Construction	14-6						

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<p>AS-5*: Bat Exclusion. If bat roosts are found, a qualified bat biologist will be onsite for the duration of construction activities that may impact bats. If it is determined that the roosts are present and, based on consultation with CDFW, exclusion is warranted, bats will be excluded from the bridge using CDFW-approved exclusionary devices to the extent necessary to prevent mortality to the colony. Exclusion will take place prior to April 15. Caltrans will confer with CDFW to identify and implement appropriate avoidance and minimization efforts that are satisfactory to CDFW. Examples of exclusion devices are provided in Figures 4-5, 4-6, and 4-7 of the Natural Environment Study (NES).</p>	Design Engineer/ Resident Engineer/ Caltrans Biologist/ Contractor	Pre-Construction/ Construction	14-6						
<p>AS-6*: Bat Replacement Roosting Structures. If bat exclusion is conducted, replacement roosting habitat may also be required by CDFW to offset and minimize impacts to excluded bats in the project's Lake and Streambed Alternative Agreement. Replacement roosts will be built according to bat house standards (e.g., those endorsed by Bat Conservation International) and will be placed within close proximity to impact areas. Bat houses must be constructed, painted, and placed carefully in specific locations based on the aspect of a given site, the expected temperatures within the bat house location, and the exposure to weather elements. All bat exclusion techniques and replacement roosting habitat will be coordinated among the Caltrans District 8 Biologist, SANBAG's Project Manager, SANBAG's Resident Engineer, the Contractor, the Contractor's Designated Qualified Bat Biologist, and CDFW. Replacement roosting habitat will adhere to guidance provided in the <i>Bat and Bridges Technical Bulletin: Hitch Hikers Guide to Bat Roosts</i> (September 2002).</p>	Design Engineer/ Resident Engineer/ Caltrans Biologist/ Contractor	Pre-Construction/ Construction	No						
<p>TE-1*: During PS&E, SANBAG's Design Engineer will coordinate with the qualified biologist to delineate all ESAs within the project footprint and immediately surrounding areas in the project specifications. ESAs will include the Santa Ana River, Warm Creek Channel, and Delhi Sands flower-loving fly (DSF) potentially suitable habitat that are not identified as temporarily or permanently impacted in the environmental document. Prior to clearing vegetation or construction within or adjacent to ESAs, the Contractor will install highly visible barriers (e.g., orange construction fencing) adjacent to the project footprint to designate ESAs to</p>	Design Engineer/ Resident Engineer	Design/ Pre-Construction/ Construction	13-9, 14-1, 14-6, 14-11, and 16-2						

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be preserved in place. No grading or fill activity of any type will be permitted within these ESAs. In addition, no construction activities, materials, or equipment will be allowed within the ESAs. All construction equipment will be operated in a manner to prevent accidental damage to nearby ESAs. No structure of any kind, or incidental storage of equipment or supplies, will be allowed within the ESAs. Silt fence barriers will be installed at the ESA boundaries to prevent accidental deposition of fill material in areas where vegetation is adjacent to planned grading activities. A qualified biologist will supervise the placement of ESA fencing.									
TE-2* : A preconstruction survey will be conducted by a qualified biologist for the Santa Ana River woolly-star within the Biological Study Area (BSA) in the vicinity of Warm Creek Channel and the Santa Ana River. The preconstruction survey will be conducted during the blooming season (i.e., May to September) prior to initiation of construction activities within the area of Warm Creek Channel and the Santa Ana River. If the species is found within the construction footprint during the preconstruction surveys, then Caltrans will reinitiate consultation with the United States Fish and Wildlife Service (USFWS) and CDFW in accordance with the Federal Endangered Species Act (FESA) and California Endangered Species Act (CESA). If present, one or more of the following mitigation strategies will be required: purchase of credits from a mitigation bank; onsite conservation of existing Santa Ana River woolly-star through avoidance and designation of ESAs; and/or translocation of Santa Ana River woolly-star outside of the project ROW to areas of suitable habitat, as identified by a Contractor-supplied plant biologist with knowledge of and experience with translocation of local flora species of the region.	Resident Engineer/ Caltrans Biologist/ Contractor	Pre-Construction/ Construction	13-9, 14-1, 14-6, 14-11, and 16-2						
TE-3* : A preconstruction survey will be conducted by a qualified biologist for the slender-horned spineflower within the BSA in the vicinity of Warm Creek Channel and the Santa Ana River. The preconstruction survey will be conducted during the blooming season (i.e., May through September) prior to initiation of construction activities within the area of Warm Creek Channel and the Santa Ana River. If the species is found within the construction footprint during the preconstruction surveys, then Caltrans will reinitiate consultation with USFWS and CDFW in accordance with FESA and CESA. If present, one or more of the	Resident Engineer/ Caltrans Biologist/ Contractor	Pre-Construction/ Construction	13-9, 14-1, 14-6, 14-11, and 16-2						

