

Interstate 215 (I-215) Bi-County High-Occupancy Vehicle (HOV) Lane Gap Closure Project

RIVERSIDE COUNTY, CALIFORNIA
SAN BERNARDINO COUNTY, CALIFORNIA

District 08-RIV-91 PM 21.5/21.7

District 08-RIV-215 PM 43.2/45.3

District 08-SBD-215 PM 0.0/5.1

EA No. 0M940

Draft Initial Study with Proposed Mitigated Negative Declaration



Prepared by the
State of California Department of Transportation



November 2010

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General Information About This Document

What's in this document:

The California Department of Transportation (Department), in cooperation with the San Bernardino Associated Governments (SANBAG) and Riverside County Transportation Commission (RCTC), has prepared this Initial Study (IS), which examines the potential environmental impacts of the alternatives being considered for the proposed project located in Riverside and San Bernardino Counties, California. The Department is the Lead Agency under the California Environmental Quality Act (CEQA). The document tells you why the project is being proposed, what alternatives we have 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 should you do:

- Please read the document.
- Additional copies of it, as well as the technical studies we relied on in preparing it, are available for review at:

California Department of Transportation, District 8
464 West 4th Street
San Bernardino, CA 92401

City of Colton Public Library
656 North 9th Street
Colton, CA 92324

Riverside County Library
3392 Durahart St #A
Riverside, CA 92507

San Bernardino Associated Governments
1170 W. 3rd Street, 2nd Floor
San Bernardino, CA 92410

City of Colton City Hall
650 N La Cadena Drive
Colton, CA 92324

City of Riverside City Hall
3900 Main Street
Riverside, CA 92522

San Bernardino County Library
104 W. 4th Street
San Bernardino, CA 92415

Grand Terrace Branch Library
22795 Barton Road
Grand Terrace, CA 92313

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

City of San Bernardino City Hall
300 North D Street
San Bernardino, CA 92418

City of Grand Terrace City Hall
22795 Barton Road
Grand Terrace, CA 92313

- Attend the public hearing: **on December 13, 2010, 4-7 pm, Grand Terrace Elementary School, Vivienda Avenue, Grand Terrace, CA.**
- We'd like to hear what you think. If you have any comments regarding the proposed project, please attend the open forum hearing and/or send your written comments to the Department by the deadline.
 - Submit comments via postal mail to:
Attention: Shelli Lombardo, Public Information Officer
California Department of Transportation, District 8
Public Affairs
464 West 4th Street, 6th Floor MS 1247
San Bernardino, CA 92401
 - Submit comments via e-mail to: shelli_lombardo@dot.ca.gov
- Be sure to submit comments by the deadline: **January 4, 2011**

What happens next:

After comments are received from the public and reviewing agencies, the Department, 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, the Department 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 the Department of Transportation, Attn: Shelli Lombardo, 464 West 4th Street, 6th Floor MS 1247, San Bernardino, CA 92401; (909) 383-6290 (voice); or use the California Relay Service 1 (800) 735-2929 (TTY), 1 (800) 735-2929 (Voice) or 711.

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SCH#
08-RIV-91 PM 21.5/21.7
08-RIV-215 PM 43.2/45.3
08-SBD-215 PM 0.0/5.1
EA 0M940

To construct an HOV lane in each direction on Interstate 215 (I-215), beginning south of the I-215/SR-60/SR-91 interchange, and ending at the Orange Show Road interchange just north of the I-215/I-10 interchange. The proposed project is in San Bernardino and Riverside Counties, California

INITIAL STUDY with Proposed Mitigated Negative Declaration

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

THE STATE OF CALIFORNIA
Department of Transportation

11/30/10
Date of Approval



David Bricker
Deputy District Director
District 8 Division of Environmental Planning
California Department of Transportation

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PROPOSED MITIGATED NEGATIVE DECLARATION

Pursuant to: Division 13, Public Resources Code

Project Description

The California Department of Transportation (Department), in cooperation with San Bernardino Associated Governments (SANBAG) and the Riverside County Transportation Commission (RCTC), proposes to construct a high-occupancy vehicle (HOV) lane in each direction on Interstate 215 (I-215) in Riverside County from south of the I-215/State Route 60 (SR-60)/State Route 91 (SR-91) interchange to north of I-215/Interstate 10 (I-10) in San Bernardino County, ending at the Orange Show Road interchange.

Determination

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

The Department has prepared an Initial Study for this project, and pending public review, expects to determine from this study that the proposed project would not have a significant effect on the environment for the following reasons:

The proposed project would have no effect on:

- Agricultural Resources
- Land Use and Planning
- Mineral Resources
- Population and Housing
- Recreation

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

- Aesthetics
- Air Quality
- Biological Resources (wildlife movement, local policies/ordinances, conservation plans)
- Cultural Resources
- Geology and Soils

- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Noise
- Public Services
- Recreation
- Transportation and Traffic
- Utilities and Service Systems

The proposed project would have no significantly adverse effect on Biological Resources (special-status species and associated habitat) and Mandatory Findings of Significance (special-status species and associated habitat) because the following mitigation measures would reduce the potential effects to insignificance:

- **BIO-1:** Mitigation of permanent impacts to native riparian habitat through contribution to an in-lieu fee program.
- **BIO-10:** Replacement of Southern California black walnut at a minimum 2:1 ratio

David Bricker
Deputy District Director
District 8 Division of Environmental Planning
California Department of Transportation

Date

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Chapter 1 Proposed Project

1.1 Introduction and Project Location

The California Department of Transportation (Department) is the Lead Agency under the California Environmental Quality Act (CEQA). The Department, in cooperation with San Bernardino Associated Governments (SANBAG) and the Riverside County Transportation Commission (RCTC), proposes to construct a high-occupancy vehicle (HOV) lane in each direction on Interstate 215 (I-215) in Riverside County from south of the I-215/State Route 60 (SR-60)/State Route 91 (SR-91) interchange to north of I-215/Interstate 10 (I-10) in San Bernardino County, ending at the Orange Show Road interchange. The total length of the proposed project is 7.5 miles (mi).

Within the limits of the proposed project, I-215 currently provides three through lanes in each direction, with auxiliary lanes near the freeway-to-freeway interchanges and paved median. Besides the two freeway-to-freeway interchanges, there are five main street interchanges at Columbia Avenue, Center Street, La Cadena Drive–Iowa Avenue, Barton Road, and Washington Street. The existing I-215 has a high rate of traffic congestion, especially on southbound I-215 during morning peak hours and on northbound I-215 during afternoon peak hours. Figure 1.1 shows project location and vicinity maps (all figures are included in Appendix A). Surrounding land uses are shown in Figure 1.2.

This project is included in the fiscal year (FY) 2008 Regional Transportation Plan (RTP) and FY 2008 Regional Transportation Improvement Program (RTIP). Funding will be provided in part by Measure I, the half-cent sales tax for transportation improvements in San Bernardino County, and Measure A, the half-cent sales tax for transportation improvements in Riverside County. Federal and State funds that are at SANBAG's and RCTC's discretion will also be considered as a funding source. Also, both agencies will seek federal project-specific funds. The project is fully funded through the Project Approval/Environmental Document (PA/ED) phase. In addition, construction funding has been programmed through the Corridor Mobility Improvement Account (CMIA) Program, the Federal Surface Transportation Program-Local (STPL), the State Transportation Improvement Program/Regional Improvement Program (STIP/RIP), and Measure I.

1.2 Project Description

The purpose of the proposed project is to close the gap between carpool lanes being built north of Orange Show Road in San Bernardino County and south of the SR-91/SR-60/I-215 interchange in Riverside County. The lanes are designed to encourage ridesharing and improve the efficiency, safety, and operations of traffic moving between the two counties. Relief from traffic congestion is greatly needed in this area. Traffic delays are common, especially on southbound I-215 during morning peak hours and on northbound I-215 during afternoon peak hours.

The project area for the I-215 Bi-County HOV Lane Gap Closure Project overlaps the project area for the I-215 Barton Road Interchange Improvement Project at the Burlington Northern Santa Fe Railroad (BNSF) two-track underpass (bridge over the freeway) and the Union Pacific Railroad (UPRR) single-track underpass between the Iowa Avenue/La Cadena Drive interchange and the Barton Road interchange. Both projects would require the reconstruction of these two structures. For the I-215 Bi-County HOV Lane Gap Closure Project, the reconstruction is necessary due to inadequate horizontal clearance between the existing structure supports and the proposed HOV lane addition. The reconstructed bridges would be raised to provide adequate vertical clearance with the freeway. For the I-215/Barton Road Interchange Improvement Project, the reconstruction is needed to accommodate an auxiliary lane that is proposed between the northbound La Cadena entrance ramp and the proposed Barton Road exit ramp. The underpass replacements are required for I-215/Barton Road Alternatives 3, 5, and 6.

The I-215 Bi-County HOV Lane Gap Closure Project is scheduled to be constructed prior to construction of the I-215/Barton Road Interchange Improvement Project. However, because each project has independent utility, the environmental impacts of reconstruction of the two railroad structures as well as construction of temporary railroad bridges to be utilized during reconstruction of the existing structures (railroad shooflies) are analyzed for each project.

1.2.1 Project Features

The proposed project includes construction of approximately 7.5 mi of HOV lanes in each direction within the existing median, with minimal widening within current right-of-way (ROW) and median barrier replacement. The widening would require improvements to on- and off- ramps along the corridor, with a reduction in the

lengths of some acceleration and deceleration lanes. All widening will occur within existing ROW. The project is shown in Figure 1.3.

1.2.1.1 Bridges

The existing BNSF two-track bridge over the freeway and the existing UPRR single-track bridge over the freeway between the Iowa Avenue/La Cadena Drive interchange and the Barton Road interchange would be replaced. This would require construction of a railroad shoofly bridge over the freeway for each railroad line so that railroad operations can continue during the construction period.

The I-215 structures over the UPRR tracks south of I-10, over I-10, and over the Santa Ana River would be widened to accommodate the additional HOV lane in each direction.

1.2.1.2 Water Quality Best Management Practices

Department-approved treatment devices are proposed adjacent to I-215 in several locations to treat storm water runoff.

1.2.1.3 Drainages

A culvert extension would be required at Highgrove Channel where it passes under I-215. Reconstruction of the Santa Ana River bridge may result in a larger foundation footprint in the river bed.

1.2.1.4 Sound Barriers

Sound barriers may be needed where traffic noise would impact sensitive receiver locations.

1.2.1.5 Right-of-Way

Temporary construction easements would be required to construct potential sound barriers and the railroad shooflies. Permanent maintenance easements may be required for potential sound barriers. The realignment of the South La Cadena Drive on-ramp to southbound I-215 would require partial acquisition of a vacant parcel.

1.2.1.6 Design Exceptions

Because the lane widening would occur within State ROW and there is limited space, design exceptions would be required for nonstandard lane widths and acceleration/ deceleration lanes.

1.2.1.7 Utilities

Utility relocation or protection in place of utilities may be necessary during construction.

1.2.1.8 Landscaping

Replacement landscaping would be consistent with the 215/91 Corridor Master Plan Conceptual Urban Mainline design.

1.2.1.9 Construction Period

The project is scheduled for construction between late 2012 and late 2014.

1.2.1.10 Cost

The cost estimate for the project is shown below.

Roadway	\$121,304,000
Structures	\$54,315,000
Right-of-way	\$10,211,000
Total Project Capital Outlay:	\$185,830,000

1.3 Permits and Approvals Needed

As shown in Table 1.1, the following permits, reviews, and approvals would be required for project construction.

Table 1.1 Permits and/or Approvals Needed

Agency	Permit/Approval	Status
State Water Resources Control Board (SWRCB)	Section 402 NPDES (Construction Activity)	Application and Notice of Intent will be submitted prior to construction.
Santa Ana Regional Water Quality Control Board (RWQCB)	Section 401 Certification or Waiver	Application will be submitted after environmental document approval. SANBAG and the Department will coordinate with the RWQCB to obtain water quality certification during final design.
United States Army Corps of Engineers (ACOE)	Section 404 Permit, Nationwide (NWP)	Application will be submitted after environmental document approval. SANBAG and the Department will coordinate with ACOE to obtain NWP concurrence after Section 401 certification is received.

Table 1.1 Permits and/or Approvals Needed

Agency	Permit/Approval	Status
California Department of Fish and Game (CDFG)	Section 1602	Field meeting was held on May 20, 2009, to discuss special-status species and riparian/riverine habitat. Application will be submitted after environmental document approval. SANBAG and the Department will coordinate with CDFG to obtain agreement regarding riparian habitat impacts and mitigation.
United States Fish and Wildlife Service (USFWS)	Informal Section 7 Consultation	Field meeting was held on May 20, 2009, to discuss special-status species and riparian/riverine habitat. Focused surveys for threatened/endangered species were coordinated with USFWS. The Department will coordinate with USFWS to complete informal Section 7 Consultation.
County of San Bernardino Flood Control District	Encroachment Permit and Plan Approval	Encroachment permit application and plan review and approval will occur during final design.

Department = California Department of Transportation
NPDES = National Pollutant Discharge Elimination System
SANBAG = San Bernardino Associated Governments

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Chapter 2 CEQA Checklist

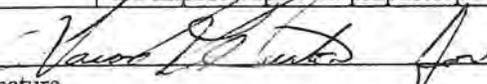
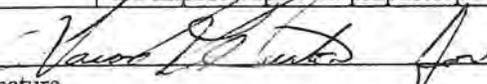
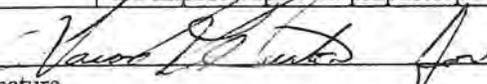
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|---|--|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology/Soils |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality |
| <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Transportation/Traffic | <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Mandatory Findings of Significance |

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

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

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.		
<table border="1" style="width: 100%;"> <tr> <td style="width: 60%; vertical-align: bottom;">  Signature David Bricker, Deputy District Director District 8 Division of Environmental Planning California Department of Transportation </td> <td style="width: 40%; vertical-align: bottom;"> 30 Nov 2010 Date </td> </tr> </table>		 Signature David Bricker, Deputy District Director District 8 Division of Environmental Planning California Department of Transportation	30 Nov 2010 Date
 Signature David Bricker, Deputy District Director District 8 Division of Environmental Planning California Department of Transportation	30 Nov 2010 Date		

2.1 Aesthetics

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
I. Aesthetics: Would the project:				
a) Have a substantial adverse effect on a scenic vista	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 Section 21001[b]).

2.1.2 Discussion of Environmental Evaluation

The potential for the proposed project to result in adverse impacts related to aesthetics was assessed in the *Visual Impact Assessment* (VIA) (August 2010). The discussion below is based on that analysis.

a) Less Than Significant Impact. The proposed project would not have a substantial adverse effect on a scenic vista because the proposed sound barriers would reduce views of the freeway traffic and signs and result in a beneficial visual impact. Visual resources that can be seen from the project area include Blue Mountain, the La Loma Hills, and Box Springs Mountain; however, existing views of these resources are limited due to climatic conditions (i.e., smog), development, sound barriers, and/or freeway signs. In addition, they are not City- or State-designated visual resources. Although the proposed project may include additional sound barriers in the project area, due to the existing conditions that obstruct views of the hills and mountains, and the fact that the sound barriers would reduce views of freeway traffic and signs, there would be a net beneficial impact. Therefore, impacts to scenic vistas would be less than significant.

b) No Impact. The proposed project would not substantially damage scenic resources within a State scenic highway because I-215 within the project area is not a State-designated Scenic Highway and there are no scenic resources within the project limits.

c) Less Than Significant Impact. The proposed project would not substantially degrade the existing visual character or quality of the site and its surroundings because visual impacts during construction would be short-term and the project would overall improve the visual character of the area because the sound barriers would reduce views of the freeway traffic and signs. The project area is an existing freeway with associated traffic, sound barriers, and freeway signs. Temporary visual impacts would occur during the construction period such as equipment staging, truck hauling, excavation activity, and detour signage. These construction impacts would occur over a relatively short duration (within a projected construction time frame of 24 months) and would cease upon project completion.

Potential long-term impacts to views from the viewpoint of motorists traveling on I-215 are not adverse due to the presence of existing sound barriers and the lack of unobstructed visual resources within the I-215 viewshed. Figure 2.1 shows the location of the key views in the project area. Figures 2.2–2.6 show existing views and the associated view simulation with the project features incorporated.

Construction of the potential sound barriers would obstruct views of I-215, freeway signs, and traffic on I-215, thereby improving the visual quality and providing a net benefit to most views. Although the visual quality of some views would be reduced, the potential sound barriers at these locations would be consistent with views of a freeway that includes noise abatement. Additionally, none of the viewpoints currently have an existing unobstructed view of visual resources such as the La Loma Hills, Blue Mountains, or Box Spring Mountains. The potential sound barriers adjacent to commercial uses would reduce the visibility of businesses along frontage roads; however, in the existing condition, it is difficult to observe businesses on the frontage roads while traveling at the freeway speed limit. Implementation of Measures AES-1, AES-2, and AES-3, provided below, would minimize visual impacts during construction and operation of the proposed project. Therefore, project impacts to the visual quality or character of the project area would be less than significant.

d) Less Than Significant Impact. The proposed project would not create a new source of substantial light or glare which would adversely affect day or nighttime

views in the area because the project would not include additional stationary lighting, and vehicle lighting from an additional traffic lane would not be substantial. The project area receives light at night from traffic, street lighting, and lighted parking lots; signalization at the intersections and freeway on- and off-ramps; commercial zone lighting; and limited light sources from residential development. The proposed project would increase the number of vehicles on I-215, thereby increasing the overall amount of nighttime light on I-215; however traffic lighting would be directed north and south on the freeway and not in the direction of adjacent properties. Existing light fixtures on I-215 and along the ramps may require relocation as part of the proposed project. However, no additional freeway lighting is proposed. Any relocated lighting would be directed on the road and ramp facilities and away from adjacent land uses; therefore, light and glare impacts would not be adverse. Implementation of Measure AES-3, provided below, would minimize impacts related to light and glare. Therefore, impacts related to light and glare would be less than significant.

2.1.3 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:

AES-1 A landscape plan will be prepared that identifies all opportunities to use areas within the State right-of-way for full landscaping consistent with the *215/91 Corridor Master Plan*. This will include landscaping for graded areas with plant species consistent with adjacent vegetation and enhancement of new project structures (ramps, sound barriers, and retaining walls) to the extent feasible. This plan will incorporate all applicable procedures and requirements detailed in the California Department of Transportation (Department) *Highway Design Manual*, Section 902.1, Planting Guidelines (November 2001), and individual local policies as applicable.

AES-2 A Hardscape Plan with aesthetic enhancements of retaining and sound barriers, bridges, and other hardscape will be incorporated into the final design of the project, consistent with the *215/91 Corridor Master Plan* and applicable goals and policies in the affected County and City General Plans. The design of all hardscape features is required to comply with Department standards for sound attenuation (where the walls/barriers provide that function), safety requirements, and other pertinent standards. The design of sound barriers requires compliance

with the *Highway Design Manual* standards, and aesthetic treatments will be reviewed and approved by the Department’s Landscape Architect. The sound barriers should include the following features:

- Aesthetic treatments will be incorporated into barrier designs to increase the visual quality of the area and to provide an expression of the regional “sense of place.”
- To the maximum extent feasible, trees and shrubs will be provided in available spaces, and vines will be used on barriers to soften the appearance of the wall and deter graffiti.

AES-3 The lighting fixtures will be selected and installed to minimize glare on adjacent properties and into the night sky. Lighting will be shielded with nonglare hoods and focused within the State right-of-way for Interstate 215 (I-215). The lighting plan will be reviewed and approved by the Department’s Landscape Architect prior to construction to ensure compliance with these criteria.

2.2 Agricultural Resources

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
II. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<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"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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 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 deter the early conversion of agricultural and open space lands to other uses.

2.2.2 Discussion of Environmental Evaluation

a), b), c), d), and e) No Impact. The proposed project would not impact farmlands or forest lands because there are no farmlands or forest lands in the project area. The California Natural Resources Agency, State of California Department of Conservation (DOC), Farmland Mapping and Monitoring Program (FMMP) are managed by the United States Department of Agriculture Natural Resources Conservation Service (NRCS) in accordance with Farmland Protection Policy Act (FPPA) 7 USC 4201-4209. All maps developed under this program in the State of California are coordinated with the DOC.

According to the California Natural Resources Agency DOC FMMP (San Bernardino County Important Farmland 2008, <http://www.consrv.ca.gov/dlrp/FMMP/Pages/Index.aspx>), the proposed project location is on lands classified as urban and built out. Based on this information, a determination as to whether the proposed project location has farmland that is subject to the FPPA has been made by the NRCS that the proposed project does not have Prime Farmlands, Farmlands of Statewide Importance, Unique Farmland, or Farmland of Local Importance within or adjacent to

the proposed project area. Because there are no farming operations within or adjacent to the proposed project area, there would be no conflict with existing zoning for agricultural use or a Williamson Act contract. Because the proposed project area is not located within or adjacent to forest land there would not be a result in the loss of forest land or conversion of forest land to nonforest use or timberland, there would be no conflict with existing zoning or a cause for rezoning, or any timberland zoned for Timberland Production. The proposed project’s location and scope of work would not result in Farmland conversion to nonagricultural use or conversion of forest land to non-forest use. Therefore, the proposed project would not result in impacts related to the direct or indirect conversion of farmlands or timberlands to nonagricultural or nontimberland uses. In addition, the proposed project would not conflict with agricultural/timberland land use designations or Williamson Act contracts. Therefore, for the reasons discussed above, the proposed project would not impact farmlands or forest lands.

2.2.3 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, 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 Clean Air Act as amended in 1990 is the federal law that governs air quality. Its counterpart in California is the California Clean Air Act of 1988. These laws set standards for the quantity of pollutants that can be in the air. At the federal level, these standards are called National Ambient Air Quality Standards (NAAQS). Standards have been established for six criteria pollutants that have been linked to potential health concerns; the criteria pollutants are: carbon monoxide (CO), nitrogen dioxide (NO₂), ozone (O₃), particulate matter, lead, and sulfur dioxide (SO₂).

In addition to the criteria air pollutants for which there are NAAQS, the EPA also regulates air toxics. Most air toxics originate from human-made sources, including on-road mobile sources, nonroad mobile sources (e.g., airplanes), area sources (e.g., dry cleaners), and stationary sources (e.g., factories or refineries). Mobile Source Air Toxics (MSATs) include a group of 93 compounds emitted from mobile sources and seven compounds with significant contributions from mobile sources that are among the national and regional-scale cancer risk drivers. These are acrolein, benzene, 1,3-butadiene, diesel particulate matter plus diesel exhaust organic gases (diesel particulate matter), formaldehyde, naphthalene, and polycyclic organic matter (POM).

The EPA Rule *Control of Hazardous Air Pollutants from Mobile Sources* (Federal Register, Vol. 72, No. 37, page 8430, February 26, 2007) requires controls that will dramatically decrease MSAT emissions through cleaner fuels and cleaner engines. FHWA projects that even if vehicle activity (vehicle miles travelled [VMT]) increases by 145 percent as assumed, there would be a combined reduction of 72 percent in the total annual emission rate for the priority MSATs from 1999 to 2050.

2.3.2 Discussion of Environmental Evaluation

The potential for the proposed project to result in adverse impacts related to air quality was assessed in the *Air Quality Analysis* (May 2010). The discussion below is based on that analysis.

a) No Impact. The proposed project would not conflict with or obstruct implementation of the applicable air quality plan because the project would not substantially contribute to or cause deterioration of existing air quality and is consistent with the South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan (AQMP), the Adopted 2008 Regional Transportation Plan

(RTP), and the Adopted 2008 Regional Transportation Improvement Program (RTIP).

An AQMP describes air pollution control strategies to be taken by counties or regions classified as nonattainment areas. The AQMP's main purpose is to bring the area into compliance with the requirements of federal and State air quality standards. The AQMP uses the assumptions and projections by local planning agencies to determine control strategies for regional compliance status. Therefore, any projects causing a significant impact on air quality would impede the progress of the AQMP. For a project in the Basin to be consistent with the AQMP, the pollutants emitted from the project must not exceed the SCAQMD significance threshold or cause a significant impact on air quality. If feasible mitigation measures can be implemented to reduce the project's impact level from significant to less than significant under CEQA, the project is considered to be consistent with the AQMP.