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					Initial	Date		Initial	Date
following mitigation strategies will be required: purchase of credits from a mitigation bank; onsite conservation of existing slender-horned spineflower through avoidance and designation of ESAs; and/or translocation of slender-horned spineflower outside of the project ROW to areas of suitable habitat, as identified by a Contractor-supplied plant biologist with knowledge of and experience with translocation of local flora species of the region.									
TE-4* : Presence/absence surveys for the DSF will be conducted in areas identified by the habitat assessment as potentially suitable habitat during the 2015 and 2016 survey periods. Presence/absence surveys will conform with the latest USFWS guidelines for conducting these surveys, likely to include surveys two times per week from July 1 to September 20 for 2 consecutive years under suitable conditions. If surveys find that DSF are present, Caltrans will initiate formal consultation with USFWS pursuant to FESA Section 7. If presence/absence surveys determine that DSF are present, mitigation credits will be purchased at a minimum 1:1: ratio for all permanent impacts to occupied suitable DSF habitat. Potential regional DSF conservation programs that may be used for compensatory mitigation include the Reichel HCP, the Angelus Block Property, the Owl Company Property, the Laing Homes (King is Coming) Site, the Hospital Site, the Colton Substation Site, and/or the Vulcan Materials DSF Mitigation Bank. Concurrence by USFWS is required. Caltrans will not begin construction on the proposed project until a Biological Opinion (BO) has been completed, which will require providing documentation to the satisfaction of USFWS regarding successful implementation and funding of the conservation strategy.	Resident Engineer/ Caltrans Biologist/ Contractor	Pre-Construction/ Construction	13-9, 14-1, 14-6, 14-11, and 16-2						

* Mitigation under CEQA, for impacts found to be either significant or less than significant with mitigation.

Date: TBD
 Environmental Coordinator: TBD
 Phone No: TBD

ENVIRONMENTAL COMMITMENTS RECORD
 (ECR)

DISTRICT 7-LA-10/DISTRICT 8 – SBD - 10
 PM 44.9/48.3/PM 0.0/R37.0
 0C2500 and Project No.
 I-10 Corridor Project

Task and Brief Description	Responsible Branch / Staff	Timing / Phase	Caltrans SSP/ NSSP Req.	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
					Initial	Date		Initial	Date
<p>IS-1: In compliance with the Executive Order (EO) on Invasive Species, EO 13112, and guidance from the Federal Highway Administration (FHWA), the landscaping and erosion control included in the project will not use species listed as invasive. In areas of particular sensitivity (i.e., near or adjacent to drainages), extra precautions will be taken if invasive species are found in or next to the construction areas. This will include the inspection and cleaning of construction equipment and eradication strategies, as required by the Caltrans Biological Monitor, to be implemented should an invasion occur. Any cleaning of equipment or site watering will be conducted in adherence to any applicable drought conditions and related regulations.</p>	Resident Engineer	Construction	13-9, 14-1, 14-6, 14-11, and 16-2						