A consistency analysis determination plays an essential role in local agency project review by linking local planning and unique individual projects to the AQMP in the following ways: it fulfills the CEQA goal of fully informing local agency decision makers of the environmental costs of the project under consideration at a stage early enough to ensure that air quality concerns are fully addressed, and it provides the local agency with ongoing information, assuring local decision makers that they are making real contributions to clean air goals defined in the most current AQMP (adopted in 2003 and updated in 2007). Because the AQMP is based on projections from local General Plans, projects consistent with the local General Plan are considered consistent with the AQMP.

Air quality models are used to demonstrate that the project's emissions will not contribute to the deterioration or impede the progress of air quality goals stated in the AQMP. The air quality models use project-specific data to estimate the quantity of pollutants generated from the implementation of a project. The results for the proposed project scenario in the horizon year were compared to the AQMP's air quality projections.

As discussed in responses b) and c) below, the proposed project would not substantially contribute to or cause deterioration of existing air quality; therefore, mitigation measures are not required for the long-term operation of the project. Hence, the proposed project is considered to be consistent with the County of San Bernardino General Plans, the County of Riverside General Plan, and the Southern

California Association of Governments (SCAG) forecast and is therefore consistent with the AQMP.

The proposed project is included in the Adopted 2008 RTP. The project is also included in the Adopted 2008 RTIP (Project ID: SBD200614. Description: I-215 BI-County HOV Lane Gap Closure Project – add one HOV lane in each direction from Spruce Street on SR-91 in Riverside County to Orange Show Road on I-215 in San Bernardino County). The design concept and scope of the proposed project is consistent with the project description in the 2008 RTP, the 2008 RTIP and with the assumptions in the SCAG regional emissions analysis. Therefore, the proposed project would not conflict with or obstruct implementation of any applicable air quality plan.

b) and c) Less Than Significant Impact. The proposed project would not violate any air quality standard, contribute substantially to an existing or projected air quality violation, or result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment because the project would not contribute to violation of an air quality standard for O₃ and would not result in any concentrations exceeding the 1-hour or 8-hour carbon monoxide (CO) standards. In addition, the project would result in a net decrease in particulate matter greater than 2.5 microns in diameter (PM_{2.5}) and particulate matter greater than 10 microns in diameter (PM₁₀) and would reduce local MSAT emissions.

The project site is in a nonattainment area for the federal standards for ozone (O₃, 8-hour), PM₁₀, and PM_{2.5}, as well as the State standards for O₃ (1-hour and 8-hour), PM₁₀, and PM_{2.5}. Ozone emissions are evaluated on a regional level. Because the project is included in the air quality emissions model for the RTP, its O₃ emissions have been accounted for and it would not contribute to violation of an air quality standard. CO and particulate matter are evaluated on a project-level basis.

The methodology required for a CO local analysis is summarized in the Department Transportation Project-Level Carbon Monoxide Protocol (Protocol), Section 3 (Determination of Project Requirements) and Section 4 (Local Analysis). In Section 3, the Protocol provides two conformity requirement decision flowcharts that are designed to assist the project sponsors in evaluating the requirements that apply to specific projects. Based on the findings of the CO analysis, during operation, the proposed project is not expected to result in any concentrations exceeding the 1-hour or 8-hour CO standards.

Traffic data in conjunction with the EMFAC2007 emission model was used to calculate the PM_{2.5} and PM₁₀ exhaust, tire wear, and brake wear emissions for each of the project alternatives (without project and with project). EMFAC2007 does not estimate road dust emissions; therefore, the emission rates listed in Section 13.2.1 of EPA's AP-42 were used to calculate the road dust PM_{2.5} and PM₁₀ emissions under each alternative. The exhaust and dust emissions generated along the I-215 corridor and the systemwide roadways are listed in Tables 2.1 and 2.2 for PM_{2.5} and PM₁₀, respectively. As shown in Tables 2.1 and 2.2, implementation of the project alternatives would result in a net decrease in the PM_{2.5} and PM₁₀ emissions in 2014 and 2035.

Table 2.1 Daily PM_{2.5} Emissions in Project Region (lbs/day)

Traffic Condition	Exhaust Emissions	Tire Wear	Brake Wear	Road Dust	Total	Change from without Project Condition
Existing I-215 Corridor	105.8	8.2	15.9	590.2	720.1	–
Existing System Wide	19,831.4	1,294.6	189.7	92,687.2	114,002.9	–
2014 Without Project I-215 Corridor	141.9	9.5	19.3	681.2	851.9	–
2014 Without Project System Wide	20,426.2	1,369.3	2,773.0	98,037.0	122,605.5	–
2014 With Project I-215 Corridor	117.8	9.4	19.0	673.1	819.4	-32.5
2014 with project System Wide	20,419.3	1,368.9	2,772.1	98,004.1	122,564.4	-41.1
2035 Without Project I-215 Corridor	238.2	19.1	38.7	1367.5	1,663.5	–
2035 Without Project System Wide	29,153.8	2,337.7	4,734.1	167,369.8	203,595.5	–
2035 With Project I-215 Corridor	226.1	18.1	36.7	1297.9	1,578.8	-84.7
2035 With Project System Wide	29,142.7	2,336.8	4,732.3	167,305.6	203,517.4	-78.1

Source: *Air Quality Analysis*, April 2010.

I-215 = Interstate 215 lbs/day = pounds per day PM_{2.5} = particulate matter less than 2.5 microns in size

Table 2.2 Daily PM₁₀ Emissions in Project Region (lbs/day)

Traffic Condition	Exhaust Emissions	Tire Wear	Brake Wear	Road Dust	Total	Change from without Project Condition
Existing I-215 Corridor	166.6	32.9	43.0	1293.6	1,536.1	–
Existing System Wide	31,180.4	5,160.9	6,760.4	203,150.0	246,251.7	–
2014 Without Project I-215 Corridor	153.1	37.9	49.7	1493.1	1,733.8	–
2014 Without Project System Wide	22,033.4	5,458.8	7,150.6	214,875.5	249,518.3	–
2014 With Project I-215 Corridor	128.0	37.5	49.1	1475.3	1,689.8	-43.9
2014 With Project System Wide	22,026.0	5,457.0	7,148.2	214,803.6	249,434.8	-83.5
2035 Without Project I-215 Corridor	258.9	76.4	99.7	2997.3	3,432.3	–
2035 Without Project System Wide	31,681.1	9,350.9	12,207.6	366,837.9	420,077.5	–
2035 With Project I-215 Corridor	245.7	72.5	94.7	2844.7	3,257.5	-174.8
2035 With Project System Wide	31,669.0	9,347.3	12,202.9	366,697.2	419,916.4	-161.1

Source: *Air Quality Analysis*, April 2010.

I-215 = Interstate 215 lbs/day = pounds per day PM₁₀ = particulate matter less than 10 microns in size

The particulate matter hot-spot analysis was submitted to the SCAG Transportation Conformity Working Group (TCWG) for its review. On February 23, 2010, the EPA, FHWA, and the Department determined that the project is expected to reduce the severity and number of localized PM_{2.5} and PM₁₀ violations in the project area. A copy of the TCWG determination is provided in Chapter 3, Comments and Coordination.

MSATs emissions were calculated for the proposed project using EMFAC2007. The results of that analysis are summarized in Tables 2.3 and 2.4. As shown in these tables, implementation of the proposed project would reduce the local MSAT emissions. The proposed project emissions would be lower than the existing emissions for all MSAT pollutants.

Table 2.3 2014 Changes in Project MSAT Emissions

2015 Toxic Air Contaminant	Existing Emissions (gms/day)	2014 without Project Emissions (gms/day)	2014 with Project Emissions		
			gms/day	Change from Existing	Change from without Project Condition
Diesel Particulate Matter	11,667	7,978	6,915	-4,752	-1,063
Benzene	10,103	5,994	5,060	-5,043	-934
1,3-Butadiene	1,907	1,078	884	-1,023	-194
Naphthalene					
POM					
Acrolein	435	243	199	-236	-44
Formaldehyde	8,924	6,059	4,970	-3,954	-1,089
Average Percent Change				-45.4%	-15.6%

Source: *Air Quality Analysis*, April 2010.

gms/day = grams per day MSAT = Mobile Source Air Toxics POM = polycyclic organic matter

Table 2.4 2035 Changes in Project MSAT Emissions

2035 Toxic Air Contaminant	Existing Emissions (gms/day)	2035 without Project Emissions (gms/day)	2035 with Project Emissions		
			gms/day	Change from Existing	Change from without Project Condition
Diesel Particulate Matter	11,667	6669	6330	-5337	-339
Benzene	10,103	5782	5374	-4729	-408
1,3-Butadiene	1,907	783	743	-1164	-40
Naphthalene					
POM					
Acrolein	435	177	167	-268	-10
Formaldehyde	8,924	5298	5028	-3896	-270
Average Percent Change				-46.6%	-5.7%

Source: *Air Quality Analysis*, April 2010.

gms/day = grams per day MSAT = Mobile Source Air Toxics POM = polycyclic organic matter

As discussed above, during operation, the proposed project is not expected to result in any concentrations exceeding the 1-hour or 8-hour CO standards. Implementation of the proposed project would result in a net decrease in the PM_{2.5} and PM₁₀ emissions in 2014 and 2035. Therefore, the proposed project would not delay the attainment of the PM_{2.5} or PM₁₀ air quality standards within the Basin. Implementation of the proposed project would reduce the local MSAT emissions. Therefore, the proposed project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation.

During construction, the proposed project would result in combustion emissions from various sources such as site grading, utility engines, on-site heavy-duty construction vehicles, equipment hauling materials to and from the site, and motor vehicles transporting the construction crew. Exhaust and fugitive dust emissions generated during project construction would vary daily as construction activity levels change. However, these emissions would be temporary (less than 2-year construction period) and would be minimized through implementation of SCAQMD and California Department of Transportation (Department) required control measures, provided below in Measures AQ-1 through AQ-5. Therefore, for the reasons discussed above, project impacts related to violation of air quality standards and cumulative increases in criteria pollutants would be less than significant.

d) Less Than Significant Impact. The proposed project would not expose sensitive receptors to substantial pollutant concentrations, because project operation would not result in an increase in pollutant concentrations. In addition, as discussed above, the proposed project may result in temporary, short-term construction-related increases in pollutant concentrations specifically associated with construction equipment emissions and fugitive dust; however, these increases would not be adverse. The implementation of SCAQMD Standard Conditions and Department Standard Construction Specifications, provided below in Measures AQ-1 through AQ-5, would minimize potential short-term air quality impacts to sensitive receptors. Therefore, project impacts related to exposure of sensitive receptors to substantial pollutant concentrations would be less than significant.

e) Less Than Significant Impact. The proposed project would not create objectionable odors affecting a substantial number of people because, construction odors would be controlled through compliance with SCAQMD standards and project operation would not produce odors. The proposed project may result in temporary, short-term construction-related increases in objectionable odors, these increases would not be adverse because SCAQMD Standard Conditions and Department Standard Construction Specifications, as described below in Measures AQ-1 through AQ-5, would minimize this potential short-term impact. Therefore, project impacts related to objectionable odors would be less than significant.

2.3.3 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:

- AQ-1** During clearing, grading, earthmoving, or excavation operations, excessive fugitive dust emissions will be controlled by regular watering or other dust preventive measures using the following procedures, as specified in South Coast Air Quality Management District (SCAQMD) Rule 403. All material excavated or graded will be sufficiently watered to prevent excessive amounts of dust. Watering will occur at least twice daily with complete coverage, preferably in the late morning and after work is done for the day. All material transported on site or off site will be either sufficiently watered or securely covered to prevent excessive amounts of dust. The area disturbed by clearing, grading, earth moving, or excavation operations will be minimized so as to prevent excessive amounts of dust. These control techniques will be indicated in project specifications. Visible dust beyond the property line emanating from the project will be prevented to the maximum extent feasible.
- AQ-2** Project grading plans will show the duration of construction. Ozone precursor emissions from construction equipment vehicles will be controlled by maintaining equipment engines in good condition and in proper tune per manufacturer's specifications.
- AQ-3** All trucks that are to haul excavated or graded material on site will comply with State Vehicle Code Section 23114, with special attention to Sections 23114(b)(F), (e)(2), and (e)(4), as amended, regarding the prevention of such material spilling onto public streets and roads.
- AQ-4** The contractor will adhere to California Department of Transportation (Department) Standard Specifications for Construction (Sections 10 and 18 [Dust Control] and Section 39-3.06 [Asphalt Concrete Plant Emissions]).
- AQ-5** Should the project geologist determine that asbestos-containing materials (ACMs) are present at the project study area during final inspection prior to construction, the appropriate methods will be implemented to remove ACMs.

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 Game 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 Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" 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

Threatened and Endangered Species

The primary federal law protecting threatened and endangered species is the Federal Endangered Species Act (FESA): 16 USC Section 1531, et seq. See also 50 CFR Part 402. This act and subsequent 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 FHWA, are required to consult with the USFWS and the NOAA Fisheries 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 is a Biological Opinion or an

Incidental Take statement. 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 CDFG 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 CDFG. For projects requiring a Biological Opinion under Section 7 of the FESA, CDFG may also authorize impacts to CESA species by issuing a Consistency Determination under Section 2080.1 of the Fish and Game Code.

Special-Status Plant Species

The U.S. Fish and Wildlife Service (USFWS) and CDFG share 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 afforded 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 FESA and/or the CESA. Department projects are also subject to the Native Plant Protection Act, found at Fish and Game Code, Section 1900–1913, and the California Environmental Quality Act, Public Resources Code, Sections 2100–21177.

Special-Status Animal Species

Many state and federal laws regulate impacts to wildlife. The USFWS, the National Oceanic and Atmospheric Administration (NOAA) Fisheries and the CDFG are responsible for implementing these laws.

Federal laws and regulations pertaining to wildlife include the following:

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

State laws and regulations pertaining to wildlife include the following:

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

Wetlands and Other Waters

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

Section 404 of the Clean Water Act establishes a regulatory program that provides that discharge of dredged or fill material cannot be permitted if a practicable alternative exists that is less damaging to the aquatic environment or if the nation's waters would be significantly degraded. The Section 404 permit program is run by the U.S. Army Corps of Engineers (ACOE) with oversight by the Environmental Protection Agency (EPA).

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

At the state level, wetlands and waters are regulated primarily by the California Department of Fish and Game (CDFG), the State Water Resources Control Board

(SWRCB), and the Regional Water Quality Control Boards (RWQCB). 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 CDFG before beginning construction. If CDFG determines that the project may substantially and adversely affect fish or wildlife resources, a Lake or Streambed Alteration Agreement will be required. CDFG 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 ACOE may or may not be included in the area covered by a Streambed Alteration Agreement obtained from the CDFG.

The Regional Water Quality Control Boards were established under the Porter-Cologne Water Quality Control Act to oversee water quality. The RWQCB also issues water quality certifications in compliance with Section 401 of the Clean Water Act. Please see the Water Quality section for additional details.

2.4.2 Discussion of Environmental Evaluation

The potential for the proposed project to result in adverse impacts to biological resources was assessed in the *Natural Environment Study* (November 2010). The discussion below is based on that analysis.

a), b), c) Less Than Significant with Mitigation. The proposed project would not have a substantial adverse effect on any species identified as a candidate, sensitive, or special status species, riparian habitat or other sensitive natural community, or federally protected wetlands because avoidance and control measures are required to mitigate impacts to sensitive species within and adjacent to the project area and impacted riparian habitat, which includes designated critical habitat for the southwestern willow flycatcher, proposed critical habitat for the Santa Ana sucker, and riparian habitat and wetlands would be mitigated at a minimum 1:1 ratio. Impacted Southern California black walnut would be replaced at a minimum 2:1 ratio.

Threatened and Endangered Species

Focused surveys were conducted for the endangered least Bell's vireo, southwestern willow flycatcher, San Bernardino kangaroo rat, and Santa Ana sucker in 2009. Implementation of the proposed project is not expected to result in direct impacts to

the least Bell's vireo, southwestern willow flycatcher, San Bernardino kangaroo rat, or Santa Ana sucker. No threatened or endangered plant species were found during site surveys within the biological study area (BSA) and are considered absent from the BSA.

The least Bell's vireo was detected approximately 500 ft outside of the BSA within the Santa Ana River, and the project is within critical habitat for the southwestern willow flycatcher. Potential temporary impacts from construction of the project include the increased exposure of potential southwestern willow flycatcher and least Bell's vireo in adjacent areas to noise, vibration, and dust generated from construction activities and human presence.

The project would result in permanent impacts to 0.52 ac of unoccupied critical habitat by the placement of bridge footings (0.17 ac of impacts to riparian scrub and open water and 0.35 ac of impacts to nonnative grassland and developed areas) and temporary impacts to 8.67 ac of unoccupied critical habitat (2.11 ac of impacts to riparian scrub and open water and 6.55 ac of impacts to nonnative grassland and developed areas).

No San Bernardino kangaroo rat or other threatened or endangered small mammals were found in the BSA during focused surveys. Therefore, the project is not expected to result in any temporary direct or indirect temporary impacts to San Bernardino kangaroo rat.

No Santa Ana suckers were found in the BSA during focused surveys. No direct take of Santa Ana sucker or occupied riverine habitat would occur as a result of the proposed project. There is proposed critical habitat for the Santa Ana sucker within the BSA; however, USFWS is considering excluding this portion from the revised final designation. The Santa Ana sucker does occur downstream of the BSA, and indirect temporary impacts to the Santa Ana sucker outside of the BSA have the potential to occur as a result of downstream water quality during construction activities.

Mitigation for potential indirect impacts to federally endangered species as well as direct impacts to southwestern willow flycatcher critical habitat and Santa Ana sucker proposed critical habitat have been discussed with USFWS and CDFG personnel, and consultation is ongoing to refine mitigation ratios. Mitigation for permanent impacts to native riparian habitat would include contribution to an in-lieu fee program, at a minimum 1:1 ratio. Temporary impacts to native riparian habitat will be restored to

preconstruction conditions. Maintenance and monitoring procedures will be discussed and agreed upon with the resource agencies (USFWS and CDFG). Measures BIO-1 through BIO-9 include requirements for replacement and restoration of riparian/riverine habitat, establishment of monitoring of environmentally sensitive areas (ESAs), management practices to protect water quality, light shielding, and establishment of exclusionary buffers, as needed. These mitigation measures to replace/restore affected habitat, exclude construction activities from ESAs, and control indirect impacts associated with construction activities will mitigate impacts to threatened and endangered species to less than significant levels.

Other Special-Status Plant Species

Implementation of the proposed project would not result in impacts to any special-status plant species. However, the proposed project would result in direct permanent impacts to Southern California black walnut through removal of a few trees (fewer than five trees). In addition, the proposed project would result in potential temporary impacts to a few Southern California black walnut trees (fewer than 10 trees). Because fewer than 10 mature trees would be impacted, this loss can be mitigated by a direct replacement of trees. As specified in Measure BIO-10 below, individual mature trees that are lost would be replaced at a minimum 2:1 ratio, or as determined in the Streambed Alteration Agreement with the CDFG; therefore, impacts to Southern California black walnut would be reduced to less than significant levels.

Other Special-Status Animal Species

Implementation of the proposed project is not expected to result in direct impacts to these special-status riparian birds: Coopers hawk, Lawrence's goldfinch, California yellow warbler, yellow-breasted chat, or loggerhead shrike. However, construction of the proposed project is expected to have indirect and temporary effects to these species through the loss of potential habitat. The proposed project is expected to result in 0.94 acre (ac) of direct temporary impacts and 0.10 ac of direct permanent impacts to approximately 0.10 ac of riparian/riverine natural communities. The loss of habitat needs to be replaced/restored to mitigate potential impacts to these species. Measures BIO-1 and BIO-2 include these requirements; therefore, impacts to other special-status riparian birds would be reduced to less than significant levels.

Impacts of the proposed project to bridge- and crevice-dwelling animal species (bats) would include temporary disturbance (such as noise, vibration, dust, night lighting, and human encroachment) from construction. In addition, construction could temporarily impede access to roost sites (existing and future) in the crevices of

bridges, culverts, and overhead structures. The proposed project would permanently alter a small portion of roosting habitat (existing and future). However, the widening and modification of bridge, culvert, and overhead structures would more likely increase future potential roosting habitat by providing more roosting crevices. Because of this, the project is not expected to substantially impact bats' long-term use of the structures. In order to mitigate potential impacts to bats, follow-up surveys are required prior to construction since roosts can change seasonally and may be present under bridges, in culverts, and in large trees and snags; bats must be removed outside of the maternity season. These requirements are included in Measures BIO-14–BIO-17; therefore, potential impacts to bats would be mitigated to a less than significant level.

The proposed project is not expected to result in permanent impacts to burrowing owls. However, since the burrowing owl is a migratory species, it is possible that owls may colonize areas within the BSA with suitable grassland or ruderal vegetation prior to the start of construction. In addition, vegetation clearing and grading associated with the proposed project would disturb nonnative trees and shrubs that may provide nesting habitat for migratory birds. To mitigate impacts to the burrowing owl, preconstruction surveys and exclusionary procedures are needed if owls are found in the project area. These requirements are included in Measure BIO-13; therefore, potential impacts to burrowing owls would be reduced to less than significant levels.

There is the potential for other migratory birds to be impacted during construction of the proposed project. To mitigate impacts to migratory birds, preconstruction surveys are required during the nesting season prior to vegetation clearing. Measures BIO-11 and BIO-12 include these requirements; therefore, impacts to migratory birds would be reduced to less than significant levels.

Wetlands and Other Waters

Potential ACOE and CDFG jurisdictional areas are depicted in Figure 2.7 in Appendix A. Direct impacts to wetlands and other waters would occur as a result of widening the I-215 bridge of the Santa Ana River, extension of a culvert on the east and west sides of I-215 where the Burlington Northern Santa Fe (BNSF) railway crosses over I-215, construction of a temporary railway shoofly at the BNSF railway east of I-215, and pavement expansion along the entire I-215 corridor within the project area.

Temporary (construction-related) direct impacts to wetlands and other waters are listed below and depicted in Figure 2.7 in Appendix A.

- Approximately 0.20 ac of ACOE Potentially Jurisdictional Wetland Waters.
- Approximately 2.24 ac of ACOE Potentially Jurisdictional Nonwetland Waters.
- Approximately 0.08 ac of ACOE Potentially Nonjurisdictional Nonwetland Waters.
- Approximately 10.81 ac of CDFG Potentially Jurisdictional Areas.
- Approximately 2.49 ac of Regional Water Quality Control Board (RWQCB) Potentially Jurisdictional Waters of the US.
- Approximately 0.03 ac of RWQCB Potentially Jurisdictional Waters of the State.

Permanent direct impacts to wetlands and other waters are listed below.

- Approximately 0.01 ac of ACOE Potentially Jurisdictional Wetland Waters.
- Approximately 0.17 ac of ACOE Potentially Jurisdictional Nonwetland Waters.
- Approximately 0.05 ac of ACOE Potentially Nonjurisdictional Nonwetland Waters.
- Approximately 0.55 ac of CDFG Potentially Jurisdictional Areas.
- Approximately 0.23 ac of RWQCB Potentially Jurisdictional Waters of the US.
- Approximately 0.23 ac of RWQCB Potentially Jurisdictional Waters of the State.

Other potential impacts to jurisdictional areas include impacts to water quality caused by pollutants in construction and operational storm water runoff, activities of equipment or personnel outside designated construction areas, and the indirect effect of germination and proliferation of nonnative invasive plant species. Refer to the discussion in Section 2.9, Hydrology and Water Quality, for a discussion of water quality best management practices (BMPs) and requirements included in Measures HY-1 and HY-2. BIO-4–BIO-7 include requirements with regard to construction activities to protect jurisdictional areas. Control of invasive plant species requires adherence to a weed abatement and control program as outlined in Measure BIO-18. With implementation of these measures, potential impacts to jurisdictional areas would be reduced to less than significant levels.

Permits for impacts to ACOE, CDFG, and RWQCB jurisdictional areas would be required for the project. Permit requirements for impacts to jurisdictional areas would include replacement/restoration of riparian habitat, compliance with water quality permits, and implementation of BMPs as specified in Measures BIO-1, BIO-2,

BIO-4, BIO-5, BIO-6, HY-1, and HY-2. The requirements for permits are specified in BIO-19–BIO-21.

Implementation of all these measures would reduce project impacts to species identified as a candidate, sensitive, or special-status species, riparian habitat or other sensitive natural community, and federally protected wetlands to less than significant levels.

d) Less Than Significant Impact. The proposed project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species because the project is not likely to permanently impact existing wildlife movement in the region, as no new barriers to wildlife movement would be created. In addition, temporary project impacts to wildlife movement would be minimal since the existing corridor does not bisect any major wildlife habitats.

Within the project area, wildlife movement is primarily restricted to the Santa Ana River, which provides water, vegetation, and connections to open space on either side of I-215. This corridor would not be reduced by the project. Small animals may use any drainage crossing to access both sides of the freeway. Drainage structures in the project area mostly consist of either small reinforced concrete box (RCB), reinforced concrete pipe (RCP), or corrugated metal pipe culverts. Within the project area, these structures are not likely to provide significant value as wildlife crossings, as they do not link any natural habitat areas.

Temporary impacts to wildlife corridors could occur during construction due to the increased presence of equipment, structures, and construction personnel. Temporary project impacts to wildlife movement would be minimal since the existing corridor does not bisect any major wildlife habitats. Measures to protect wildlife movement include limiting construction activities and placement of equipment to designated areas, limiting construction to daylight hours to the greatest extent feasible, use of shielded lighting, minimizing disturbance within the Santa Ana River, and maintaining existing culvert designs.

The project is not likely to permanently impact existing wildlife movement in the region, as no new barriers to wildlife movement would be created. Measures BIO-22 through BIO-28 include the requirements listed above to allow existing wildlife movement; therefore, with implementation of these measures, potential impacts to wildlife movement would be less than significant.

e) No Impact. The proposed project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, because there are no local policies or ordinances relevant to the project site.

f) No Impact. The proposed project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state Habitat Conservation Plan, because the project would comply with the provisions of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). The portion of the proposed project within Riverside County is located within the Western Riverside County MSHCP area. However, the project will be consistent with the MSHCP; the portion of the project in Riverside County is not located within the MSHCP-designated Criteria Area and does not contain suitable habitat for any MSHCP-covered species. In addition, the proposed project would comply with the MSHCP construction guidelines outlined in Measure BIO-29. Therefore, the proposed project would not conflict with the MSHCP or any other adopted Habitat Conservation Plan (HCP) or Natural Community Conservation Plan (NCCP).

2.4.3 Avoidance, Minimization, and/or Mitigation Measures

The following mitigation measures will be implemented to address potential impacts:

- BIO-1** Permanent impacts to native riparian habitat, which includes designated southwestern willow flycatcher (*Empidonax traillii extimus*) critical habitat and proposed Santa Ana sucker (*Catostomus santaanae*) critical habitat, will be mitigated through contribution to an in-lieu fee program, such as the Santa Ana Watershed Association In-Lieu Fee Program, at a minimum 1:1 ratio. If an in-lieu fee program is not available, on-site or off-site habitat replacement for permanent impacts will be conducted. This approach is less desirable than contribution to an in-lieu fee program, as it would result in restoration of a small, isolated patch of riparian vegetation. However, if this approach is required, appropriate maintenance and monitoring procedures will be discussed and agreed upon with the resource agencies.
- BIO-10** If Southern California black walnut are removed as a result of project activities, mature trees (over 12 inches diameter at breast height) will

be replaced within the project footprint with immature plantings at a minimum 2:1 ratio, or as determined in the Streambed Alteration Agreement with the California Department of Fish and Game (CDFG).

In addition, the following avoidance and/or minimization measures will be implemented to minimize potential impacts:

BIO-2 Temporary impacts to native riparian habitat, which includes designated southwestern willow flycatcher critical habitat and proposed Santa Ana sucker critical habitat, will be mitigated as follows:

- Vegetation within temporary impact areas may be trimmed and/or crushed; however, root systems will be left in place to the fullest extent possible, allowing natural revegetation to occur.
- In temporary impact areas where vegetation is damaged to the extent that it is likely that natural regrowth will not occur, temporary impact areas will be restored to preconstruction conditions through replanting. Appropriate maintenance and monitoring procedures will be discussed and agreed upon with the resource agencies.

BIO-3 Prior to clearing or construction, highly visible barriers (such as orange construction fencing) will be installed around riparian/riverine vegetation adjacent to the project footprint to designate Environmentally Sensitive Areas (ESAs) to be preserved. The ESAs include a small amount of riparian woodland southwest of the project footprint in the Santa Ana River that is dominated by a single row of willows (*Salix* sp.) and riparian scrub that is dominated by mulefat (*Baccharis salicifolia*). No grading or fill activity of any type will be permitted within these ESAs. In addition, heavy equipment, including motor vehicles, will not be allowed to operate within the ESAs. All construction equipment will be operated in a manner so as to prevent accidental damage to nearby preserved areas. No structure of any kind, or incidental storage of equipment or supplies, will be allowed within these protected zones. 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.

- BIO-4** All equipment maintenance, staging, and dispensing of fuel, oil, or any other such activities will occur in developed or designated nonsensitive upland habitat areas. The designated upland areas will be located in such a manner as to prevent the runoff from any spills from entering waters of the United States.
- BIO-5** A construction Storm Water Pollution Prevention Plan (SWPPP) will be developed to minimize erosion and identify specific pollution prevention measures that will eliminate or control potential point and nonpoint pollution sources on site during and following the project's construction phase. The SWPPP will meet the requirements of the Construction General Permit and will identify potential pollutant sources associated with construction activities; identify nonstorm water discharges; develop a water quality monitoring and sampling plan; and identify, implement, and maintain best management practices (BMPs) to reduce or eliminate pollutants associated with the construction site.
- BIO-6** If water diversion is required, a continuous flow within the Santa Ana River channel will be maintained. Water containing mud, silt, or other pollutants from grading, aggregate washing, or other activities will not be allowed to enter a flowing stream.
- BIO-7** Nighttime construction activities, if any, will use shielded lighting that is directed away from designated Environmentally Sensitive Areas (ESAs).
- BIO-8** Pile-driving activities in the Santa Ana River will occur outside of the nesting bird season (February 15–September 15).
- BIO-9** A biologist will monitor all construction activities within the vicinity of riparian and riverine areas for the duration of the project to flush any wildlife species present prior to construction and to ensure that vegetation removal, best management practices (BMPs), Environmentally Sensitive Areas (ESAs), and avoidance and minimization measures are properly constructed and followed.
- BIO-11** In the event that vegetation clearing is necessary during the breeding season (February 15–September 15), a qualified ornithologist will

conduct a preconstruction survey within 300 feet of construction areas, no more than 7 days prior to construction, to identify the locations of avian nests. Should nests be found, the ornithologist shall establish a 300-foot (500-foot for raptors) exclusionary buffer around each nest site. To the extent feasible, no construction will take place within this buffer until the nest is no longer active. In the event that construction must occur within the 300-foot buffer, the biological monitor will take steps to ensure that construction activities are not disturbing or disrupting nesting activities. If the biological monitor determines that construction activities are disturbing or disrupting nesting activities, the biologist shall notify the Resident Engineer who has the authority to halt construction in order to reduce the noise and/or disturbance to the nests. This may include, but is not limited to, turning off vehicle engines and other equipment whenever possible to reduce noise, installing a protective noise barrier between the nest and the construction activities, or working in other areas until the young have fledged. In the case of raptors, no construction shall be allowed within the 500-foot buffer.

BIO-12 Existing bridges with potential swallow nesting habitat will be cleared of all swallow nests prior to any work conducted between February 15 and September 15. Swallow nests will be removed under the guidance and observation of a qualified biologist prior to February 15 of that year, before swallows return to the nesting site. Removal of swallow nests that are under construction must be repeated as frequently as necessary to prevent nest completion or until a nest exclusion device is installed (such as netting or a similar mechanism that keeps swallows from building nests). Nest removal and exclusionary device installation will be monitored by a qualified biologist. Such exclusion efforts must be continued to keep the structures free of swallows until September 15 or the completion of construction, whichever comes first. All nest exclusion techniques will be coordinated with the District Biologist and the resource agencies, as applicable.

BIO-13 A preconstruction survey for burrowing owls in the Biological Study Area (BSA) will be conducted by a qualified biologist within 30 days prior to the start of construction activities. If the survey determines that

burrowing owls occupy the site, the following steps will be incorporated:

- Burrows located outside the project area (within 250 feet [ft]) will be flagged for avoidance.
- Unoccupied burrows located in the project area will be covered to prevent owls from reoccupying the burrows prior to construction.
- If active burrows are discovered within 250 ft of proposed work areas, the burrowing owls will be relocated from the burrows using either active or passive techniques as recommended by the California Department of Fish and Game (CDFG). Burrowing owl relocation, as well as discouragement of burrowing owls from returning to the site, will occur in the following manner:
 - During the burrowing owl nonbreeding season (September 1 through January 31), burrowing owls occupying proposed work areas will be evicted by passive relocation. Passive relocation would include the installation of one-way doors on the burrow entrance. Any active burrow would be replaced off site in adjacent habitat with an artificial burrow. Burrows will be inspected with a fiber optic camera to ensure that animals do not remain in the burrows.
 - If construction is scheduled during the burrowing owl breeding season (February 1 through August 31) and prior to the relocation of the burrowing owls, a 250 ft protective buffer will be maintained around burrows occupied by owls until the young have fledged. Other actions could include passive relocation if it is determined that burrowing owls have not begun laying eggs or postponement of construction in the area until the young are fledged and no longer dependent upon the nest burrow.
 - Once fledglings are capable of independent survival and adult nonbreeding owls have successfully been relocated off site, potential burrowing owl burrows would be collapsed in order to keep the burrowing owls from returning.

BIO-14 A qualified bat biologist will survey the project area in late spring prior to construction to assess the potential for maternity roosts in the BSA. The qualified bat biologist will also perform preconstruction

surveys, since bat roosts can change seasonally. The surveys will include a combination of structure inspection, sampling, exit counts, and acoustic surveys.

- BIO-15** All work areas on existing bridges with potential bat roosting habitat that will be affected between April 15 and August 31 will be cleared of all bats prior to construction under the guidance and observation of a qualified biologist. Exclusionary devices should be placed in the fall (September or October) preceding construction to exclude bats from directly affected work areas and avoid potential direct impacts. Such exclusion efforts must be continued to keep the structures free of bats until August 31 or completion of construction. All bat exclusion techniques will be coordinated with the Department Biologist and the resource agencies, as applicable.
- BIO-16** Prior to tree removal or trimming within riparian areas, large trees and snags will 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 (April 15 to August 31) to avoid potential mortality to flightless young.
- BIO-17** Additional daytime and nighttime surveys by a qualified biologist will occur during the spring and summer months for bat-occupied bridges and culverts where direct impacts are anticipated. The purpose of these surveys will be to identify precise information about seasonal presence, species composition, and the approximate number of bats roosting within the structures. This information will then be used to design additional measures to minimize impacts to roosting bats. Possible measures could include but are not limited to construction of alternative roosting habitat on new bridge structures following completion of construction.
- BIO-18** In compliance with Executive Order (EO) 13112, a weed abatement program will be developed to minimize the importation of nonnative plant material during and after construction. Eradication strategies will be employed should an invasion occur. At a minimum, this program will include:

- During construction, the construction contractor will inspect and clean construction equipment at the beginning and end of each day and prior to transporting equipment from one project location to another.
- During construction, soil and vegetation disturbance will be minimized to the greatest extent feasible.
- During construction, the construction contractor will ensure that all active portions of the construction site are watered a minimum of twice daily or more often when needed due to dry or windy conditions to prevent excessive amounts of dust.
- During construction, the construction contractor will ensure that all material stockpiled is sufficiently watered or covered to prevent excessive amounts of dust.
- During construction, soil/gravel/rock will be obtained from weed-free sources.
- Only certified weed-free straw, mulch, and/or fiber rolls will be used for erosion control.
- After construction, affected areas adjacent to native vegetation would be revegetated with plant species approved by the California Department of Transportation (Department) District Biologist that are native to the vicinity.
- After construction, all revegetated areas will avoid the use of species listed in California Invasive Plant Council's (Cal-IPC's) California Invasive Plant Inventory that have a high or moderate rating.
- After construction, erosion control and revegetation sites will be monitored for 2 to 3 years after construction, to detect nonnative species prior to the establishment of the native vegetation.
- Eradication procedures (e.g., spraying and/or hand weeding) will be outlined should an infestation occur; the use of herbicides will be prohibited within and adjacent to native vegetation, except as specifically authorized and monitored by the District Biologist.

BIO-19 Prior to initiation of construction, a Nationwide Permit will be obtained through the United States Army Corps of Engineers (ACOE) pursuant to Section 404 of the Clean Water Act (CWA).

- BIO-20** Prior to initiation of construction, a Streambed Alteration Agreement (SAA) with the California Department of Fish and Game (CDFG) will be obtained. Findings and conclusions stated in this report will be verified by the CDFG during the SAA process.
- BIO-21** Prior to the initiation of construction, authorization from the Regional Water Quality Control Board (RWQCB) pursuant to Section 401 of the Clean Water Act and the Porter-Cologne Water Quality Act will be obtained.
- BIO-22** Equipment maintenance, lighting, and staging will occur only in designated areas and will not block wildlife corridor entrances.
- BIO-23** Hours of construction within 250 feet (ft) of the Santa Ana River will be limited to daylight hours (7:00 a.m.–4:00 p.m.) to the greatest extent feasible to ensure utilization of this wildlife corridor.
- BIO-24** Nighttime construction activities, if any, will use shielded lighting to prevent spillover into the Santa Ana River corridor. Security lights on vehicles utilized in the Santa Ana River will not be left on overnight.
- BIO-25** The Santa Ana River corridor will be kept clear of all equipment or structures that could potentially serve as barriers to wildlife passage.
- BIO-26** Within the Santa Ana River, structures required for bridgework would be erected in a manner so as not to block the main underpass. Scaffolding and falsework will be minimized and restricted to the sides of the underpass where feasible.
- BIO-27** Access and disturbance within the Santa Ana River will be kept to a minimum.
- BIO-28** The existing culvert structures that will be extended or modified by the proposed project will be designed so that they would be at least as compatible with wildlife usage as the existing culvert. For example, culvert entrances would have textured concrete drawdown pads.
- BIO-29** The project will comply with Standard Best Management Practices (BMPs) Construction Guidelines that are provided in the Multiple

Species Habitat Conservation Plan (MSHCP) and listed below for the portion of the project within Riverside County:

- Plans for water pollution and erosion control will be prepared for all Discretionary Projects involving the movement of earth in excess of 50 cubic yards. The plans will describe sediment and hazardous materials control, dewatering or diversion structures, fueling and equipment management practices, and use of plant material for erosion control. Plans will be reviewed and approved by the County of Riverside and participating jurisdictions prior to construction.
- Timing of construction activities will consider seasonal requirements for breeding birds and migratory nonresident species. Habitat clearing will be avoided during species' active breeding season, defined as March 1 to June 30.
- Sediment and erosion control measures will be implemented until such time that soils are determined to be successfully stabilized.
- Short-term stream diversions will be accomplished by use of sand bags or other methods that will result in minimal in-stream impacts. Short-term diversions will consider effects on wildlife.
- Silt fencing or other sediment trapping materials will be installed at the downstream end of construction activities to minimize the transport of sediments off site.
- Settling ponds where sediment is collected will be cleaned in a manner that prevents sediment from reentering the stream or damaging/disturbing adjacent areas. Sediment from settling ponds will be removed to a location where sediment cannot reenter the stream or surrounding drainage area. Care will be exercised during removal of silt fencing to minimize release of debris or sediment into streams.
- No erodible materials will be deposited into water courses. Brush, loose soils, or other debris material will not be stockpiled within stream channels.
- The footprint of disturbance will be minimized to the maximum extent feasible. Access to sites will occur on preexisting access routes to the greatest extent possible.

- Equipment storage, fueling, and staging areas will be sited on nonsensitive upland habitat types with minimal risk of direct discharge into riparian areas or other sensitive habitat types.
- The limits of disturbance, including the upstream, downstream, and lateral extents, will be clearly defined and marked in the field. Monitoring personnel will review the limits of disturbance prior to initiation of construction activities.
- During construction, the placement of equipment within the stream or on adjacent banks or adjacent upland habitats occupied by covered species that are outside of the project footprint will be avoided.
- Exotic species removed during construction will be properly handled to prevent sprouting or regrowth.
- Training of construction personnel will be provided.
- Ongoing monitoring and reporting will occur for the duration of the construction activity to ensure implementation of BMPs.
- When work is conducted during the fire season (as identified by the Riverside County Fire Department) adjacent to coastal sage scrub or chaparral vegetation, appropriate firefighting equipment (e.g., extinguishers, shovels, water tankers) will be available on site during all phases of project construction to help minimize the chance of human-caused wildfires. Shields, protective mats, and/or other fire prevention methods will be used during grinding, welding, and other spark-inducing activities. Personnel trained in fire hazards, preventative actions, and responses to fires will advise contractors regarding fire risk from all construction-related activities.
- Active construction areas will be watered regularly to control dust and minimize impacts to adjacent vegetation.
- All equipment maintenance, staging, and dispensing of fuel, oil, coolant, or any other toxic substances will occur only in designated areas within the proposed grading limits of the project site. These designated areas will be clearly marked and located in such a manner as to contain runoff.
- Waste, dirt, rubble, or trash will not be deposited in the streambed or on native habitat.

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 checked="" type="checkbox"/>	<input 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

“Cultural resources” as used in this document refers to all historical and archaeological resources, regardless of significance.

Historical resources are considered under the California Environmental Quality Act (CEQA), as well as California 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 National Register of Historic Places listing criteria. It further specifically requires the Department to inventory state-owned structures in its rights-of-way. Sections 5024(f) and 5024.5 require state agencies to provide notice to and consult with the State Historic Preservation Officer (SHPO) before altering, transferring, relocating, or demolishing state-owned historical resources that are listed on or are eligible for inclusion in the National Register or are registered or eligible for registration as California Historical Landmarks.

Paleontology is the study of life in past geologic time based on fossil plants and animals. Under California law, paleontological resources are protected by the California Environmental Quality Act.

Paleontological resources, or fossils, are the remains (such as bones, teeth, shells, leaves, or wood) and/or traces (such as tracks or burrows) of prehistoric animal and plant life. Generally, for something to be considered a fossil, it must be at least

10,000 years old. Fossils provide evidence of ancient organisms and can document the pattern of organic evolution and extinction.

2.5.2 Discussion of Environmental Evaluation

The potential for the proposed project to result in impacts related to cultural resources was assessed in the *Historic Property Survey Report* (August 2010), the *First Supplemental Historic Property Survey Report* (October 2010), the *Second Supplemental Historic Property Survey Report* (November 2010), and the *Paleontological Identification and Evaluation Report* (April 2010). The discussion below is based on that analysis.

a) and b) No Impact. The proposed project would not cause a substantial adverse change in the significance of a known archaeological resource because no archaeological resources were identified within the project Area of Potential Effects (APE). The project would not cause a substantial adverse change in the significance of a historical resource because historic resources identified within the project APE did not meet the definition of a historical resource under CEQA. The Department identified and evaluated 36 historic period cultural resources within the project APE and determined them ineligible for the National Register of Historic Places (NRHP) with SHPO concurrence (refer to Chapter 3). Because the processes used for NHPA Section 106 and CEQA compliance are similar, Caltrans policy is to use the Section 106 process to fulfill CEQA as well under most circumstances. While the Programmatic Agreement that Caltrans uses for Section 106 compliance was developed specifically for federal undertakings, Caltrans policy is to use the instructions outlined in its attachments for State-only projects as well. As a result, Caltrans has determined that none of the 36 historic period resources in the APE that were evaluated for the project are historical resources for the purposes of CEQA and has determined that a Finding of No Impact is appropriate for the project pursuant to CEQA Guidelines Section 15064.5(b)(3). Therefore, the proposed project would not impact any historical resources, or known archaeological resources.

There is potential for previously unknown and undocumented resources to be found during construction of the proposed project. If buried archaeological or cultural materials are exposed during construction, it is Department policy that work in the area must halt until a qualified archaeologist can evaluate the nature and significance of the find. The above requirements are included in Measure CR-1 for cultural resources, provided below.

c) Less Than Significant. The project has the potential to directly or indirectly destroy a unique paleontological resource or site or unique geologic feature because during construction, there would be a potential for significant, nonrenewable paleontological resources to be encountered at depths greater than 3 feet (ft) below ground surface (bgs). It is very likely that sensitive sediments would be encountered during construction in areas that do not contain deep fill. Measure CR-2, provided below, requires preparation and implementation of a Paleontological Mitigation Plan (PMP), which would provide the specific procedures to avoid impacts to paleontological resources during construction of the proposed project. Therefore, potential impacts to paleontological resources would be reduced to a less than significant level with implementation of Measure CR-2.

d) No Impact. The proposed project would not disturb any human remains, including those interred outside of formal cemeteries because no human remains are known to exist within the project APE. Therefore, the proposed project would not impact any known human resources. If human remains are exposed during construction, State Health Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code 5097.98. In addition, the Department District 8 Environmental Branch Chief would be immediately notified. The above requirements are included in Measure CR-3 for cultural resources, provided below. Therefore, the project would not impact human remains.

2.5.3 Avoidance, Minimization, and/or Mitigation Measures

The following avoidance, minimization, and/or mitigation measures will be implemented to address potential impacts:

- CR-1** If cultural materials are discovered during construction, all earthmoving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find.
- CR-2** Prior to construction activities, the San Bernardino Associated Governments (SANBAG) will ensure that a Paleontological Mitigation Plan (PMP) is prepared and adhered to during construction. The PMP will follow the guidelines of the California Department of Transportation (Department), the County of San Bernardino Land Use Services Department, and the County of Riverside Planning

Department, and recommendations from the Society of Vertebrate Paleontologists. The PMP will include, but not be limited to, the following:

- a) A preconstruction field survey will be conducted, followed by salvage of surface paleontological resources if necessary.
- b) All grading and excavation in sediments with the potential to contain paleontological resources will be monitored by trained paleontological monitors working under the direction of a qualified professional. Monitors will be empowered to temporarily halt or divert equipment to allow the removal of significant abundant or large fossil specimens, including samples of sediments that will be washed through screens to collect micro fossils. Paleontological monitors will be equipped to salvage fossils as they are unearthed to avoid construction delays.
- c) The fossils will be stabilized, collected, and removed to safe off-site storage. If possible, washing of mass samples will occur onsite.
- d) The fossils will undergo preparation and analysis to allow them to be identified to the lowest taxonomic level possible.
- e) The fossils will be curated into the systematic storage system of an established institutional repository such as a museum.
- f) A Paleontological Mitigation Report signifying completion of the PMP will be prepared and submitted to SANBAG and the Department. The report will include a discussion on the collected specimens and an itemized catalogue of specimens.

CR-3

If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities will cease in any area or nearby area suspected to overlie remains, and the County Coroner will be contacted. Pursuant to 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 (NAHC), which will then notify the Most Likely Descendant (MLD). At this time, the person who discovered the remains will also contact the District 8 Environmental Branch Chief so that they may work with the MLD on the respectful treatment and

disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.

2.6 Geology and Soils

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
VI. GEOLOGY AND SOILS: Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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"/>

2.6.1 Regulatory Setting

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

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. The Department’s Office of Earthquake Engineering

is responsible for assessing the seismic hazard for Department projects. The current policy is to use the anticipated Maximum Credible Earthquake (MCE), from young faults in and near California. The MCE is defined as the largest earthquake that can be expected to occur on a fault over a particular period of time.

2.6.2 Discussion of Environmental Evaluation

The potential for the proposed project to result in adverse impacts related to geology and soils was assessed in the *Preliminary Geotechnical Design Report* (October 2009). The discussion below is based on that analysis.

a) i) Less Than Significant Impact. The proposed project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault because the project would be designed to resist the maximum credible earthquake in accordance with the Department's Seismic Design Criteria and the Uniform Building Code. The project site is located in the highly seismic Southern California region, within the influence of several fault systems that are considered to be active or sufficiently active and well-defined faults. The northernmost portion of the project area, near the Interstate 10 (I-10)/I-215 interchange, crosses the active San Jacinto Fault. The remainder of the project alignment is within the influence of several fault systems that are considered to be active or potentially active. The potential for future surface fault rupture in these locations of the project alignment is considered moderate to high. As specified in Measure GEO-1, presented below, the proposed project would be designed in accordance with the requirements of the Department's Seismic Design Criteria and the Uniform Building Code. In addition, as specified in Measure GEO-2, during final design, a site-specific Surface Fault Rupture Displacement Hazard study would be prepared, if required. If the potential for fault rupture is required to be incorporated into structure design, the design fault displacement would be estimated using Wells and Coppersmith (1994) empirical correlations (average values), which would prevent adverse impacts related to earthquake fault rupture. Therefore, project impacts related to rupture of a known earthquake fault would be less than significant.

ii) Less Than Significant Impact. The proposed project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking because the project would be designed to resist the maximum credible earthquake in accordance with the Department's Seismic Design Criteria and the Uniform Building Code. The project site is in a seismically active region and can be expected to be subjected to ground shaking

during a seismic event. The proposed project would be designed in accordance with the requirements of the Department's Seismic Design Criteria and the Uniform Building Code, which would reduce impacts from seismic ground shaking to less than significant levels.

iii) Less Than Significant Impact. The proposed project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic-related ground failure including liquefaction because the project would be designed to resist the maximum credible earthquake and the soils will be tested and foundations will be designed to address any liquefaction concerns in accordance with the Department's Seismic Design Criteria and the Uniform Building Code. In general, the project alignment has a low to moderate potential for liquefaction, except in the immediate vicinity of the I-10/I-215 interchange, where there is a high potential for liquefaction due to the presence of loose, sandy soils. As specified in Measure GEO-3, below, the potential for liquefaction, collapse, and settlement on the structures constructed for the proposed project would be further investigated during final design consistent with Department policies and State seismic requirements. A detailed geotechnical investigation prepared during final design would address the potential for seismically induced liquefaction, collapse, and settlement in the project area. If it is determined that the proposed project is potentially susceptible to seismically induced ground failure, appropriate project design features would be recommended and implemented during the design and construction phases of the proposed project. Therefore, project impacts related to seismic-related ground failure including liquefaction would be less than significant.

iv) No Impact. The proposed project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides because the project site and the surrounding area are relatively flat and lack natural slopes. Therefore, the proposed project would not result in impacts related to landslides.

b) Less Than Significant Impact. The proposed project would not result in substantial soil erosion or the loss of topsoil because the soils will be tested and the project design will incorporate design features and best management practices (BMPs) to control erosion potential. The majority of the soil units in the project area have a medium runoff classification, with erosion potential ranging from slight to moderate if the soil is unprotected. Exposed soils would be prone to erosion during

construction of the proposed project, especially during heavy rains. The Department's Standard Conditions require the preparation of a detailed geotechnical investigation during the final design of the selected alternative that would address the potential for erosion in the project area during operation of the proposed project. The final design of the proposed project would incorporate appropriate project design features related to erosion control. In addition, Measures HY-1 and HY-2, described in Section 2.9, below, would minimize impacts during construction and operation related to erosion. Therefore, impacts related to soil erosion would be less than significant.

c) Less Than Significant Impact. The proposed project would not 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 because the soils will be tested and the foundations will be designed to address any unstable conditions in accordance with the Department's Seismic Design Criteria and the Uniform Building Code. There are no natural slopes within the project limits; therefore, there is no potential for the landsliding of natural slopes. The only slopes within the project area are graded cut-and-fill slopes constructed for the existing mainline and ramps. The stability of future cut-and-fill slopes under static gravitational forces and pseudo-static loading conditions would be further evaluated during final design.

Strong ground shaking can cause settlement by allowing sediment particles to become more tightly packed, thereby reducing pore space. The maximum seismically induced settlement during the design earthquake is anticipated be on the order of 1 to 3 inches along the project alignment.

The potential impacts of liquefaction to the site may include: (1) settlement of the ground surface; (2) lateral spreading of the ground; (3) additional downdrag forces on foundation piles as a result of soil settlement above the liquefied layers; and (4) reduction of the shear strength of the liquefied soil, resulting in reduced load-carrying capacity. In general, the project alignment has a low to moderate potential for liquefaction, except in the immediate vicinity of the I-10/I-215 interchange, where there is a high potential for liquefaction due to the presence of loose, sandy soils.

The project site is located in a geological area prone to collapsible soil conditions. The collapse potential of the subsurface soils would be further investigated during final design.

As discussed above, the proposed project may be subject to adverse impacts associated with unstable soils. The Department's Standard Conditions require the preparation of a detailed geotechnical investigation during the final design of the Build Alternative, as specified below in Measure GEO-1. The detailed geotechnical investigation would address the potential for landslide, lateral spreading, subsidence, liquefaction, and collapse in the project area. If unstable soils are identified, the final design would include project design features related to unstable soils. Therefore, potential impacts related to unstable soils would be less than significant.

d) Less Than Significant Impact. The proposed project would not be constructed on expansive soil creating substantial risks to life and property because the soils will be tested and the foundations will be designed to address the potential for soil expansion in accordance with the Department's Seismic Design Criteria and the Uniform Building Code. There is the potential for expansive soils in the project area. The Department's Standard Conditions require the preparation of a detailed geotechnical investigation during the final design of the proposed project, as specified below in Measure GEO-3. The detailed geotechnical investigation would address the potential for soil expansion in the project area. If expansive soils are identified, the final design would include project design features related to expansive soils. Therefore, potential impacts related to expansive soils would be less than significant.

e) No Impact. The proposed project would not have impacts related to soils that are incapable of adequately supporting the use of septic tanks or alternative waste treatment systems, because it is a transportation facility and would not generate sewer demand. Therefore, no impacts would occur.

2.6.3 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:

GEO-1 All of the following requirements will be included in the final design for the project:

- Structures will be designed to resist the maximum credible earthquake associated with nearby faults
- Design and construction of the project in accordance with Department guidelines, current regulations, and the California Building Code

GEO-2 During final design, the Department Geologist or Geotechnical Engineer will determine whether a site-specific Surface Fault Rupture Displacement Hazard (SFRDH) study is required for the project. If the potential for fault rupture is required to be incorporated into structure design, the design fault displacement will be estimated using Wells and Coppersmith (1994) empirical correlations (average values).

GEO-3 During the Plans, Specifications, and Estimates (PS&E) phase, a detailed geotechnical investigation will be conducted by qualified geotechnical personnel to assess the geotechnical conditions at the project area. The geotechnical investigation will include exploratory borings to investigate site-specific soils and conditions and to collect samples of subsurface soils for laboratory testing. Those soil samples will be tested to determine soil type, soil shear strength, compressibility characteristics, sand equivalent, compaction characteristics, collapsibility potential, expansion potential, permeability, and corrosion potential. The project-specific findings and recommendations of the geotechnical investigation will be summarized in a Geotechnical Design Report to be submitted to the California Department of Transportation (Department) for review and approval. Those findings and recommendations will be incorporated in the final design of the proposed project.

2.7 Greenhouse Gas (GHG) Emissions

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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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?
- b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

An assessment of the greenhouse gas emissions and climate change is included in the body of environmental document. 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 in the body of the environmental document.

2.7.1 Regulatory Setting

While climate change has been a concern since at least 1988, as evidenced by the establishment of the United Nations and World Meteorological Organization's Intergovernmental Panel on Climate Change (IPCC), the efforts devoted to greenhouse gas (GHG) emissions reduction and climate change research and policy have increased dramatically in recent years. These efforts are primarily concerned with the emissions of GHG related to human activity that include carbon dioxide (CO₂), methane, nitrous oxide, tetrafluoromethane, hexafluoroethane, sulfur hexafluoride, HFC-23 (fluoroform), HFC-134a (s, s, s, 2 –tetrafluoroethane), and HFC-152a (difluoroethane).

In 2002, with the passage of Assembly Bill 1493 (AB 1493), California launched an innovative and pro-active approach to dealing with greenhouse emissions and climate change at the state level. Assembly Bill 1493 requires the California Air Resources Board (ARB) to develop and implement regulations to reduce automobile and light truck greenhouse gas emissions. These stricter emissions standards were designed to apply to automobiles and light trucks beginning with the 2009-model year; however, in order to enact the standards California needed a waiver from the U.S.

Environmental Protection Agency (EPA). The waiver was denied by Environmental Protection Agency in December 2007 and efforts to overturn the decision had been unsuccessful. See *California v. Environmental Protection Agency*, 9th Cir. Jul. 25, 2008, No. 08-70011. On January 26, 2009, it was announced that EPA would reconsider their decision regarding the denial of California's waiver. On May 18, 2009, President Obama announced the enactment of a 35.5 mpg fuel economy standard for automobiles and light duty trucks which will take effect in 2012. On June 30, 2009 EPA granted California the waiver. California is expected to enforce its standards for 2009 to 2011 and then look to the federal government to implement equivalent standards for 2012 to 2016. The granting of the waiver will also allow California to implement even stronger standards in the future. The state is expected to start developing new standards for the post-2016 model years later this year.

On June 1, 2005, Governor Arnold Schwarzenegger signed Executive Order S-3-05. The goal of this Executive Order is to reduce California's GHG emissions to: 1) 2000 levels by 2010, 2) 1990 levels by the 2020 and 3) 80 percent below the 1990 levels by the year 2050. In 2006, this goal was further reinforced with the passage of Assembly Bill 32 (AB 32), the Global Warming Solutions Act of 2006. AB 32 sets the same

overall GHG emissions reduction goals while further mandating that ARB create a plan, which includes market mechanisms, and implement rules to achieve “real, quantifiable, cost-effective reductions of greenhouse gases.” Executive Order S-20-06 further directs state agencies to begin implementing AB 32, including the recommendations made by the state’s Climate Action Team.

With Executive Order S-01-07, Governor Schwarzenegger set forth the low carbon fuel standard for California. Under this executive order, the carbon intensity of California’s transportation fuels is to be reduced by at least 10 percent by 2020.

Climate change and GHG reduction is also a concern at the federal level; however, at this time, no legislation or regulations have been enacted specifically addressing GHG emissions reductions and climate change. California, in conjunction with several environmental organizations and several other states, sued to force the U.S. Environmental Protection Agency (EPA) to regulate GHG as a pollutant under the Clean Air Act (*Massachusetts vs. Environmental Protection Agency et al.*, 549 U.S. 497 (2007)). The court ruled that GHG does fit within the Clean Air Act’s definition of a pollutant, and that the EPA does have the authority to regulate GHG. Despite the Supreme Court ruling, there are no promulgated federal regulations to date limiting GHG emissions.

On December 7, 2009, the EPA Administrator signed two distinct findings regarding greenhouse gases under section 202(a) of the Clean Air Act:

- **Endangerment Finding:** The Administrator finds that the current and projected concentrations of the six key well-mixed greenhouse gases--carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆)--in the atmosphere threaten the public health and welfare of current and future generations.
- **Cause or Contribute Finding:** The Administrator finds that the combined emissions of these well-mixed greenhouse gases from new motor vehicles and new motor vehicle engines contribute to the greenhouse gas pollution which threatens public health and welfare.

These findings do not themselves impose any requirements on industry or other entities. However, this action is a prerequisite to finalizing the EPA’s proposed greenhouse gas emission standards for light-duty vehicles, which were jointly

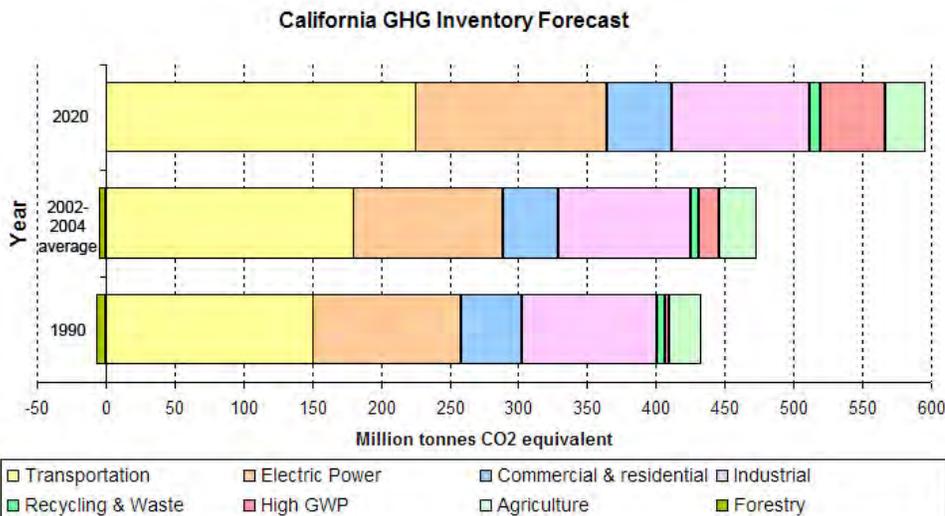
proposed by EPA and the Department of Transportation’s National Highway Safety Administration on September 15, 2009.¹

According to *Recommendations by the Association of Environmental Professionals on How to Analyze GHG Emissions and Global Climate change in CEQA Documents* (March 5, 2007), 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 participate in a potential impact through its incremental contribution combined with the contributions of all other sources of GHG. In assessing cumulative impacts, it must be determined if a project’s incremental effect is “cumulatively considerable.” See CEQA Guidelines sections 15064(i)(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 in order to make this determination is a difficult if not impossible task.

As part of its supporting documentation for the Draft Scoping Plan, ARB recently released an updated version of the GHG inventory for California (June 26, 2008).

The graphic from that update (provided below) shows the total GHG emissions for California for 1990, 2002–2004 (average), and 2020 (projected if no action is taken).

California Greenhouse Gas Inventory



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

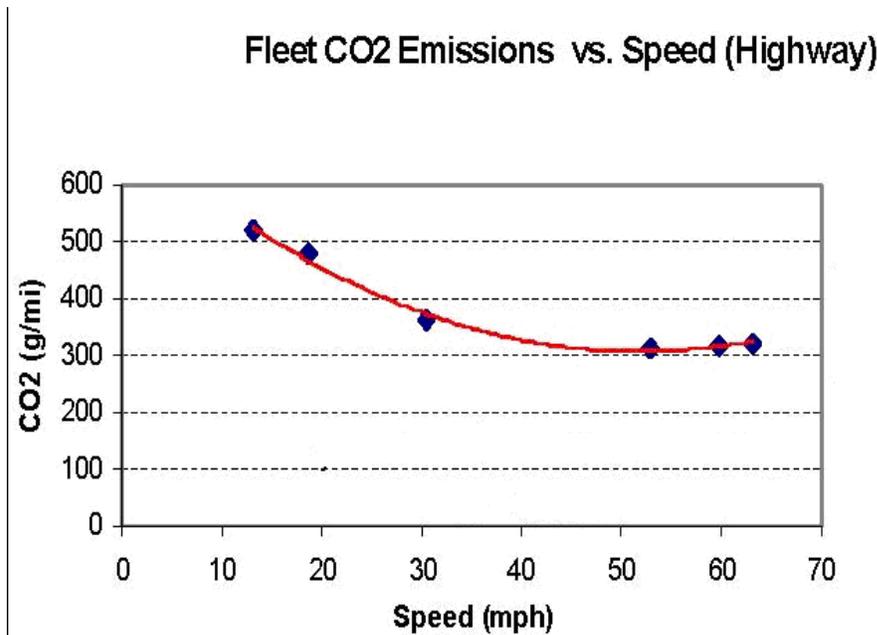
¹ <http://www.epa.gov/climatechange/endangerment.html>

Caltrans and its parent agency, the Business, Transportation, and Housing 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 (see Climate Action Program at Caltrans (December 2006), Caltrans has created and is implementing the Climate Action Program at Caltrans that was published in December 2006. This document can be found at <http://www.dot.ca.gov/docs/ClimateReport.pdf>.

Project Analysis

One of the main strategies in the Department’s Climate Action Program to reduce GHG emissions is to make California’s transportation system more efficient. The highest levels of carbon dioxide from mobile sources, such as automobiles, occur at stop-and-go speeds (0-25 miles per hour) and speeds over 55 mph; the most severe emissions occur from 0-25 miles per hour (see graphic 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.

Fleet CO₂ Emissions vs. Speed (Highway)



Source: Center for Clean Air Policy— [http://www.ccap.org/Presentations/Winkelman%20TRB%202004%20\(1-13-04\).pdf](http://www.ccap.org/Presentations/Winkelman%20TRB%202004%20(1-13-04).pdf)

The purpose of the proposed project is to alleviate existing and future traffic congestion along Interstate 215 (I-215) during peak hours. The proposed project will not generate new vehicular traffic trips since it will not construct new homes or businesses. However, there is a possibility that some traffic currently utilizing other routes would be attracted to use the improved facility, thus resulting in slight increases in vehicle miles traveled (VMT) on I-215. The impact of GHG emissions is a global rather than a local issue. However, due to lack of global models for project level analyses, the impact of the proposed project on GHG emissions was calculated using traffic data for the project region.

The traffic analysis prepared by Iteris, Inc. (July 24, 2009) estimated the impact that the proposed project would have on regional VMT and regional vehicle hours traveled (VHT). As shown in Table 2.5, the proposed project would reduce the regional VMT and VHT in 2014 and 2035 when compared to the 2014 and 2035 without project conditions.

The VMT and VHT data listed in Table 2.5, along with the EMFAC2007 emission rates, were used to calculate the CO₂ emissions for the existing, 2014, and 2035 regional conditions.

Table 2.5 Change in Regional VMT and VHT

Year	Regional VMT	Regional VHT
Existing	226,729,894	7,957,448
2014 Without Project	239,816,427	8,510,088
2014 with Project	239,736,125	8,502,020
2035 Without Project	409,417,351	15,764,257
2035 with Project	409,260,287	15,697,387

Source: *Interstate 215 HOV Lane Gap Closure Project Traffic Forecast Volumes and Level of Service Analysis Report* (July 2009).

HOV = high-occupancy vehicle

VHT = vehicle hours traveled

VMT = vehicle miles traveled

The results of the modeling were used to calculate the CO₂ emissions listed in Table 2.6. The CO₂ emissions numbers listed in Table 2.6 are only useful for a comparison between project alternatives. The numbers are not necessarily an accurate reflection of what the true CO₂ emissions will be because CO₂ emissions are dependent on other factors that are not part of the model, such as the fuel mix (EMFAC model emissions rates are only for direct engine-out CO₂ emissions, not the full fuel cycle, as fuel cycle emission rates can vary dramatically depending on the amount of additives like ethanol and the source of the fuel components), the rate of acceleration, and the

aerodynamics and efficiency of the vehicles. As shown in Table 2.6, the proposed project would reduce the CO₂ emissions within the region in 2014 and 2035 when compared to the 2014 and 2035 without project conditions.

Table 2.6 Change in Regional CO₂ Emissions

Alternative	Daily CO ₂ Emissions (lbs/day)	Increase from No Project (lbs/day)	Percent Increase from No Project
Existing (2009)	233,016,545	–	–
2014 Without Project	250,336,978	–	–
2014 with Project	250,149,205	-187,772	-0.08%
2035 Without Project	465,147,848	–	–
2035 with Project	462,920,079	-1,227,769	-0.26%

Source: *Air Quality Analysis*, April 2010
 CO₂ = carbon dioxide
 lbs/day = pounds per day

Alternative travel modes were considered during the early planning studies. Transportation Systems Management (TSM) strategies are not included as part of the project because the purpose of the project is to close a high-occupancy vehicle (HOV) lane gap. By closing an HOV lane gap, the proposed project would increase vehicle occupancy, reduce congestion, reduce travel time, reduce travel costs (gasoline purchases), and improve travel convenience. Therefore, the project includes a Transportation Demand Management (TDM) strategy.

Construction Emissions

GHG 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. As discussed below in Section 3.5, idling times would be restricted to ten minutes in each direction for passenger cars during lane closures and five minutes for construction vehicles. Restricting idling times reduces harmful emissions from passenger cars and diesel-powered construction vehicles.

CEQA Conclusion

While an increase in GHG emissions over existing conditions is predicted, the increases are not attributed to this project. As discussed above, in the years 2014 and 2035, the regional CO₂ emission decrease with the project compared to the without project condition. It is Caltrans determination; however, that in the absence of further regulatory or scientific information related to GHG emissions and CEQA significance, it is too speculative to make a determination regarding the significance of the project's direct impact and its contribution on the cumulative scale to climate change. However, Caltrans is firmly committed to implementing measures to help reduce GHG emissions. These measures are outlined in the following sections.

AB 32 Compliance

Caltrans continues to be actively involved on the Governor's Climate Action Team as ARB works to implement the Governor's Executive Orders 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 the California Strategic Growth Plan, which is updated each year. Governor Arnold Schwarzenegger's Strategic Growth Plan calls for a \$222 billion infrastructure improvement program to fortify the state's transportation system, education, housing, and waterways, including \$100.7 billion in transportation funding during the next decade. As shown in the graphic below, the Strategic Growth Plan targets a significant decrease in traffic congestion below today's level and a corresponding reduction in GHG emissions. The Strategic Growth Plan proposes to do this while accommodating growth in population and the economy. A suite of investment options has been created that combined together yield the promised reduction in congestion. The Strategic Growth Plan relies on a complete systems approach of a variety of strategies: system monitoring and evaluation, maintenance and preservation, smart land use and demand management, and operational improvements.

Outcome of Strategic Growth Plan



As part of the Climate Action Program at Caltrans (December 2006, <http://www.dot.ca.gov/docs/ClimateReport.pdf>), 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 is working closely with local jurisdictions on planning activities; however, Caltrans does not have local land use planning authority. Caltrans is also supporting efforts to improve the energy efficiency of the transportation sector by increasing vehicle fuel economy in new cars, light and heavy-duty trucks; Caltrans is doing this by supporting on-going research efforts at universities, by supporting legislative efforts to increase fuel economy, and by its participation on the Climate Action Team. It is important to note, however, that the control of the fuel economy standards is held by EPA and ARB. Lastly, the use of alternative fuels is also being considered; the Department is participating in funding for alternative fuel research at the University of California at Davis.

Table 2.7 summarizes the Department and statewide efforts that Caltrans is implementing in order to reduce GHG emissions. For more detailed information about each strategy, please see Climate Action Program at Caltrans (December 2006); it is available at <http://www.dot.ca.gov/docs/ClimateReport.pdf>.

Table 2.7 Climate Change Strategies

Strategy	Program	Partnership		Method/Process	Estimated CO ₂ Savings (MMT)	
		Lead	Agency		2010	2020
Smart Land Use	Intergovernmental Review (IGR)	Caltrans	Local Governments	Review and seek to mitigate development proposals	Not Estimated	Not Estimated
	Planning Grants	Caltrans	Local and regional agencies & other stakeholders	Competitive selection process	Not Estimated	Not Estimated
	Regional Plans and Blueprint Planning	Regional Agencies	Caltrans	Regional plans and application process	0.975	7.8
Operational Improvements & Intelligent Trans. System (ITS) Deployment	Strategic Growth Plan	Caltrans	Regions	State ITS; Congestion Management Plan	.007	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	0.0045	0.0065 0.45 .0225
Non-vehicular Conservation Measures	Energy Conservation Program	Green Action Team		Energy Conservation Opportunities	0.117	.34
Portland Cement	Office of Rigid Pavement	Cement and Construction Industries		2.5% limestone cement mix 25% fly ash cement mix > 50% fly ash/slag mix	1.2 .36	3.6
Goods Movement	Office of Goods Movement	Cal EPA, ARB, BT&H, MPOs		Goods Movement Action Plan	Not Estimated	Not Estimated
Total					2.72	18.67

To the extent that it is applicable or feasible for the project and through coordination with the project development team, the following measures will also be included in the project to reduce the GHG emissions and potential climate change impacts from the project:

- The San Bernardino Associated Governments (SANBAG) and the Riverside County Transportation Commission (RCTC) provide ridesharing services and park-and-ride facilities to help manage the growth in demand for highway capacity.
- Landscaping reduces surface warming, and through photosynthesis, decreases CO₂. Landscaping would be provided where necessary within the corridor to provide aesthetic treatment, replacement planting, or mitigation planting for the project. The landscape planting would help offset any potential CO₂ emissions increase.
- The project would incorporate the use of energy efficient lighting, such as LED traffic signals, to the extent feasible. LED bulbs — or balls, in the stoplight vernacular — cost \$60 to \$70 apiece but last five to six years, compared to the one-year average lifespan of the incandescent bulbs previously used. The LED balls themselves consume 10 percent of the electricity of traditional lights, which will also help reduce the projects CO₂ emissions.¹
- According to Caltrans Standard Specification Provisions, idling time for lane closure during construction is restricted to ten minutes in each direction. In addition, the contractor must comply with Title 13, California Code of Regulations §2449(d)(3) was adopted by ARB on June 15, 2008. This regulation restricts idling of construction vehicles to no longer than 5 consecutive minutes.
- Compliance with this regulation reduces harmful emissions from diesel-powered construction vehicles.

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, storm surges and intensity, and the frequency and intensity of wildfires. These changes may affect the

¹ Knoxville Business Journal, “LED Lights Pay for Themselves,” May 19, 2008 at <http://www.knoxnews.com/news/2008/may/19/led-traffic-lights-pay-themselves/>.

transportation infrastructure in various ways, such as damaging roadbeds by longer periods of intense heat; increasing storm damage from flooding and erosion; and inundation from rising sea levels. These effects will vary by location and may, in the most extreme cases, require that a facility be relocated or redesigned. There may also be economic and strategic ramifications as a result of these types of impacts to the transportation infrastructure.

Climate change adaption 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, Governor Schwarzenegger signed Executive Order S-13-08 which directed a number of state agencies to address California's vulnerability to sea level rise caused by climate change.

The California Resources Agency [now the Natural Resources Agency, (Resources Agency)], through the interagency Climate Action Team, was directed to coordinate with local, regional, state and federal public and private entities to develop a state Climate Adaptation Strategy. The Climate Adaptation Strategy will summarize the best known science on climate change impacts to California, assess California's vulnerability to the identified impacts and then outline solutions that can be implemented within and across state agencies to promote resiliency.

As part of its development of the Climate Adaptation Strategy, Resources Agency was directed to request the National Academy of Science to prepare a *Sea Level Rise Assessment Report* by December 2010 to advise how California should plan for future sea level rise. The report is to include:

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

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

Prior to the release of the final *Sea Level Rise Assessment Report*, all state agencies that are planning to construct projects in areas vulnerable to future sea level rise were directed to consider a range of sea level rise scenarios for the years 2050 and 2100 in order to assess project vulnerability and, to the extent feasible, reduce expected risks and increase resiliency to sea level rise. However, all projects that have filed a Notice of Preparation, and/or are programmed for construction funding from 2008 through 2013, or are routine maintenance projects as of the date of Executive Order S-13-08 may, but are not required to, consider these planning guidelines. Sea level rise estimates should also be used in conjunction with information regarding local uplift and subsidence, coastal erosion rates, predicted higher high water levels, storm surge and storm wave data. (Executive Order S-13-08 allows some exceptions to this planning requirement.)

The proposed project is programmed for construction funding within the next 5 years. The Project Approval/Environmental Documentation (PA&ED) phase is anticipated to be complete in Spring 2011. Construction of the proposed improvements is scheduled from late 2012 to late 2014. The proposed project has been programmed for construction funding through the Corridor Mobility Improvement Account (CMIA) Program, the Federal Surface Transportation Program-Local (STPL), the State Transportation Improvement Program/Regional Improvement Program (STIP/RIP), and Measure I. As the proposed project has been programmed for construction funding within the next 5 years, it is not mandated to consider 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. The Department is an active participant in the efforts being conducted as part of Governor's Schwarzenegger's Executive Order on Sea Level Rise and is mobilizing to be able to

respond to the National Academy of Science report on *Sea Level Rise Assessment* which is due to be released by December 2010.

On August 3, 2009, Natural Resources Agency in cooperation and partnership with multiple state agencies, released the 2009 California Climate Adaptation Strategy Discussion Draft, which summarizes the best known science on climate change impacts in seven specific sectors and provides recommendations on how to manage against those threats. The release of the draft document set in motion a 45-day public comment period. Led by the California Natural Resources Agency, numerous other state agencies were involved in the creation of discussion draft, including Environmental Protection; Business, Transportation and Housing; Health and Human Services; and the Department of Agriculture. The discussion draft focuses on sectors that include: Public Health; Biodiversity and Habitat; Ocean and Coastal Resources; Water Management; Agriculture; Forestry; and Transportation and Energy Infrastructure. The strategy is in direct response to Gov. Schwarzenegger's November 2008 Executive Order S-13-08 that specifically asked the Natural Resources Agency to identify how state agencies can respond to rising temperatures, changing precipitation patterns, sea level rise, and extreme natural events. As data continues to be developed and collected, the state's adaptation strategy will be updated to reflect current findings. A revised version of the report was posted on the Natural Resource Agency website on December 2, 2009; it can be viewed at: <http://www.energy.ca.gov/2009publications/CNRA-1000-2009-027/CNRA-1000-2009-027-F.PDF>.

Currently, the Department 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 impacts, the Department 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, the Department will be able review its current design standards to determine what changes, if any, may be warranted in order to protect the transportation system from sea level rise.

As discussed above, the proposed project is programmed for construction funding within the next 5 years through the CMIA, STPL, STIP/RIP, and Measure I programs. The PA&ED phase is anticipated to be complete in Spring 2011. Construction of the proposed improvements is scheduled from late 2012 to late 2014.

As the proposed project has been programmed for construction funding within the next 5 years, no further analysis of climate change is mandated.

2.8 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 type="checkbox"/>	<input checked="" 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"/>

2.8.1 Regulatory Setting

Hazardous materials and hazardous wastes are regulated by many state and federal laws. These include not only specific statutes governing hazardous waste, but also a variety of laws regulating air and water quality, human health, and land use.

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

- Community Environmental Response Facilitation Act (CERFA) of 1992
- Clean Water Act (CWA)
- Clean Air Act (CAA)
- 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)

Hazardous waste in California is regulated primarily under the authority of the federal Resource Conservation and Recovery Act of 1976, and the California Health and Safety Code. Other California laws that affect hazardous waste are specific to handling, storage, transportation, disposal, treatment, reduction, and cleanup of hazardous materials wastes, and emergency planning.

Worker health and safety and public safety are key issues when dealing with hazardous materials that may affect human health and the environment. Proper disposal of hazardous material is vital if it is disturbed during project construction.

2.8.2 Discussion of Environmental Evaluation

The potential for the proposed project to result in adverse impacts related to hazards and hazardous materials was assessed in the *Initial Site Assessment* (ISA) (April 2010). The discussion below is based on that analysis.

a) Less Than Significant Impact. The proposed project would not create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials because, as an improvement to a transportation facility, the project would not generate hazardous materials during operation, and adherence to regulatory requirements would minimize hazards related to potential hazardous materials handled during construction. During construction, there is the potential to encounter hazardous materials in the soils and existing road materials.

Several leaking underground storage tanks (LUSTs) are located in the project vicinity, which may have impacted soils in the project area. Therefore, there is a potential that petroleum hydrocarbon-impacted soil or groundwater could be encountered during excavation activities near the locations of the LUSTs. Other potential hazardous materials in the project area that may require transport and disposal include polychlorinated biphenyls (PCBs) in pad- and pole-mounted transformers, creosote on utility poles, aerially deposited lead and pesticides in soils, lead-based paint in yellow traffic markings on roadways, residual pesticides on historical agricultural properties and railroads; and asbestos-containing materials (ACMs) in fibrous shims and mastics at the Columbia Avenue bridge, in fibrous shims at the Center Street bridge, and in underground pipes.

As discussed below in Measures HAZ-1 through HAZ-12, testing would be conducted and removal requirements would be identified for hazardous wastes prior to construction in compliance with State regulations. Lead-contaminated soil within Department right-of-way would be reused in accordance with Department of Toxic Substances Control (DTSC) requirements or disposed of at a Class I hazardous waste disposal site in compliance with State regulations. Hazardous wastes would be handled in accordance with Department Code of Safety practices, the California Code of Regulations, and California Occupational Safety and Health Administration (Cal-OSHA) standards. Hazardous waste would be transported to an approved disposal facility in compliance with State regulations. In addition, routine hazardous materials such as paint, solvents, and fuel would be used, handled, stored, disposed of, and transported during construction of the proposed project in accordance with applicable local, State, and federal regulations. Compliance with existing regulations and Department safety practices would reduce impacts related to transport, use, or disposal of hazardous materials to less than significant levels.

b) Less Than Significant Impact. The proposed project would not 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 because, as an improvement to a transportation facility, the project would not generate hazardous materials. The hazardous materials identified in the ISA as occurring within the project area are typical of an urban environment. Use, handling, storage, and disposal of these materials is conducted by the Department and SANBAG on a regular basis. As discussed above in Response 2.8.1.a, hazardous materials would be used, handled, stored, disposed of, and transported during construction of the proposed project in accordance with applicable local, State, and

federal regulations. Compliance with existing regulations and Department safety practices would reduce impacts related to reasonably foreseeable upset and accident conditions involving the release of hazardous materials to less than significant levels.

c) Less Than Significant Impact. The proposed project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile (mi) of an existing or proposed school because, as an improvement to a transportation facility, the project would not generate hazardous materials or hazardous emissions. There are several schools within a 0.25 mi radius of the project area; however, the proposed project does not involve the potential for release of hazardous emissions or handling of acutely hazardous materials. Refer also to responses 2.8.1.a and 2.8.1.b above. Therefore, impacts related to hazardous materials handling or hazardous emissions in the vicinity of schools are less than significant.

d) Less Than Significant Impact. The proposed project is not located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. However, several LUSTs are located in the project vicinity, which may have impacted soils in the project area. As specified in Measure HAZ-8, a health, safety, and emergency contingency plan would be established prior to excavation activities where petroleum hydrocarbon-impacted soil or groundwater may be encountered during excavation activities. Implementation of Measures HAZ-1 through HAZ-12, provided below, would minimize potential impacts and impacts related to listed hazardous materials sites would be less than significant.

e) and f) No Impact. The proposed project is not: located within an airport land use plan; within two miles of a public use airport; or in the vicinity of a private airstrip. The San Bernardino International Airport is approximately 3 mi northeast of the project site, and the Flabob Airport is approximately 2.5 mi southwest of the project site. There are no known private airstrips in the project vicinity. The proposed project would not result in the construction of any features that would pose a hazard to air traffic in the vicinity of the project area. Therefore, no impacts would occur related to the proximity to an airport or airstrip.

g) Less Than Significant Impact. The proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan because, as an improvement to a transportation facility, the project would improve the ability for emergency response or evacuation, and construction delays will be minimized with implementation of a comprehensive

Transportation Management Plan (TMP). Traffic delays are expected during project construction. In addition, travel times would increase due to construction staging along the freeway. As a result, some impairment to emergency response times may occur; these would be minor since three freeway lanes in each direction would be open during project construction. In addition, development and implementation of the TMP will be coordinated with emergency responders in order to manage response routes. Therefore, implementation of a Department-required TMP, as outlined in Measure TR-1, provided below in Section 2.16, Transportation and Traffic, would reduce impacts related to emergency response or evacuation to less than significant levels.

h) No Impact. The proposed project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires, because the project site is in an urbanized area surrounded by existing commercial, industrial, and residential development. There are no wildlands or fire hazard areas in the vicinity of the project site, and no impacts would occur.

2.8.3 Avoidance, Minimization, and/or Mitigation Measures

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

- HAZ-1** Prior to construction, construction contractors excavating, transporting, or stockpiling soil will prepare a Lead Compliance Plan in accordance with the California Department of Transportation (Department) Code of Safety Practices, the California Code of Regulations, and California Division of Occupational Safety and Health (Cal-OSHA) standards. The Lead Compliance Plan will address the presence of aurally deposited lead (ADL) in the soils within the project area.
- HAZ-2** Prior to construction, the Department and the San Bernardino Associated Governments (SANBAG) will provide the testing results of the *ADL Investigation Report* to the construction contractor handling on-site soils during construction.
- HAZ-3** During construction, lead-contaminated soils reused within Department right-of-way will follow designated California Department of Toxic Substances Control (DTSC) requirements and be placed at least 5 ft above the groundwater level and covered by pavement. Lead-

contaminated soil will be buried and covered in a manner that will prevent accidental or deliberate breach of the asphalt covering the soil. In addition, lead-contaminated soil will not be buried within 10 ft of culverts or in locations subject to frequent worker exposure. Lead-contaminated soil removed from the project site will be disposed of at a Class I hazardous waste disposal site.

- HAZ-4** During construction, lead-contaminated soils excavated from the project area will be stockpiled within the project area. If lead-contaminated soils are stockpiled overnight, the stockpiles will be covered with either plastic sheeting or at least a 1 ft thick layer of clean soil. Soil stockpiles should be limited to areas of high ground to minimize contact with surface water runoff. If storm water contacts stockpiled soils, the Department will ensure that runoff does not flow into storm drains, inlets, or waters of the United States.
- HAZ-5** During final design, the striping paint along Interstate 215 (I-215) will be sampled and tested for lead by trained and/or licensed professionals. The field and analytical data obtained during this study will be used to provide a review of the sampling locations and descriptions, a summary of the analytical results, and recommendations for striping paint removal, containment, and off-site transportation and disposal, as appropriate.
- HAZ-6** During construction, if bridge structures not previously tested for asbestos are anticipated to be disturbed, or if suspected asbestos-containing materials (ACMs) are discovered, the contractor will stop work and these materials will be surveyed for asbestos prior to disturbance. All ACMs will be disposed of in accordance with the California Health and Safety Code.
- HAZ-7** If transformer removal is required, Southern California Edison will be contacted prior to handling or removal of electric transformers. Should utility poles require removal, additional sampling and analysis will be conducted to determine the presence of creosote (often associated with the preservation of wooden electric poles) and appropriate disposal methods. Any hazardous transformers or poles that are disturbed/

removed will be disposed of in accordance with the California Health and Safety Code.

- HAZ-8** A health, safety, and emergency contingency plan will be established prior to excavation activities where petroleum hydrocarbon-impacted soil or groundwater may be encountered during excavation activities. This plan will establish health and safety guidelines and requirements for personnel involved in the possible removal of petroleum hydrocarbon-impacted soil or groundwater. This plan, to be developed by an experienced environmental professional, will provide safe handling procedures for any petroleum hydrocarbon-impacted soil or groundwater encountered at these locations. The plan will include, but not be limited to, a description of the anticipated contaminant locations and depths, anticipated volumes to be generated during excavation activities, safe handling procedures, and appropriate soil disposal methods. This plan will be approved by the Department prior to use.
- HAZ-9** During final design, the location of the underground petroleum pipeline will be identified so that it can be avoided.
- HAZ-10** During final design, undisturbed soils in potential sound barrier locations and railroad shoofly locations will be tested for residual pesticides due to historical agricultural use.
- HAZ-11** During final design, a soils and groundwater assessment will be conducted within the project limits in the Barton Road/I-215 interchange area, the railroad shoofly areas, the I-215/Columbia Avenue interchange area, the I-215/La Cadena Avenue area, and Citrus Street at southbound I-215.
- HAZ-12** During construction, soil excavations will be monitored for visible soil staining, odor, and the possible presence of unknown hazardous material sources, such as buried 55-gallon drums and underground tanks. If hazardous materials contamination or sources are suspected or identified during project construction activities, an environmental professional will evaluate the course of action required. This course of action will follow the Unknown Hazards Procedures described in Chapter 7 of the Department's *Construction Manual* (August 2006).

2.9 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 checked="" type="checkbox"/>	<input 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"/>

2.9.1 Regulatory Setting

Federal Requirements: Clean Water Act

In 1972, the Federal Water Pollution Control Act was amended, making the discharge of pollutants to the waters of the United States from any point source unlawful, unless the discharge is in compliance with a National Pollutant Discharge Elimination System (NPDES) permit. The Federal Water Pollution Control Act was subsequently

amended in 1977, and was renamed the Clean Water Act (CWA). The CWA, as amended in 1987, directed that storm water discharges are point source discharges. The 1987 CWA amendment established a framework for regulating municipal and industrial storm water discharges under the NPDES program. Important CWA sections are as follows:

- Sections 303 and 304 provide for water quality standards, criteria, and guidelines.
- Section 401 requires an applicant for any federal project that proposes an activity, which may result in a discharge to waters of the United States to obtain certification from the State that the discharge will comply with other provisions of the act.
- Section 402 establishes the NPDES, a permitting system for the discharges (except for dredge or fill material) into waters of the United States. Regional Water Quality Control Boards (RWQCB) administer this permitting program in California. Section 402(p) establishes addresses storm water and non-storm water discharges.
- 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 (ACOE).

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

State Requirements: Porter-Cologne Water Quality Control Act (California Water Code)

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 otherwise) to land or surface waters that may impair beneficial uses for surface and/or groundwater of the state.

The State Water Resources Control Board (SWRCB) and RWQCBs are responsible for establishing the water quality standards (objectives) required by the CWA, and regulating discharges to ensure that the objectives are met. Details regarding water quality standards in a project area are contained in the applicable RWQCB Basin Plan. States designate beneficial uses for all water body segments, and then set criteria necessary to protect these uses. Consequently, the water quality standards developed for particular water segments are based on the designated use and vary depending on such use. In addition, each state identifies waters failing to meet

standards for specific pollutants, which are 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 controls, the CWA requires establishing Total Maximum Daily Loads (TMDLs). TMDLs establish 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, water pollution control, and water quality functions throughout the state. RWCQBs are responsible for protecting beneficial uses of water resources within their regional jurisdiction using planning, permitting, and enforcement authorities to meet this responsibility.

- **NPDES Program**

The SWRCB adopted Caltrans Statewide NPDES Permit (Order No. 99-06-DWQ) on July 15, 1999. This permit covers all Department rights-of-way, properties, facilities, and activities in the State. NPDES permits establish a 5-year permitting time frame. NPDES permit requirements remain active until a new permit has been adopted.

In compliance with the permit, the Department 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 describes the minimum procedures and practices the Department 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 2003 SWMP to address storm water runoff or any subsequent SWMP version draft and approved.

- **Municipal Separate Storm Sewer System Program**

The U.S. EPA defines a Municipal Separate Storm Sewer System (MS4) 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, country, or other public body having jurisdiction over storm water, that are designed or used for

collecting or conveying storm water. As part of the NPDES program, U.S. EPA initiated a program requiring that entities having MS4s apply to their local RWQCBs for storm water discharge permits. The program proceeded through two phases. Under Phase I, the program initiated permit requirements for designated municipalities with populations of 100,000 or greater. Phase II expanded the program to municipalities with populations less than 100,000.

- Construction Activity Permitting
Section H.2, Construction Program Management of the Department's NPDES permit states: "The Construction Management Program shall be in compliance with requirement of the NPDES General Permit for Construction Activities (Construction General Permit)". Construction General Permit (Order No. 2009-009-DWQ, adopted on September 2, 2009, will become effective on July 1, 2010. The permit will regulate storm water discharges from construction sites that result in a DSA of 1 acre or greater, and/or are part of a common plan of development. By law, all storm water discharges associated with construction activity where clearing, grading, and excavation results in soil disturbance of at least 1 acre must comply with the provisions of the General Construction Permit.

The newly adopted permit separates projects into Risk Levels 1 – 3. 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. Risk levels are determined during the design phase and are based on potential erosion and transport to receiving waters. Applicants are required to develop and implement an effective Storm Water Pollution Prevention Plan (SWPP).

Caltrans Statewide NPDES Permit requires the Department to submit a Notice of Construction (NOC) to the RWQCB to obtain coverage under the Construction General Permit. Upon project completion, a Notice of Completion of Construction (NOCC) is required to suspend coverage. This process will continue to apply to Department projects until a new Caltrans Statewide NPDES Permit is adopted by the SWRCB. An NOC or equivalent form will be submitted to the RWQCB at least 30 days prior to construction if the associated DSA is 1 acre or more. In accordance with the Department's Standard Specifications, a Water Pollution Control Plan (WPCP) is used for projects with DSA less than 1-acre.

During the construction phase, compliance with the permit and the Department's Standard Special Conditions requires appropriate selection and deployment of both structural and non-structural BMPs. These BMPs must achieve performance standards of Best Available Technology economically achievable/Best Conventional Pollutant Control Technology (BAT/BCT) to reduce or eliminate storm water pollution.

Floodplains

According to Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Nos. 06065C0726G, 06065C0065G, 06071C8689H, 06071C8687H, 06071C8691H, and 06071C8683H (August 28, 2008), the project area along I-215 is located within the following 100-year floodplains:

- Zone AE (base flood elevations determined), south of the I-215/SR-60 interchange in the City of Riverside (FEMA FIRM 06065C0726G)
- Zone A (no base flood elevations determined) and Zone AE of Spring Brook Wash in the City of Riverside (FEMA FIRM 06065C0065G)
- Zone AE of the Highgrove Channel from south of South Iowa Avenue to the UPRR Railroad in the City of Colton (FEMA FIRM 06071C8689H)
- Zone AE (1 percent annual chance flood discharge contained in channel) where the Reche Canyon Channel crosses under I-215 (near Clear Creek Lane) in the City of Colton (FEMA FIRM 06071C86891H)
- Zone AE of the Santa Ana River floodway 1,200 ft north of the I-215/I-10 interchange in the City of Colton (FEMA FIRM 06071C8683H)
- Zone A where Lytle Creek crosses under I-215 in the City of Colton (FEMA FIRM 06071C8683H).

A "significant floodplain encroachment," as defined in 23 Code of Federal Regulations (CFR), Section 650.105(q), is a highway encroachment that would result in (1) a significant potential for interruption or termination of a transportation facility that is needed for emergency vehicles or provides a community's only evacuation, (2) a significant risk, or (3) a significant adverse impact on natural and beneficial floodplain values.

An encroachment in a regulatory floodway must be documented as not causing a water level rise through analysis and issuance of a "No-Rise" Certification from the agency that owns the floodway.

2.9.2 Discussion of Environmental Evaluation

The potential for the proposed project to result in adverse impacts related to hydrology and water quality was assessed in the *Water Quality Assessment Report* (WQAR) (April 2010) and the *Summary of Floodplain Encroachment* (May 2010). The discussion below is based on that analysis.

a) Less Than Significant Impact. The proposed project would not violate any water quality standards or waste discharge requirements because BMPs would be implemented to reduce pollutant concentrations in storm water runoff consistent with regulatory requirements. During construction activities, excavated soil would be exposed, and there would be an increased potential for soil erosion compared to existing conditions. The total disturbed area under the proposed project would be approximately 118 ac. In addition, chemicals, liquid products, petroleum products (such as paints, solvents, and fuels), and concrete-related waste may be spilled or leaked during construction of the proposed project with the potential to be transported via storm runoff into receiving waters.

The proposed project would result in a permanent increase in impervious surface area by approximately 18.5 ac compared to the existing freeway facility. An increase in impervious area would increase the volume of runoff during a storm, which would more effectively transport pollutants to receiving waters. Compared to existing conditions, runoff with implementation of the proposed project would be expected to contain higher concentrations of sediments, trash, petroleum products, metals, and chemicals, which are pollutants associated with road runoff than under existing conditions. The proposed project would be required to comply with applicable National Pollution Discharge Elimination System (NPDES) permit requirements for construction and operation to protect the beneficial uses of waters. In addition, Department-approved Best Management Practices (BMPs) are required to be implemented during construction and operation of the proposed project consistent with NPDES permit requirements. Measures HY-1 and HY-2, provided below, are regulatory requirements that would minimize project impacts to water quality. Compliance with existing NPDES permits, and implementation of BMPs that target pollutants of concern and pollutant loads, would reduce impacts related to water quality standards and waste discharge requirements to less than significant levels.

b) No Impact. The proposed project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge, because, as an improvement to a transportation facility, the project will not utilize groundwater and

the project's small footprint in the Santa Ana River would not affect the ability of the riverbed to recharge groundwater. In addition, dewatering is not anticipated during project construction. Therefore, no groundwater supply impacts would occur.

c) Less Than Significant Impact. The proposed project would not 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 because the drainage patterns would be maintained and the project would not affect the course of the Santa Ana River. The project would involve minor modifications to drainage channels to accommodate the improvements to the freeway facilities. The proposed project would result in additional impervious surface with increased runoff in the project area. However, routine implementation of the Department's Storm Water Management Program would prevent a substantial increase in the rate or amount of surface runoff that could lead to erosion. In addition, BMPs would be implemented during construction and operation of the proposed project. Measures HY-1 and HY-2, provided below, are regulatory requirements that would minimize project impacts to water quality. Therefore, impacts related to erosion or siltation as result of drainage pattern or rivercourse changes would occur.

d) Less Than Significant Impact. The proposed project would not 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 because the drainage patterns would be maintained, the project would not affect the course of the Santa Ana River, and increases in storm water runoff will be controlled through implementation of BMPs. The project would involve minor modifications to drainage channels to accommodate improvements to the freeway facilities. The proposed project would result in additional impervious surface with increased runoff in the project area. However, routine implementation of the Department's Storm Water Management Program would prevent a substantial increase in the rate or amount of surface runoff that could lead to flooding. Therefore, impacts related to flooding as a result of drainage pattern or rivercourse changes, or increases in runoff, would be less than significant.

e) Less Than Significant Impact. The proposed project would not create or contribute runoff water which would exceed the capacity or existing planned storm water drainage systems or provide substantial additional sources of pollutant runoff, because drainage channel modifications related to capacity would be included as part

of the project and as an improvement to a transportation facility, the project would not create new sources of pollutants. The project is not anticipated to increase peak storm flows such that they would impact downstream drainage facilities and drainage channel modifications will be included as part of the project to address project storm flows. Compliance with the Department's NPDES permit requirements, as noted in Measure HY-2, provided below, would minimize any incremental pollutant loading associated with the increased surface area of the proposed project. Therefore, impacts related to storm water drainage capacity or sources of polluted runoff would be less than significant.

f) Less Than Significant Impact. The proposed project would not otherwise substantially degrade water quality because, as an improvement to a transportation facility, new sources of pollutants would not be created and the increase in storm water runoff will be controlled through implementation of BMPs. Refer to Responses 2.9.1.4.a and 2.9.1.4.e, above. Therefore, impacts related to water quality would be less than significant.

g) No Impact. The proposed project does not propose the construction of housing in a 100-year flood hazard area; therefore, no impacts would occur.

h) Less Than Significant Impact. The proposed project would not place within a 100-year flood hazard area structures that would impede or redirect flood flows, because the Location Hydraulic Study prepared for the project determined that the proposed structures in the Santa Ana River and Highgrove Channel would not increase the floodway or floodplain elevations. The proposed project would encroach on Zone AE of the Santa Ana River floodway and the Highgrove Channel 100-year floodplain. As part of the proposed project, the existing piers located in the Santa Ana River floodway would be extended approximately 17 ft to support the widened bridge deck. In addition, the existing Highgrove Channel double reinforced concrete box (RCB) would be extended and a double 72-inch reinforced concrete pipe (RCP) would be constructed to accommodate the roadway improvements. However, the proposed improvements would not increase the 100-year floodplain elevation, impede or redirect flood flows, and the 100-year flood would continue to be contained within the Santa Ana River and Highgrove Channel. Therefore, impacts related to the 100-year floodplain are less than significant. The hydraulic modeling conducted as part of the Location Hydraulic Study determined that the proposed pier extension and bridge widening would not cause the water surface elevation to increase in the Santa Ana River Floodway. Measure HY-3 is required to document

that the project would not increase flood heights within the Santa Ana River 100-year floodway. Flood flows would not be impeded or redirected, and impacts related to floodplain or floodway encroachment would be less than significant.

i) No Impact. The proposed project would not expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as the result of the failure of a levee or dam because, as an improvement to a transportation facility, the project would not increase flooding risk. The project actually includes improvements that will improve drainage in the area. Therefore, the project would not expose people or structures to a significant risk of flooding, and no impacts would occur.

j) No Impact. The proposed project would not be inundated by seiches, tsunami, or mudflow because it is not in an area where these features are present. Due to the distance of the project site from the ocean, there is no foreseeable risk of tsunami inundation. There is also no risk from seiches (oscillations in enclosed bodies of water caused by seismic waves) or mudflows in the project area due to the lack of large bodies of water or steep slopes in the project area. Therefore, no impacts would occur.

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:

HY-1 The San Bernardino Associated Governments (SANBAG) and the California Department of Transportation (Department) will comply with the provisions of the *National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities* (Order No. 2009-009-DWQ, NPDES No. CAS000002), and any subsequent permit as they relate to construction activities for the project. This will include submission of the Permit Registration Documents, including a Notice of Intent (NOI), risk assessment, site map, Storm Water Pollution Prevention Plan (SWPPP), annual fee, and signed certification statement to the State Water Resources Control Board (SWRCB) at least 14 days prior to the start of construction. The SWPPP will meet the requirements of the Construction General Permit and will identify potential pollutant sources associated with

construction activities; identify non-storm water discharges; develop a water quality monitoring and sampling plan; and identify, implement, and maintain Best Management Practices (BMPs) to reduce or eliminate pollutants associated with the construction site. The BMPs identified in the SWPPP will be implemented during project construction. A Notice of Termination (NOT) will be submitted to the SWRCB upon completion of construction and stabilization of the site.

HY-2 The San Bernardino Associated Governments (SANBAG) and the California Department of Transportation (Department) will comply with the Storm Water Management Plan (SWMP) and permit requirements for implementation of Design Pollution Prevention and Treatment Best Management Practices (BMPs) for the project that address pollutants of concern. This will include coordination with the Santa Ana Regional Water Quality Control Board (RWQCB) with respect to feasibility, maintenance, and monitoring of Treatment BMPs as set forth in the California Department of Transportation (Caltrans) *Statewide Storm Water Management Plan* (SWMP, May 2003 or subsequent issuance).

HY-3 During final project design, the San Bernardino Associated Governments (SANBAG) and the California Department of Transportation (Department) will obtain an encroachment permit for the Santa Ana River from the San Bernardino County Flood Control District. A No-Rise Certification for the Santa Ana River 100-year floodway will be included in the encroachment permit application. The No-Rise Certification will be supported by the engineering analysis that demonstrates the project will not increase flood heights within the Santa Ana River 100-year floodway. The No-Rise Certification will be signed by a registered professional engineer.

2.10 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"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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"/>

2.10.1 Discussion of Environmental Evaluation

a) No Impact. The proposed project would not physically divide an established community because it involves widening of an existing freeway within existing right-of-way. Construction of a high-occupancy vehicle (HOV) lane and other improvements to the I-215 within the existing right-of-way would not physically divide an established community. No impacts would occur.

b) No Impact. The proposed project does not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect because the adopted local and regional plans include goals and policies for improving the I-215 corridor. The project is consistent with the AQMP, RTP, the RTIP, and the goals and policies of the General Plans of the City of Riverside, County of Riverside, City of Colton, City of Grand Terrace, City of San Bernardino, and County of San Bernardino. No impacts related to land use plans, policies, or regulations of agencies with jurisdiction over the project would occur.

c) No Impact. The proposed project would not conflict with any applicable HCPs or NCCP because the project is consistent with the Western Riverside County MSHCP. The proposed project would be consistent with the MSHCP; the portion of the project in Riverside County is not located within the MSHCP-designated Criteria Area and does not contain suitable habitat for any MSHCP-covered species. Therefore, no impacts would occur.

2.10.2 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, or mitigation measures are required.

2.11 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"/>

2.11.1 Discussion of Environmental Evaluation

The potential for the proposed project to result in adverse impacts related to mineral resources was assessed based on review of the general plans for the cities and counties in the project area, as well as the Surface Mining and Reclamation Act of 1975 SMARA Designation Report No. 5, Plate 7.¹

a) and b) No Impact. The proposed project would not: result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the site or 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 because it includes improvements to an existing freeway and the project site is not mapped as a mineral resource area. According to the aggregate resource areas map, the project area is not in a mineral resource zone. In addition, the project would be constructed within and adjacent to an existing freeway. As a result, the proposed project would not impact mineral resources. Therefore, the proposed project would not result in the loss of availability of known mineral resources or a mineral resource recovery site, and no impacts would occur.

2.11.2 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, or mitigation measures are required.

¹ www.conservation.ca.gov/smgb/reports/Designation/Documents.

2.12 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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"/>

2.12.1 Regulatory Setting

The California Environmental Quality Act (CEQA) provides the broad basis for analyzing and abating highway traffic noise effects. The intent of this law is to promote the general welfare and to foster a healthy environment.

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 such measures are not feasible.

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 highway project. The regulations contain 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 2.8 lists the noise abatement criteria.

Table 2.8 Activity Categories and Noise Abatement Criteria

Activity Category	NAC, Hourly A- Weighted Noise Level, dBA $L_{eq}(h)$	Description of Activities
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	67 Exterior	Picnic areas, recreation areas, playgrounds, active sport areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals
C	72 Exterior	Developed lands, properties, or activities not included in Categories A or B above
D	–	Undeveloped lands
E	52 Interior	Residence, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums

dBA = A-weighted decibels
 $L_{eq}(h)$ = 1-hour A-weighted equivalent continuous sound level
 NAC = Noise Abatement Criteria

Table 2.9 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. It should be noted that Table 2.9 lists instantaneous noise levels that can be generated by the activities associated with these noise levels, while Table 2.8 lists the noise levels averaged over a one-hour period to represent the equivalent continuous noise level that contains the same energy as the fluctuating noise levels over the one-hour period.

In accordance with the Department’s *Traffic Noise Analysis Protocol for New Highway Construction and Reconstruction Projects, August 2006*, a noise impact occurs when the future noise level with the project results in a substantial increase in 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.

Table 2.9 Noise Levels of Common Activities

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

2.12.2 Discussion of Environmental Evaluation

The potential for the proposed project to result in adverse noise impacts was assessed in the *Noise Study Report* (NSR) (November 2010) and the *Noise Abatement Decision Report* (NADR) (November 2010). The discussion below is based on that analysis.

a), c), and d) Less Than Significant Impact. The proposed project would not expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies or result in a substantial permanent, temporary, or periodic increase in ambient noise levels in the project vicinity above levels existing without the project because the project includes an HOV lane addition, which will not substantially increase existing traffic noise levels, and construction noise will be controlled through compliance with the Department’s Standard Specifications for sound control and construction hour limits contained in the Municipal Codes for the city or county in which the construction activities occur. In addition, where traffic noise impacts were identified, sound

barriers were being evaluated to reduce future traffic noise at sensitive land-use locations.

A total of 313 receiver locations, as shown in Figures 2.8 and 2.9, were selected to represent noise-sensitive land uses in the project vicinity. Receivers, as used in this section, are those locations at which potential noise impacts were evaluated. The sensitive receiver locations include residential uses, hotels, parks, schools, and a church.

Except for one outdoor eating area associated with a fast-food establishment, no receivers were modeled to represent industrial and commercial land uses within the project area because they do not have associated outdoor active use areas.

As shown in Table 2.10, in the future (2035) with project condition, receivers that would approach or exceed the 67 dBA L_{eq} NAC would experience a 3 dBA or less increase in noise levels. A 3 dBA change is the lowest level that is barely perceptible by the average human ear in an outdoor environment. For receiver locations with 4 dBA or higher increases from the implementation of the project, the resulting noise levels would remain lower than the NAC. Because the project setting is highly urbanized, and because of the proximity of the receivers to the highway, the magnitude of the noise increase from the proposed project is not considered substantial, and impacts related to noise increases associated with the project would be less than significant.

In accordance with the Department's *Traffic Noise Analysis Protocol for New Highway Construction and Reconstruction Projects, August 2006*, noise abatement measures such as sound barriers were considered to shield noise-sensitive receivers along I-215, where sensitive receivers exist and would continue to be exposed to traffic noise levels approaching or exceeding the NAC. Approaching the NAC is defined as coming within 1 dBA of the NAC. The Department's *Traffic Noise Analysis Protocol* sets forth the criteria for determining when an abatement measure is reasonable and feasible. Feasibility of noise abatement is basically an engineering concern. A minimum 5 dBA reduction in the future noise level 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:

Table 2.10 Predicted Traffic Noise Levels, dBA L_{eq}

Receiver No.	Location	Model Existing Noise Level	Future Without Project	Future With Project	Future with Project with Community Background Noise ¹	Difference between Future without Project and Future with Project
R-1	Russel Street	62	63	63	63	0
R-2	Down Street	66 ²	66	66	66	0
R-3	Down Street	69	69	70	70	1
R-4	Mathews Street	68	68	68	68	0
R-5	Mathews Street	67	67	67	67	0
R-6	E. La Cadena Drive	63	63	64	64	1
R-7	E. La Cadena Drive	62	62	63	63	1
R-8	E. La Cadena Drive	61	61	62	62	1
R-9	E. La Cadena Drive	60	60	61	61	1
R-10	E. La Cadena Drive	59	60	60	60	0
R-11	E. La Cadena Drive	60	60	61	61	1
R-12	E. La Cadena Drive	60	61	62	62	1
R-13	Marlborough Avenue	59	60	61	61	1
R-14	E. La Cadena Drive	59	60	60	60	0
R-15	E. La Cadena Drive	60	61	61	61	0
R-16	E. La Cadena Drive	60	60	61	61	1
R-17	E. La Cadena Drive	61	62	63	63	1
R-18	Spring Garden Street	60	61	62	62	1
R-19	Spring Garden Street	64	65	66	66	1
R-20	Laurel Avenue	63	64	65	65	1
R-21	E. La Cadena Drive	64	65	66	66	1
R-22	Down Street	66	66	66	66	0
R-23	Thornton Street	62	62	62	62	0
R-24	Mathews Street	61	62	62	62	0
R-25	Mathews Street	60	60	60	60	0
R-26	Mathews Street	59	59	60	60	1
R-27	Mathews Street	59	59	59	59	1
R-28	Mathews Street	59	60	60	60	0
R-29	Marlborough Avenue	60	60	61	61	1
R-30	Marlborough Avenue	57	58	59	59	1
R-31	Blenheim Street	57	58	58	58	0
R-32	Blenheim Street	58	58	59	59	1
R-33	Milton Street	59	59	60	60	1
R-34	Milton Street	60	60	61	61	1
R-35	Spring Garden Street	58	59	60	60	1
R-36	Spring Garden Street	62	63	65	65	2
R-37	Spring Garden Street	61	62	63	63	1
R-38	Down Street	63	63	64	64	1
R-39	Down Street	64	64	64	64	0
R-40	Thornton Street	63	64	64	64	0
R-41	Thornton Street	64	64	65	65	1
R-42	Mathews Street	63	63	64	64	1
R-43	W. La Cadena Drive	66	66	67	67	1
R-44	Strong Street	66	66	67	67	1
R-45	Strong Street	68	69	69	69	0
R-46	Knoll Way	67	67	68	68	1
R-47	Knoll Way	66	66	67	67	1
R-48	Knoll Way	66	67	68	68	1
R-49	Knoll Way	65	66	67	67	1
R-50	Marsh Way	66	67	68	68	1
R-51	Marsh Way	66	67	68	68	1
R-52	Marsh Way	67	68	69	69	1

Table 2.10 Predicted Traffic Noise Levels, dBA L_{eq}

Receiver No.	Location	Model Existing Noise Level	Future Without Project	Future With Project	Future with Project with Community Background Noise ¹	Difference between Future without Project and Future with Project
R-53	Marsh Way	67	68	69	69	1
R-54	W. La Cadena Drive	70	71	72	72	1
R-55	W. La Cadena Drive	72	73	74	74	1
R-56	W. La Cadena Drive	73	74	74	74	0
R-57	Spring Garden Street	73	74	75	75	1
R-58	Spring Garden Street	72	73	74	74	0
R-59	W. La Cadena Drive	70	71	72	72	1
R-60	Spring Garden Street	67	68	69	69	1
R-61	Spring Garden Street	65	66	67	67	1
R-62	Knoll Way	62	63	63	63	0
R-63	Marsh Way	60	61	62	62	1
R-64	Marsh Way	59	60	61	61	1
R-65	W. La Cadena Drive	68	69	70	70	1
R-66	Spring Garden Street	68	69	70	70	1
R-67	W. La Cadena Drive	66	67	69	69	2
R-68	W. La Cadena Drive	66	67	68	68	1
R-69	W. La Cadena Drive	65	66	68	68	2
R-70	W. La Cadena Drive	65	66	67	67	1
R-71	W. La Cadena Drive	67	68	69	69	1
R-72	W. La Cadena Drive	69	70	72	72	2
R-73	W. La Cadena Drive	69	70	71	71	1
R-74	W. La Cadena Drive	62	63	62	62	-1
R-75	W. La Cadena Drive	65	66	68	68	2
R-76	W. La Cadena Drive	63	64	65	65	1
R-77	W. La Cadena Drive	62	63	65	65	2
R-78	W. La Cadena Drive	64	65	67	67	2
R-79	W. La Cadena Drive	66	67	69	69	2
R-80	W. La Cadena Drive	65	66	69	69	3
R-81	W. La Cadena Drive	69	70	72	72	2
R-82	W. La Cadena Drive	65	66	65	65	-1
R-83	Palmyrita Avenue	67	68	70	70	2
R-84	Oxford Street	71	72	73	73	1
R-85	Oxford Street	71	72	74	74	2
R-86	Palmyrita Avenue	64	65	67	67	2
R-87	Oxford Street	63	64	66	66	2
R-88	Oxford Street	62	64	65	65	1
R-89	Chase Road	61	62	64	64	2
R-90	Chase Road	57	58	60	60	2
R-91	Chase Road	55	56	58	58	2
R-92	Chase Road	53	54	56	56	2
R-93	Chase Road	52	53	55	55	2
R-94	Chase Road	55	56	58	58	2
R-95	Chase Road	60	61	62	62	1
R-96	Chase Road	58	59	61	61	2
R-97	W. La Cadena Drive	70	72	73	73	1
R-98	W. La Cadena Drive	70	71	72	72	1
R-99	Toulouse Avenue	72	73	75	75	2
R-100	Cannes Avenue	59	60	62	62	2
R-101	Cannes Avenue	61	62	64	64	2
R-102	Cannes Avenue	63	64	66	66	2
R-103	Toulouse Avenue	67	68	71	71	3
R-104	Cannes Avenue	62	63	65	65	2

Table 2.10 Predicted Traffic Noise Levels, dBA L_{eq}

Receiver No.	Location	Model Existing Noise Level	Future Without Project	Future With Project	Future with Project with Community Background Noise ¹	Difference between Future without Project and Future with Project
R-105	Cannes Avenue	61	62	64	64	2
R-106	Avignon Court	55	56	57	57	2
R-107	Electric Avenue	59	60	62	62	2
R-108	Villa Street	57	58	60	60	2
R-109	Villa Street	72	73	74	74	1
R-110	E. La Cadena Drive	64	66	67	67	1
R-111	E. La Cadena Drive	58	59	60	60	1
R-112	Villa Street	60	61	63	63	2
R-113	Villa Street	62	63	65	65	2
R-114	Villa Street	62	63	65	65	2
R-115	Stephens Avenue	52	53	55	55	2
R-116	Stephens Avenue	54	55	56	56	1
R-117	Stephens Avenue	54	55	56	56	1
R-118	Stephens Avenue	54	55	57	57	2
R-119	Stephens Avenue	55	56	58	58	2
R-120	Stephens Avenue	50	51	53	53	2
R-121	Stephens Avenue	51	53	54	54	1
R-122	Stephens Avenue	52	53	54	54	1
R-123	Center Street	62	63	65	65	2
R-124	Center Street	61	62	63	63	1
R-125	Center Street	61	62	63	63	1
R-126	Center Street	68	69	70	70	1
R-127	Center Street	70	71	72	72	1
R-128	Center Street	72	74	75	75	1
R-129	Center Street	74	76	77	77	1
R-130	Center Street	69	70	71	71	1
R-131	Center Street	62	63	64	64	1
R-132	Center Street	63	64	66	66	2
R-133	Center Street	65	66	67	67	1
R-134	Center Street	68	69	70	70	1
R-135	Center Street	72	74	75	75	1
R-136	Center Street	65	66	67	67	1
R-137	Center Street	66	67	68	68	1
R-138	Center Street	67	68	69	69	1
R-139	Iowa Avenue	57	58	60	60	2
R-140	Iowa Avenue	60	61	63	63	2
R-141	Iowa Avenue	67	68	70	70	2
R-142	W. La Cadena Drive	72	73	74	74	1
R-143	S. La Cadena Drive	63	64	66	66	2
R-144	S. La Cadena Drive	66	68	69	69	1
R-145	S. La Cadena Drive	61	62	63	63	1
R-146	S. La Cadena Drive	61	62	64	64	2
R-147	Graymoore Avenue	60	61	62	62	1
R-148	Graymoore Avenue	59	60	61	61	1
R-149	Iowa Avenue	53	54	56	56	2
R-150	Rosedale Avenue	52	54	54	54	1
R-151	Rosedale Avenue	55	56	57	57	1
R-152	Rosedale Avenue	52	53	55	55	2
R-153	Rosedale Avenue	57	58	59	59	1
R-154	Berkeley Court	56	57	58	58	1
R-155	Rosedale Avenue	45	46	47	47	1
R-156	S. La Cadena Drive	53	54	54	54	0

Table 2.10 Predicted Traffic Noise Levels, dBA L_{eq}

Receiver No.	Location	Model Existing Noise Level	Future Without Project	Future With Project	Future with Project with Community Background Noise ¹	Difference between Future without Project and Future with Project
R-157	S. La Cadena Drive	52	53	53	53	0
R-158	Deberry Street	66	66	68	68	2
R-159	Vivienda Avenue	59	60	61	61	1
R-160	Vivienda Avenue	70	70	71	71	1
R-161	Vivienda Avenue	71	72	73	73	1
R-162	Vivienda Avenue	74	75	76	76	1
R-163	Vivienda Avenue	62	63	64	64	1
R-164	Vivienda Avenue	74	75	76	76	1
R-165	Vivienda Avenue	71	72	73	73	2
R-166	Vivienda Court	70	71	72	72	1
R-167	Vivienda Court	69	70	70	70	0
R-168	Vivienda Court	68	69	70	70	1
R-169	Vivienda Court	70	71	71	71	0
R-170	Vivienda Court	63	64	65	65	1
R-171	Pascal Avenue	65	66	67	67	1
R-172	Pascal Avenue	75	76	77	77	1
R-173	Victoria Street	73	74	75	75	1
R-174	Victoria Street	69	70	70	70	0
R-175	Canal Street	67	67	68	68	1
R-176	Canal Street	69	70	70	70	0
R-177	McClarren Street	56	57	58	58	1
R-178	Carhart Avenue	58	59	59	59	0
R-179	Carhart Avenue	54	55	55	55	0
R-180	Carhart Avenue	58	58	59	59	1
R-181	Vivienda Court	53	54	54	54	0
R-182	Pascal Avenue	58	58	59	59	1
R-183	Pascal Avenue	52	52	53	53	1
R-184	Pascal Avenue	54	54	56	56	2
R-185	Pascal Avenue	55	56	57	57	1
R-186	Pascal Avenue	56	57	58	58	1
R-187	Grand Terrace Road	56	57	58	61	4
R-188	Grand Terrace Road	55	56	57	60	4
R-189	Grand Terrace Road	55	56	57	60	4
R-190	Grand Terrace Road	55	56	56	60	4
R-191	Grand Terrace Road	55	55	56	60	5
R-192	Vivienda Avenue	69	70	71	71	1
R-193	La Crosse Avenue	69	70	71	71	1
R-194	La Crosse Avenue	71	71	72	73	2
R-195	Vivienda Avenue	71	72	73	73	1
R-196	Newport Avenue	63	63	64	65	2
R-197	Newport Avenue	61	62	63	64	2
R-198	Newport Avenue	64	65	66	67	2
R-199	Newport Avenue	66	67	68	68	1
R-200	Newport Avenue	65	66	67	67	1
R-201	Newport Avenue	62	62	63	64	2
R-202	Newport Avenue	56	57	58	61	4
R-203	Newport Avenue	56	57	58	61	4
R-204	Newport Avenue	54	54	55	60	6
R-205	Grand Terrace Road	59	59	60	62	3
R-206	Grand Terrace Road	57	58	59	61	3
R-207	Grand Terrace Road	56	57	58	61	4
R-208	Grand Terrace Road	55	55	56	60	5

Table 2.10 Predicted Traffic Noise Levels, dBA L_{eq}

Receiver No.	Location	Model Existing Noise Level	Future Without Project	Future With Project	Future with Project with Community Background Noise ¹	Difference between Future without Project and Future with Project
R-209	Grand Terrace Road	54	55	56	60	5
R-210	Vivienda Avenue	59	60	60	62	2
R-211	Vivienda Avenue	63	64	63	64	0
R-212	Vivienda Avenue	66	66	67	67	1
R-213	Newport Avenue	64	65	66	66	1
R-214	Newport Avenue	63	63	65	65	2
R-215	Newport Avenue	56	57	58	61	4
R-216	Newport Avenue	55	55	56	60	5
R-217	Newport Avenue	53	54	55	60	6
R-218	Newport Avenue	52	53	54	59	6
R-219	Newport Avenue	51	52	52	59	7
R-220	Newport Avenue	52	53	53	59	7
R-221	Newport Avenue	60	61	62	63	2
R-222	Canal Street	59	60	61	61	1
R-223	Canal Street	58	59	60	60	1
R-224	Canal Street	56	57	58	58	1
R-225	Canal Street	53	54	55	55	1
R-226	Canal Street	49	50	51	51	1
R-227	Canal Street	48	49	50	50	1
R-228	Canal Street	48	49	49	49	0
R-229	Canal Street	57	57	58	58	1
R-230	Canal Street	58	58	59	59	1
R-231	Canal Street	59	59	60	60	1
R-232	Canal Street	58	59	59	59	0
R-233	Canal Street	56	57	57	57	0
R-234	Canal Street	55	56	56	56	0
R-235	Canal Street	53	54	54	54	0
R-236	Canal Street	52	53	54	54	1
R-237	Canal Street	50	51	52	52	1
R-238	Canal Street	52	52	53	53	1
R-239	Canal Street	55	56	56	56	0
R-240	Canal Street	56	57	57	57	0
R-241	Canal Street	56	57	58	58	1
R-242	Canal Street	56	57	58	58	1
R-243	Canal Street	56	56	57	57	1
R-244	Brentwood Street	53	54	54	54	0
R-245	Mt. Vernon Avenue	54	54	55	55	1
R-246	Vista Grande Way	52	53	53	53	0
R-247	Mount Vernon Avenue	70	70	72	72	2
R-248	Vista Grande Way	62	63	64	64	1
R-249	E. Washington Street	59	60	62	62	2
R-250	E. Washington Street	53	54	57	57	3
R-251	E. Washington Street	54	55	57	57	2
R-252	E. Washington Street	59	60	63	63	3
R-253	E. Washington Street	50	51	53	53	2
R-254	E. Washington Street	56	57	59	59	2
R-255	E. Washington Street	51	52	53	53	1
R-256	E. Washington Street	51	52	53	53	1
R-257	E. Washington Street	58	59	60	60	1
R-258	E. Washington Street	49	50	50	50	0
R-259	E. Washington Street	59	60	61	61	1
R-260	E. Washington Street	52	53	53	53	0

Table 2.10 Predicted Traffic Noise Levels, dBA L_{eq}

Receiver No.	Location	Model Existing Noise Level	Future Without Project	Future With Project	Future with Project with Community Background Noise ¹	Difference between Future without Project and Future with Project
R-261	E. Washington Street	49	50	51	51	1
R-262	E. Washington Street	55	56	58	58	2
R-263	E. Washington Street	59	60	62	62	2
R-264	Forest Drive	64	65	67	67	2
R-265	Forest Drive	63	64	65	65	1
R-266	Forest Drive	62	63	64	64	1
R-267	Forest Drive	62	63	63	63	0
R-268	Forest Drive	63	64	64	64	0
R-269	Forest Drive	61	62	63	63	1
R-270	Forest Drive	61	62	63	63	1
R-271	Forest Drive	61	62	63	63	1
R-272	Forest Drive	61	62	63	63	1
R-273	Forest Drive	64	64	65	65	1
R-274	Forest Drive	64	65	66	66	1
R-275	Cherrywood Lane	62	63	64	64	1
R-276	Cisco Street	63	64	65	65	1
R-277	Cisco Street	62	63	64	64	1
R-278	Cisco Street	62	62	63	63	1
R-279	Cisco Street	61	62	63	63	1
R-280	Cisco Street	61	62	62	62	0
R-281	Cisco Street	61	62	63	63	1
R-282	Cisco Street	61	62	63	63	1
R-283	Cisco Street	61	62	63	63	1
R-284	Cisco Street	61	62	63	63	1
R-285	Cisco Street	61	62	62	62	0
R-286	Cisco Street	60	60	61	61	1
R-287	Cisco Street	58	58	59	59	1
R-288	Atchison Street	63	64	65	65	1
R-289	Forest Drive	55	56	56	56	0
R-290	Forest Drive	54	55	56	56	1
R-291	Forest Drive	54	55	55	55	0
R-292	Forest Drive	54	54	55	55	1
R-293	Forest Drive	54	54	55	55	1
R-294	Forest Drive	53	54	54	54	0
R-295	Sugar Pine Lane	58	59	59	59	0
R-296	Cottonwood Drive	54	55	55	55	0
R-297	Cottonwood Drive	57	58	59	59	1
R-298	Cherrywood Lane	55	56	56	56	0
R-299	Cherrywood Lane	59	60	61	61	1
R-300	Cooley Lane	60	61	62	62	1
R-301	Cooley Lane	59	60	60	60	0
R-302	Cooley Lane	58	59	60	60	1
R-303	Cooley Lane	59	59	60	60	1
R-304	Cooley Lane	59	60	60	60	0
R-305	Cooley Lane	59	60	61	61	1
R-306	Cooley Lane	60	61	61	61	0
R-307	Cooley Lane	60	60	61	61	1
R-308	Cooley Lane	60	60	61	61	1
R-309	Topeka Way	60	60	61	61	1
R-310	Atchison Street	59	60	60	60	0
R-311	Atchison Street	63	64	64	64	0

Table 2.10 Predicted Traffic Noise Levels, dBA L_{eq}

Receiver No.	Location	Model Existing Noise Level	Future Without Project	Future With Project	Future with Project with Community Background Noise ¹	Difference between Future without Project and Future with Project
R-312	W. Fairway Drive	59	61	61	61	0
R-313	S. E Street	56	58	59	59	1

Source: *Noise Study Report*, November 2010.

¹ Community background noise was incorporated in Alternative 2 noise levels for Receivers R-187–R-221.

² Numbers in bold represent noise levels that approach or exceed the NAC.

³ Modeled receivers that would experience a severe traffic noise impact of 75 dBA L_{eq} or higher.

dBA L_{eq} = equivalent continuous sound level measured in A-weighted decibels

NAC = Noise Abatement Criteria

residents acceptance, the absolute noise level, with project versus existing noise, environmental impacts of abatement, public and local agencies input, newly constructed development versus development pre-dating 1978 and the cost per benefited residence. The locations of the modeled sound barriers for the proposed project are shown on Figure 2.8.

Of the 20 modeled sound barriers evaluated, 19 sound barriers were determined to be feasible. SB No. 1 was determined to be not feasible because the barrier would not reduce noise levels by 5 dBA or more. The reasonableness of a sound barrier was determined by comparing the estimated cost of the project against the total reasonable allowance. The total reasonable allowance was determined based on the number of benefited residences multiplied by the reasonable allowance per residence. If the estimated sound barrier construction cost exceeded the total reasonable allowance, the sound barrier was determined to be not reasonable. However, if the estimated sound barrier construction cost was within the total reasonable allowance, the sound barrier was determined to be reasonable. Table 2.11 lists all the feasible sound barriers, along with their approximate length, height, noise attenuation range, reasonable allowance per residence, total reasonable allowance, and estimated sound barrier construction costs, as well as whether the sound barrier is reasonable. As shown in Table 2.11, SB Nos. 2, 2a, 3, 5, 5a, 7, 8, 9, 10, 14, 15, 16, 19, and 20 were determined to be reasonable. The remaining sound barriers listed in Table 2.11 were determined to be not reasonable.

Table 2.11 Summary of Abatement Information

Sound Barrier No	Height (ft)	Approximate Length (ft)	Noise Attenuation Range (dBA)	Number of Benefited Residences ¹	Sound Barrier Location	Reasonable?	Selected
2 ²	14	2,526	5-10	39	State ROW	Yes	No
2a	14	2,526	5-8	37	State ROW	Yes	Yes
3	14	772	5-6	9	Residential Property Line	Yes	No
4	14	245	8	2	Residential Property Line	No	No
5 ²	14	2,324	5-10	35	State ROW	Yes	No
5a	14	2,324	5-10	34	State ROW	Yes	Yes
6 ²	14	1,192	5-10	6	State ROW	No	No
6a	14	1,192	6-8	3	State ROW	No	No
7	12	1,807	6-10	16	State ROW	Yes	Yes
8	12	525	7-12	7	Residential Property Line	Yes	No
9	14 ³	496	5-11	8	State ROW	Yes	Yes
10	14 ³	1,275	5-14	43	State ROW	Yes	Yes
11	14	1,297	7-12	4	State ROW	No	No
12	14 ³	321	9	1	Residential Property Line	No	No
13	14	1,970	8	3	State ROW	No	No
14a&14b	14	2,318	5-14	43	State ROW	Yes	Yes
15	16 ³	1,517	5-11	21	State ROW	Yes	Yes
16	12	353	7-8	5	Residential Property Line	Yes	No
17	14	485	8	1	State ROW	No	No
18	14 ³	170	5	2	Residential Property Line	No	No
19	12 ³	221	5	2	Residential Property Line	No	No
20	12 ³	672	5-9	8	Residential Property Line	Yes	No

Source: Noise Abatement Decision Report (November 2010).

¹ Number of residences attenuated by 5 dBA or more by the modeled barrier.

² Sound barriers constructed with absorptive material would not generate parallel barrier effects.

³ The minimum wall height required for the sound barrier to break the line of sight between the receiver and truck exhaust stack.

dBA = A-weighted decibels

ft = feet

ROW = right-of-way

Based on the studies completed to date, the Department intends to incorporate noise abatement in the form of barriers within the State ROW (SB Nos. 2a, 5a, 7, 9, 10, 14, and 15) with respective lengths and average heights shown in Table 2.11. SB Nos. 2 and 5 are in the same location as 2a and 5a, but would include extra sound absorbing material and have higher costs; therefore, SB Nos. 2 and 5 were not selected. SB Nos. 3, 8, 16, and 20 are barriers that would be constructed on the residential property line; however, SB Nos. 2a, 7, 14, and 15 were selected instead of barriers located along the residential property line because they would shield and benefit more receivers. It should be noted that the selection of Alternatives 3 or 6 for the future I-215/Barton Road Interchange project would cause SB No. 15 to be not reasonable because this barrier would not have a useful life of 20 years or more. Also, if Alternative 5 was selected for the future I-215/Barton Road Interchange project, SB Nos. 14a and 14b and 15 would not be reasonable because these barriers would not have a useful life of 20 years or more. If, however, the I-215/Barton Road interchange project is not constructed as programmed, SANBAG will initiate a separate project to construct the necessary sound barriers (SB Nos. 14a and 14b and 15) by 2016.

These sound barriers are shown on Figure 2.8. Calculations based on preliminary design data indicate that the barriers will reduce noise levels by 5–14 dBA for 202 residences at an estimated cost of \$5,578,000. If during final design conditions have substantially changed, noise abatement may not be necessary. The final decision of the noise abatement will be made upon completion of the project design and the public involvement processes.

Sensitive receivers would be exposed to construction noise during construction of the proposed project. Construction of the proposed project is expected to require the use of earthmovers, bulldozers, water trucks, and pickup trucks. Noise associated with the use of construction equipment is estimated between 79 and 89 dBA L_{max} at a distance of 50 ft from the active construction area for the grading phase. The maximum noise level generated by each scraper is assumed to be approximately 87 dBA L_{max} at 50 ft from an earthmover in operation. Each bulldozer would generate approximately 85 dBA L_{max} at 50 ft. The maximum noise level generated by water trucks and pickup trucks is approximately 86 dBA L_{max} at 50 ft from these vehicles. 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 ft from an active construction area). Therefore, the closest sensitive receivers, within 50 ft of the project construction areas, may be subject to short-term noise levels of 91 A-weighted decibels (dBA) maximum instantaneous noise level (L_{max}) or higher generated by construction activities. As

specified in Measures N-1 through N-8, project construction would comply with the Department's Standard Specifications for sound control. In addition, construction activities would comply with the construction hour restrictions contained limits in the Municipal Codes for the city or county in which the construction activities occur. Therefore, impacts related to construction noise would be less than significant.

b) Less Than Significant Impact. The proposed project would not expose persons to or generate excessive groundborne vibration or groundborne noise levels because a additional traffic lane in each direction would not generate excessive groundborne vibration or noise and construction activities will be temporary and will comply with Department and local jurisdiction standards. The closest sensitive receiver locations are located 50 ft from the construction areas for the proposed project. These receiver locations may be subject to groundborne vibration that would result in minor annoyance at the closest existing residences. Vibration impacts would be short-term and would cease upon completion of construction. Compliance with the Department Standard Specifications and Municipal Codes of the Cities of Colton, Grand Terrace, Riverside, and San Bernardino, and the Counties of San Bernardino and Riverside, as specified below in Measures N-1 through N-8, would minimize groundborne vibration impacts. Therefore, impacts related to groundborne vibration or groundborne noise levels would be less than significant.

e) and f) No Impact. The proposed project is not: located within an airport land use plan; within 2 mi of a public use airport; or in the vicinity of a private airstrip. The San Bernardino International Airport is approximately 3 mi northeast of the project site, and the Flabob Airport is approximately 2.5 mi southwest of the project site. There are no known private airstrips in the project vicinity. The primary source of noise in the project area is traffic on I-215. Therefore, there would be no aviation-related noise impacts.

2.12.3 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:

N-1 The control of noise from construction activities will conform to the California Department of Transportation's (Department) Standard Specifications, Section 14-8.02, "Noise Control," and the Standard Special Provisions S5-310, "Noise Control."

- N-2** The Contractor will use an alternative warning method instead of a sound signal unless required by safety laws.
- N-3** The Contractor will equip all internal combustion engines with the manufacturer-recommended muffler and will not operate any internal combustion engine on the job site without the appropriate muffler.
- N-4** All construction equipment, fixed or mobile, will be equipped with properly operating and maintained mufflers consistent with manufacturers' standards during all project site excavation and grading on site.
- N-5** All stationary construction equipment will be placed so that emitted noise is directed away from noise-sensitive locations nearest the project site.
- N-6** Construction vehicle staging areas and equipment maintenance areas will be located as far as possible from sensitive receiver locations.
- N-7** All heavy construction activities that would potentially exceed 86 A-weighted decibels (dBA) at 50 feet (ft) will be conducted between 6:00 a.m. and 9:00 p.m.
- N-8** Construction activities outside of the California Department of Transportation right-of-way (ROW) will comply with the construction hour restrictions in the Municipal Codes/County Code for the City or County in which the construction activities occur. These construction hour limits are as follows:
- Construction activities within the City of Riverside will be limited to between the hours of 7:00 a.m. and 7:00 p.m., Monday through Friday, and 8:00 a.m. and 5:00 p.m. on Saturdays. Construction will not occur in the City of Riverside on Sundays and holidays.
 - Construction activities within the City of Grand Terrace will be limited to between the hours of 7:00 a.m. and 8:00 p.m., Monday through Friday. Construction will not occur in the City of Grand Terrace on weekends and holidays.
 - Construction activities within the City of Colton will be limited to between the hours of 7:00 a.m. and 5:00 p.m., Monday through

Friday. Construction will not occur in the City of Colton on weekends and holidays.

- Construction activities within the County of San Bernardino will be limited to between the hours of 7:00 a.m. and 7:00 p.m., Monday through Saturday. Construction will not occur in the County of San Bernardino on Sundays and holidays.
- Construction activities within the County of Riverside will be limited to between the hours of 6:00 a.m. and 6:00 p.m. during the months of June through September and between the hours of 7:00 a.m. and 6:00 p.m. during the months of October through May.

N-9 Prior to completion of final design, the sound barriers that are determined to be reasonable and feasible will be coordinated with the affected property owners.

N-10 Unusual and extraordinary abatement measures will be considered at receivers that would experience a severe traffic noise impact (Receivers R-57, R-99, R-128, R-129, R-135, R-162, R-164, R-172, and R-173) if, during final design, the sound barriers shielding these receivers are found to exceed the total reasonable allowance or are not approved during the sound barrier survey process. Unusual and extraordinary abatement measures would only be provided if the Federal Highway Administration (FHWA) agrees to fund the noise abatement measure. If interior noise abatement is recommended by FHWA, an interior noise analysis will be conducted to determine whether interior noise abatement is feasible. If interior noise abatement is feasible, such abatement measures will be offered to the affected property owners.

2.13 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"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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"/>

2.13.1 Regulatory Setting

The California Environmental Quality Act (CEQA) also requires the analysis of a project’s potential to induce growth. 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...”

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 USC 2000d, et seq.). Please see Appendix B for a copy of the Department’s Title VI Policy Statement.

2.13.2 Discussion of Environmental Evaluation

a) No Impact. The proposed project would not induce substantial population growth in an area, either directly or indirectly because the HOV lane addition is designed to close a gap in the HOV lane system, thereby reducing congestion and encouraging carpooling. The project would accommodate approved and planned growth for the local and regional transportation system but would not contribute to new, unplanned growth in the project area. Therefore, the proposed project would not result in the inducement of population growth in the area, and no impacts would occur.

b) and c) No Impact. The proposed project would not displace substantial numbers of existing housing or people, necessitating the construction of replacement housing elsewhere because it does not involve any relocations. The proposed project would improve construction of the HOV lane within the existing right-of way. The only property acquisition would be the partial acquisition of a vacant parcel adjacent to the freeway. Therefore, no impacts would occur.

2.13.3 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, or mitigation measures are required.

2.14 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 public services:				
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 checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

2.14.1 Discussion of Environmental Evaluation

a) Less Than Significant Impact. The proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government facilities, in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection, police protection, schools, parks, or other public facilities because the project only involves construction of an HOV lane and associated improvements, and temporary traffic delays would be managed through implementation of a comprehensive TMP, which will include input from emergency responders. Temporary impacts to Grand Terrace Elementary School and the Santa Ana River Trail will be coordinated with the Colton Joint Unified School District, and San Bernardino County Regional Parks. In the long term, the addition of an HOV lane would reduce congestion on I-215 in the project area. The proposed improvements would have beneficial effects for law enforcement, fire protection, and emergency service providers because they would improve response times for emergency services using I-215 within the project area. As a result, the proposed project would not adversely affect the provision of emergency services in the project area. The project would not result in physical impacts to government facilities in the

project area. In addition, the proposed project does not include the construction of housing or other uses that would necessitate the construction of additional public facilities such as schools or parks.

During construction, traffic would be temporarily detoured for ramp closures and/or delayed for lane closures, which could potentially result in a temporary increase in emergency response times in the project area. This increase is expected to be minor because three through lanes in each direction would remain open throughout project construction. Measure TR-1, a standard Department requirement provided in Section 2.16, Transportation and Traffic, would minimize impacts.

A Temporary Construction Easement (TCE) would be required at Grand Terrace Elementary School in order to construct a potential sound barrier along the I-215 right-of-way. The TCE would not affect access to the school or operation of the school, and fencing would be placed to separate the construction area from the playfield. As specified in Measure PS-1, provided below, the Department and the San Bernardino Associated Governments (SANBAG) will coordinate with the Grand Terrace Elementary School Director of Facilities regarding construction and access associated with the potential sound barrier.

The project would result in a temporary closure of the Santa Ana River Trail at its crossing of I-215. A short segment of the trail would be closed for an estimated 3 days during the installation of falsework for the bridge construction and for approximately 2 days at the completion of construction for the removal of that falsework. Santa Ana River Trail users would be able to detour around the temporary closure of the trail by utilizing Mount Vernon Avenue, East Fairway Drive, E Street, and the maintenance road along the river. This detour is approximately 2.25 mi long. There are ramps that connect E Street to the maintenance road on the east and west sides of E Street. All the detour options would be clearly signed for users, including the dates and times of the Santa Ana River Trail closures. Measure PS-2 would minimize impacts to the trail.

In summary, project impacts related to service ratios, response times, or other public services performance objectives with respect to fire protection, police protection, schools, parks, or other public facilities would be less than significant.

2.14.2 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:

PS-1 The Department and SANBAG will coordinate with the Grand Terrace Elementary School Director of Facilities regarding construction and access associated with the potential sound barrier.

PS-2 The Department and SANBAG will coordinate with County of San Bernardino Regional Parks personnel regarding closure and temporary detours for the Santa Ana River Trail.

2.15 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"/>

2.15.1 Discussion of Environmental Evaluation

a) No Impact. The proposed project would not increase the use of existing neighborhood and regional parks or other recreational facilities because the project involves modifications to an existing freeway and associated ramps and bridges. It would not result in the construction of residential or other land uses that could increase the use of existing neighborhood and regional parks or other recreational facilities that would substantially accelerate deterioration of any such facilities, and no impacts would occur.

b) No Impact. The proposed project does not include the construction of recreation facilities or residential or other development that would result in the need to construct recreation facilities in the project area. No impacts would occur.

2.16 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 checked="" type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" type="checkbox"/>

2.16.1 Regulatory Setting

The Department is committed to carrying out the 1990 Americans with Disabilities Act (ADA) by building transportation facilities that provide equal access for all persons. The same degree of convenience, accessibility, and safety available to the general public will be provided to persons with disabilities.

2.16.2 Discussion of Environmental Evaluation

The potential for the Build Alternative to result in adverse impacts related to traffic was assessed in the Interstate 215 HOV Lane Gap Closure Project Traffic Forecast Volumes and Level of Service Analysis Report (July 2009) and the I-215 Vehicle Hours Traveled (VHT) and Speed Demand Summary (June 2009). The discussion below is based on that analysis. The analysis report summarized the traffic forecasts and freeway segment analysis for the following conditions:

- Existing (2009)
- Opening year (2014)
- Design year (2035)

Because the study area is an existing freeway, no local intersections and streets, or pedestrian or bicycle facilities are within the study area.

Level of Service

The quality of traffic flow can be defined in terms of level of service (LOS). As shown in the graphic below, there are six LOS, ranging from LOS A (free traffic flow with low volumes and high speeds, resulting in low densities) to LOS F (traffic volumes that exceed capacity and result in forced flow operations at low speeds, resulting in high densities). The minimum LOS standard for freeways is LOS E.

LEVELS OF SERVICE for Freeways			
Level of Service	Flow Conditions	Operating Speed (mph)	Technical Descriptions
A		70	Highest quality of service. Traffic flows freely with little or no restrictions on speed or maneuverability. No delays
B		70	Traffic is stable and flows freely. The ability to maneuver in traffic is only slightly restricted. No delays
C		67	Few restrictions on speed. Freedom to maneuver is restricted. Drivers must be more careful making lane changes. Minimal delays
D		62	Speeds decline slightly and density increases. Freedom to maneuver is noticeably limited. Minimal delays
E		53	Vehicles are closely spaced, with little room to maneuver. Driver comfort is poor. Significant delays
F		<53	Very congested traffic with traffic jams, especially in areas where vehicles have to merge. Considerable delays

Vehicle Hours Traveled (VHT)

VHT represents the hours traveled by all vehicles collectively within a project area. For this project, it represents all the traffic mainline of I-215 within the project limits. VHT is another indicator of traffic delay for all vehicles within the peak traffic hours and is also used as an indicator of GHG emissions (refer to Section 2.7).

a) Less Than Significant Impact. The proposed project would not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, because the project involves modification to an existing freeway, ramps, and bridges and is consistent with the local general plans' goals and policies, the RTP, and the RTIP. The proposed project would improve the efficiency of the overall regional HOV system and would maximize the overall freeway segment performance by minimizing weaving conflicts at the termini of HOV lanes, thereby maintaining travel speeds for HOV lane vehicles. VHT would be reduced when compared to the without project conditions. As an HOV lane gap project, the proposed project will not affect local intersections, streets, pedestrians, or mass transit. Refer to response 2.15 a) for a discussion of temporary impacts to the Santa Ana River Trail.

The proposed HOV lanes would operate at satisfactory LOS E or better through 2035. In addition, the capacity created by the proposed project would reduce congestion in the adjacent general-purpose lanes, so the general-purpose lanes continue to operate within their capacity in 2014. The general-purpose lanes on fewer freeway segments would operate over capacity in 2035. Because the project would improve traffic conditions, no mitigation for long-term impacts is required.

Level of Service

Existing Conditions

Table 2.12 shows that all freeway mainline segments in the study area currently operating at acceptable LOS during the peak hours, with the following exceptions:

- I-215 southbound Iowa Avenue on-ramp to Center Street off-ramp (a.m. peak hour)
- I-215 southbound Center Street on-ramp to Columbia Street off-ramp (a.m. peak hour)

Opening Year (2014)

The 2014 without project a.m. and p.m. peak-hour LOS for the study area freeway mainline segments are shown in Table 2.13. As shown in Table 2.13, 6 of the 19

Table 2.12 Existing (2009) Freeway Mainline LOS

Freeway Segment	AM Peak Hour				PM Peak Hour			
	Vol	Speed ¹ (mph)	Density (pc/mi/ln)	LOS	Vol	Speed ¹ (mph)	Density (pc/mi/ln)	LOS
Northbound								
SR-60 EB Off-Ramp to SR-60 EB On-Ramp	2,582	60.0	15.6	B	3,758	60.0	22.4	C
SR-60 EB On-Ramp to SR-60 WB Off-Ramp	3,495	60.0	21.1	C	4,373	60.0	26.1	D
SR-60 WB Off-Ramp to SR-60 WB On-Ramp	2,822	60.0	17.1	B	3,757	60.0	22.4	C
SR-60 WB On-Ramp to Columbia St Off-Ramp	4,459	60.0	27.0	D	5,137	59.5	30.9	D
Columbia St Off-Ramp to Columbia St On-Ramp	3,885	60.0	23.5	C	4,754	59.9	28.4	D
Columbia St On-Ramp to Center St Off-Ramp	4,205	60.0	25.5	C	5,217	59.3	31.5	D
Center St Off-Ramp to Iowa Ave Off-Ramp	4,113	60.0	24.9	C	5,065	59.6	30.4	D
Iowa Ave Off-Ramp to Iowa Ave On-Ramp	3,872	60.0	23.4	C	4,776	59.9	28.5	D
Iowa Ave On-Ramp to Barton Rd Off-Ramp	4,876	59.8	29.6	D	5,685	57.4	35.4	E
Barton Rd Off-Ramp to Barton Rd On-Ramp	4,511	60.0	27.3	D	5,271	59.1	31.9	D
Barton Rd On-Ramp to Mt. Vernon Ave Off-Ramp	4,881	59.8	29.7	D	5,677	57.5	35.4	E
Mt. Vernon Ave Off-Ramp to Mt. Vernon Ave On-Ramp	4,034	60.0	24.4	C	4,851	59.9	29.0	D
Mt. Vernon Ave On-Ramp to Washington St On-Ramp	4,697	59.9	28.5	D	5,504	58.3	33.8	D
Washington St On-Ramp to I-10 EB Off-Ramp	5,458	60.0	24.8	C	5,995	60.0	26.8	D
I-10 EB Off-Ramp to I-10 WB Off-Ramp	3,248	60.0	19.7	C	3,620	60.0	21.6	C
I-10 WB Off-Ramp to I-10 WB On-Ramp	2,471	60.0	14.9	B	2,990	60.0	17.8	B
I-10 WB On-Ramp to I-10 EB On-Ramp	3,910	60.0	17.8	B	4,485	60.0	20.1	C
I-10 EB On-Ramp to Orange Show Rd Off-Ramp	5,471	60.0	19.9	C	6,102	60.0	21.8	C
Orange Show Off-Ramp to Orange Show On-Ramp	4,722	60.0	17.1	B	5,222	60.0	23.4	C
Southbound								
Auto Plaza Off-Ramp to Auto Plaza Loop On-Ramp	5,665	60.0	25.7	C	5,086	60.0	22.8	C
Auto Plaza Loop On-Ramp to Auto Plaza On-Ramp	5,825	60.0	21.1	C	5,458	60.0	19.5	C
Auto Plaza On-Ramp to I-10 WB Off-Ramp	5,935	60.0	21.5	C	5,799	60.0	20.8	C
I-10 WB Off-Ramp to I-10 EB On-Ramp	3,154	60.0	19.1	C	2,793	60.0	16.7	B
I-10 EB On-Ramp to I-10 WB On-Ramp	3,781	60.0	22.9	C	3,395	60.0	20.3	C
I-10 WB On-Ramp to Washington St Off-Ramp	6,474	59.8	29.5	D	5,619	60.0	25.1	C
Washington St Off-Ramp to Washington St On-Ramp	5,456	58.2	34.1	D	4,303	60.0	25.7	C
Washington St On-Ramp to Barton Rd Off-Ramp	6,069	53.9	40.9	E	5,276	59.1	31.9	D
Barton Rd Off-Ramp to Barton Rd On-Ramp	5,736	56.6	36.8	E	4,915	59.8	29.4	D
Barton Rd On-Ramp to Iowa Ave Off-Ramp	6,198	52.6	42.8	E	5,346	58.9	32.5	D
Iowa Ave Off-Ramp to Iowa Ave On-Ramp	6,010	54.5	40.1	E	5,055	59.6	30.3	D
Iowa Ave On-Ramp to Center St Off-Ramp	6,364	-	>45	F	5,340	58.9	32.4	D
Center St Off-Ramp to Center St On-Ramp	6,231	52.3	43.3	E	5,174	59.4	31.2	D
Center St On-Ramp to Columbia St Off-Ramp	6,536	-	>45	F	5,391	58.8	32.8	D
Columbia St Off-Ramp to Columbia St On-Ramp	6,251	52.1	43.6	E	5,173	59.4	31.2	D
Columbia St On-Ramp to SR-60 EB Off-Ramp	6,692	59.5	30.6	D	5,881	60.0	26.3	D
SR-60 EB Off-Ramp to SR-60 WB Off-Ramp	5,033	60.0	22.9	C	3,952	60.0	17.7	B
SR-60 WB Off-Ramp to SR-60 EB On-Ramp	4,293	60.0	26.0	C	3,069	60.0	18.3	C
SR-60 EB On-Ramp to SR-60 WB On-Ramp	5,267	60.0	23.9	C	3,712	60.0	16.6	B

Source: Interstate 215 HOV Lane Gap Closure Project Traffic Forecast Volumes and Level of Service Analysis Report (July 2009).

¹ Average passenger car speeds. BOLD indicates unsatisfactory LOS. LOS criteria are provided in the Highway Capacity Manual and are based on density.

EB = eastbound

I-10 = Interstate 10

LOS = level of service

mph = miles per hour

pc/mi/ln = passenger cars per mile per lane

SR-60 = State Route 60

Vol = Volume

WB = westbound

Table 2.13 2014 Mainline LOS Without Project

Freeway Segment	AM Peak Hour				PM Peak Hour			
	Vol	Speed ¹ (mph)	Density (pc/mi/ln)	LOS	Vol	Speed ¹ (mph)	Density (pc/mi/ln)	LOS
Northbound								
SR-60 EB Off-Ramp to SR-60 EB On-Ramp	3,026	60.0	18.3	C	4,113	60.0	24.5	C
SR-60 EB On-Ramp to SR-60 WB Off-Ramp	4,041	60.0	24.5	C	4,790	59.9	28.6	D
SR-60 WB Off-Ramp to SR-60 WB On-Ramp	3,287	60.0	19.9	C	4,127	60.0	24.6	C
SR-60 WB On-Ramp to Columbia St Off-Ramp	5,047	59.5	30.8	D	5,596	57.9	34.6	D
Columbia St Off-Ramp to Columbia St On-Ramp	4,449	60.0	26.9	D	5,100	59.5	30.7	D
Columbia St On-Ramp to Center St Off-Ramp	4,860	59.8	29.5	D	5,685	57.4	35.4	E
Center St Off-Ramp to Iowa Ave Off-Ramp	4,721	59.9	28.6	D	5,516	58.3	33.9	D
Iowa Ave Off-Ramp to Iowa Ave On-Ramp	4,401	60.0	26.6	D	5,169	59.4	31.2	D
Iowa Ave On-Ramp to Barton Rd Off-Ramp	5,472	58.1	34.2	D	6,206	53.5	41.5	E
Barton Rd Off-Ramp to Barton Rd On-Ramp	5,020	59.5	30.6	D	5,725	57.2	35.8	E
Barton Rd On-Ramp to Mt. Vernon Ave Off-Ramp	5,504	57.9	34.5	D	6,255	53.0	42.3	E
Mt. Vernon Ave Off-Ramp to Mt. Vernon Ave On-Ramp	4,662	60.0	28.2	D	5,461	58.5	33.4	D
Mt. Vernon Ave On-Ramp to Washington St On-Ramp	5,406	58.4	33.6	D	6,192	53.6	41.3	E
Washington St On-Ramp to I-10 EB Off-Ramp	6,267	59.9	28.5	D	6,818	59.5	30.8	D
I-10 EB Off-Ramp to I-10 WB Off-Ramp	3,661	60.0	22.2	C	4,032	60.0	24.0	C
I-10 WB Off-Ramp to I-10 WB On-Ramp	2,713	60.0	16.4	B	3,308	60.0	19.7	C
I-10 WB On-Ramp to I-10 EB On-Ramp	4,354	60.0	19.8	C	5,021	60.0	22.5	C
I-10 EB On-Ramp to Orange Show Rd Off-Ramp	6,148	60.0	22.3	C	6,997	60.0	25.0	C
Orange Show Off-Ramp to Orange Show On-Ramp	5,252	60.0	23.8	C	5,901	60.0	26.4	D
Southbound								
Auto Plaza Off-Ramp to Auto Plaza Loop On-Ramp	6,299	59.9	28.6	D	5,774	60.0	25.8	C
Auto Plaza Loop On-Ramp to Auto Plaza On-Ramp	6,498	60.0	23.6	C	6,206	60.0	22.2	C
Auto Plaza On-Ramp to I-10 WB Off-Ramp	6,648	60.0	24.1	C	6,584	60.0	23.6	C
I-10 WB Off-Ramp to I-10 EB On-Ramp	3,383	60.0	20.5	C	3,094	60.0	18.5	C
I-10 EB On-Ramp to I-10 WB On-Ramp	4,049	60.0	24.5	C	3,765	60.0	22.5	C
I-10 WB On-Ramp to Washington St Off-Ramp	7,004	58.9	32.4	D	6,382	59.9	28.6	D
Washington St Off-Ramp to Washington St On-Ramp	5,803	56.2	37.5	E	4,809	59.9	28.7	D
Washington St On-Ramp to Barton Rd Off-Ramp	6,466	-	>45	F	5,860	56.4	37.2	E
Barton Rd Off-Ramp to Barton Rd On-Ramp	6,073	53.9	40.9	E	5,428	58.6	33.2	D
Barton Rd On-Ramp to Iowa Ave Off-Ramp	6,570	-	>45	F	5,875	56.2	37.4	E
Iowa Ave Off-Ramp to Iowa Ave On-Ramp	6,301	51.5	44.4	E	5,470	58.4	33.5	D
Iowa Ave On-Ramp to Center St Off-Ramp	6,672	-	>45	F	5,780	56.9	36.4	E
Center St Off-Ramp to Center St On-Ramp	6,404	-	>45	F	5,576	58.0	34.4	D
Center St On-Ramp to Columbia St Off-Ramp	6,756	-	>45	F	5,821	56.6	36.8	E
Columbia St Off-Ramp to Columbia St On-Ramp	6,384	-	>45	F	5,585	57.9	34.5	D
Columbia St On-Ramp to SR-60 EB Off-Ramp	6,896	59.2	31.7	D	6,331	59.9	28.3	D
SR-60 EB Off-Ramp to SR-60 WB Off-Ramp	5,292	60.0	24.0	C	4,514	60.0	20.2	C
SR-60 WB Off-Ramp to SR-60 EB On-Ramp	4,528	60.0	27.4	D	3,619	60.0	21.6	C
SR-60 EB On-Ramp to SR-60 WB On-Ramp	5,534	60.0	25.1	C	4,284	60.0	19.2	C

Source: *Interstate 215 HOV Lane Gap Closure Project Traffic Forecast Volumes and Level of Service Analysis Report* (July 2009).

¹ Average passenger-car speed. **BOLD** indicates unsatisfactory LOS. LOS criteria are provided in the *Highway Capacity Manual*, and are based on density.

EB = eastbound

I-10 = Interstate 10

LOS = level of service

mph = miles per hour

pc/mi/ln = passenger cars per mile per lane

SR-60 = State Route 60

Vol = Volume

WB = westbound

mainline southbound segments are projected to operate LOS F in the a.m. peak hour without project improvements.

Table 2.14 shows the Opening Year 2014 Mainline LOS a.m. and p.m. peak-hour LOS for the study area freeway mainline segments with project improvements. All freeway segments in the study area are projected to operate at LOS E or better during the a.m. and p.m. peak hours with project improvements.

Table 2.15 shows the 2014 a.m. and p.m. peak-hour LOS for the study area HOV segments. All HOV segments in the study area are projected to operate at LOS A or B during the a.m. and p.m. peak hours with project improvements.

Design Year (2035)

The 2035 without project a.m. and p.m. peak hour LOS for the study area mainline segments are summarized in Table 2.16. As shown in Table 2.16, 12 northbound segments in the a.m. peak hour, 11 southbound segments in the a.m. peak hour, 14 northbound segments in the p.m. peak hour, and 11 southbound segments in the p.m. peak hour are projected to operate at LOS F without project improvements.

The 2035 mainline a.m. and p.m. peak-hour LOS for the study area freeway mainline segments with project improvements are summarized in Table 2.17. As shown in Table 2.17, 11 northbound segments in the a.m. peak hour, 11 southbound segments in the a.m. peak hour, 11 northbound segments in the p.m. peak hour, and 10 southbound segments in the p.m. peak hour are projected to operate LOS F. Although the addition of an HOV lane increases capacity on the freeway, the mainline would still be overcapacity.

The 2035 HOV Lane a.m. and p.m. peak hour LOS for the study area is summarized below in Table 2.18. All HOV segments in the study area are projected to operate at LOS D or better during the a.m. and p.m. peak hours with project improvements.

Vehicle Hours Traveled

Existing Conditions

Table 2.19 shows that average speed during the a.m. and p.m. peak hours along I-215 within the project limits in 2008 ranged from approximately 29 to 32 miles per hour (mph).

Table 2.14 2014 Freeway Mainline LOS With Project

Freeway Segment	AM Peak Hour					PM Peak Hour				
	MF Vol	HOV Vol	Speed ¹ (mph)	Density (pc/mi/ln)	LOS	MF Vol	HOV Vol	Speed ¹ (mph)	Density (pc/mi/ln)	LOS
Northbound										
SR-60 EB Off-Ramp to SR-60 EB On-Ramp	2,490	612	60.0	15.1	B	3,476	844	60.0	20.7	C
SR-60 EB On-Ramp to SR-60 WB Off-Ramp	3,521	629	60.0	21.3	C	4,174	847	60.0	24.9	C
SR-60 WB Off-Ramp to SR-60 WB On-Ramp	2,752	620	60.0	16.6	B	3,500	835	60.0	20.9	C
SR-60 WB On-Ramp to Columbia St Off-Ramp	4,519	664	60.0	27.4	D	4,984	866	59.7	29.9	D
Columbia St Off-Ramp to Columbia St On-Ramp	3,832	765	60.0	23.2	C	4,495	940	60.0	26.8	D
Columbia St On-Ramp to Center St Off-Ramp	4,260	752	60.0	25.8	C	5,139	907	59.5	30.9	D
Center St Off-Ramp to Iowa Ave Off-Ramp	4,151	752	60.0	25.1	C	4,977	903	59.7	29.8	D
Iowa Ave Off-Ramp to Iowa Ave On-Ramp	3,865	751	60.0	23.4	C	4,670	894	60.0	27.9	D
Iowa Ave On-Ramp to Barton Rd Off-Ramp	4,871	799	59.8	29.6	D	5,710	899	57.3	35.7	E
Barton Rd Off-Ramp to Barton Rd On-Ramp	4,452	797	60.0	27.0	D	5,206	905	59.3	31.4	D
Barton Rd On-Ramp to Mt. Vernon Ave Off-Ramp	4,876	860	59.8	29.6	D	5,611	990	57.8	34.7	D
Mt. Vernon Ave Off-Ramp to Mt. Vernon Ave On-Ramp	3,889	858	60.0	23.5	C	4,713	971	60.0	28.1	D
Mt. Vernon Ave On-Ramp to Washington St On-Ramp	4,511	904	60.0	27.3	D	5,323	1015	59.0	32.3	D
Washington St On-Ramp to I-10 EB Off-Ramp	5,276	937	60.0	24.0	C	5,826	1033	60.0	26.1	D
I-10 EB Off-Ramp to I-10 WB Off-Ramp	2,808	887	60.0	17.0	B	3,411	922	60.0	20.4	C
I-10 WB Off-Ramp to I-10 WB On-Ramp	1,911	893	60.0	11.6	B	2,753	887	60.0	16.4	B
I-10 WB On-Ramp to I-10 EB On-Ramp	3,562	886	60.0	16.2	B	4,256	980	60.0	19.0	C
I-10 EB On-Ramp to Orange Show Rd Off-Ramp	5,219	921	60.0	19.0	C	5,957	1051	60.0	21.3	C
Orange Show Off-Ramp to Orange Show On-Ramp	4,242	970	60.0	19.3	C	4,745	1120	60.0	21.3	C
Southbound										
Auto Plaza Off-Ramp to Auto Plaza Loop On-Ramp	5,447	1018	60.0	24.7	C	4,888	1005	60.0	21.9	C
Auto Plaza Loop On-Ramp to Auto Plaza On-Ramp	5,599	1027	60.0	23.6	C	5,262	1022	60.0	18.8	C
Auto Plaza On-Ramp to I-10 WB Off-Ramp	5,760	1017	60.0	20.9	C	5,707	1007	60.0	20.4	C
I-10 WB Off-Ramp to I-10 EB On-Ramp	2,794	878	60.0	16.9	B	2,525	835	60.0	15.1	B
I-10 EB On-Ramp to I-10 WB On-Ramp	3,350	940	60.0	20.3	C	3,148	869	60.0	18.8	C
I-10 WB On-Ramp to Washington St Off-Ramp	6,005	1060	60.0	27.3	D	5,438	960	60.0	24.3	C
Washington St Off-Ramp to Washington St On-Ramp	4,991	1025	59.6	30.4	D	4,108	904	60.0	24.5	C
Washington St On-Ramp to Barton Rd Off-Ramp	5,651	1030	57.1	35.9	E	5,120	938	59.5	30.8	D
Barton Rd Off-Ramp to Barton Rd On-Ramp	5,234	1050	59.0	32.2	D	4,672	919	60.0	27.9	D
Barton Rd On-Ramp to Iowa Ave Off-Ramp	5,850	1032	55.8	38.1	E	5,249	926	59.2	31.7	D
Iowa Ave Off-Ramp to Iowa Ave On-Ramp	5,551	1063	57.7	34.9	D	4,808	961	59.9	28.7	D
Iowa Ave On-Ramp to Center St Off-Ramp	5,951	1059	55.0	39.3	E	5,138	958	59.5	30.9	D
Center St Off-Ramp to Center St On-Ramp	5,738	1082	56.6	36.8	E	4,885	980	59.8	29.2	D
Center St On-Ramp to Columbia St Off-Ramp	6,083	1078	53.8	41.1	E	5,137	977	59.5	30.9	D
Columbia St Off-Ramp to Columbia St On-Ramp	5,613	1114	57.4	35.5	E	4,857	992	59.9	29.0	D
Columbia St On-Ramp to SR-60 EB Off-Ramp	6,161	1087	60.0	28.0	D	5,637	995	60.0	25.2	C
SR-60 EB Off-Ramp to SR-60 WB Off-Ramp	4,533	1032	60.0	20.6	C	3,960	823	60.0	17.7	B
SR-60 WB Off-Ramp to SR-60 EB On-Ramp	3,730	1029	60.0	22.6	C	3,101	762	60.0	18.5	C
SR-60 EB On-Ramp to SR-60 WB On-Ramp	4,726	1055	60.0	21.5	C	3,808	784	60.0	17.0	B

Source: Interstate 215 HOV Lane Gap Closure Project Traffic Forecast Volumes and Level of Service Analysis Report (July 2009).

¹ Average passenger-car speed. **BOLD** indicates unsatisfactory LOS. LOS criteria are provided in the *Highway Capacity Manual*, and are based on density.

EB = eastbound

HOV = high-occupancy vehicle

I-10 = Interstate 10

LOS = level of service

MF = mixed flow

mph = miles per hour

pc/mi/ln = passenger cars per mile per lane

SR-60 = State Route 60

Vol = Volume

WB = westbound

Table 2.15 Opening Year 2014 HOV LOS

Freeway Segment	AM Peak Hour		PM Peak Hour	
	HOV Vol	LOS	HOV Vol	LOS
Northbound				
SR-60 EB Off-Ramp to SR-60 EB On-Ramp	612	A	844	A
SR-60 EB On-Ramp to SR-60 WB Off-Ramp	629	A	847	A
SR-60 WB Off-Ramp to SR-60 WB On-Ramp	620	A	835	A
SR-60 WB On-Ramp to Columbia St Off-Ramp	664	A	866	A
Columbia St Off-Ramp to Columbia St On-Ramp	765	A	940	A
Columbia St On-Ramp to Center St Off-Ramp	752	A	907	A
Center St Off-Ramp to Iowa Ave Off-Ramp	752	A	903	A
Iowa Ave Off-Ramp to Iowa Ave On-Ramp	751	A	894	A
Iowa Ave On-Ramp to Barton Rd Off-Ramp	799	A	899	A
Barton Rd Off-Ramp to Barton Rd On-Ramp	797	A	905	A
Barton Rd On-Ramp to Mt. Vernon Ave Off-Ramp	860	A	990	B
Mt. Vernon Ave Off-Ramp to Mt. Vernon Ave On-Ramp	858	A	971	B
Mt. Vernon Ave On-Ramp to Washington St On-Ramp	904	A	1015	B
Washington St On-Ramp to I-10 EB Off-Ramp	937	A	1033	B
I-10 EB Off-Ramp to I-10 WB Off-Ramp	887	A	922	A
I-10 WB Off-Ramp to I-10 WB On-Ramp	893	A	887	A
I-10 WB On-Ramp to I-10 EB On-Ramp	886	A	980	B
I-10 EB On-Ramp to Orange Show Rd Off-Ramp	921	A	1051	B
Orange Show Off-Ramp to Orange Show On-Ramp	970	B	1120	B
Southbound				
Auto Plaza Off-Ramp to Auto Plaza Loop On-Ramp	1,018	B	1005	B
Auto Plaza Loop On-Ramp to Auto Plaza On-Ramp	1,027	B	1022	B
Auto Plaza On-Ramp to I-10 WB Off-Ramp	1,017	B	1007	B
I-10 WB Off-Ramp to I-10 EB On-Ramp	878	A	835	A
I-10 EB On-Ramp to I-10 WB On-Ramp	940	A	869	A
I-10 WB On-Ramp to Washington St Off-Ramp	1,060	B	960	B
Washington St Off-Ramp to Washington St On-Ramp	1,025	B	904	A
Washington St On-Ramp to Barton Rd Off-Ramp	1,030	B	938	A
Barton Rd Off-Ramp to Barton Rd On-Ramp	1,050	B	919	A
Barton Rd On-Ramp to Iowa Ave Off-Ramp	1,032	B	926	A
Iowa Ave Off-Ramp to Iowa Ave On-Ramp	1,063	B	961	B
Iowa Ave On-Ramp to Center St Off-Ramp	1,059	B	958	A
Center St Off-Ramp to Center St On-Ramp	1,082	B	980	B
Center St On-Ramp to Columbia St Off-Ramp	1,078	B	977	B
Columbia St Off-Ramp to Columbia St On-Ramp	1,114	B	992	B
Columbia St On-Ramp to SR-60 EB Off-Ramp	1,087	B	995	B
SR-60 EB Off-Ramp to SR-60 WB Off-Ramp	1,032	B	823	A
SR-60 WB Off-Ramp to SR-60 EB On-Ramp	1,029	B	762	A
SR-60 EB On-Ramp to SR-60 WB On-Ramp	1,055	B	784	A

Source: Interstate 215 HOV Lane Gap Closure Project Traffic Forecast Volumes and Level of Service Analysis Report (July 2009).

Notes: LOS is based on volume/capacity ratio.

EB = eastbound

HOV = high-occupancy vehicle

I-10 = Interstate 10

LOS = level of service

SR-60 = State Route 60

Vol = Volume

WB = westbound

Table 2.16 2035 Freeway Mainline LOS Without Project

Freeway Segment	AM Peak Hour				PM Peak Hour			
	Vol	Speed ¹ (mph)	Density (pc/mi/ln)	LOS	Vol	Speed ¹ (mph)	Density (pc/mi/ln)	LOS
Northbound								
SR-60 EB Off-Ramp to SR-60 EB On-Ramp	5,007	59.6	30.5	D	5,594	57.9	34.6	D
SR-60 EB On-Ramp to SR-60 WB Off-Ramp	6,460	-	>45	F	6,536	-	>45	F
SR-60 WB Off-Ramp to SR-60 WB On-Ramp	5,360	58.6	33.2	D	5,679	57.5	35.4	E
SR-60 WB On-Ramp to Columbia St Off-Ramp	7,609	-	>45	F	7,495	-	>45	F
Columbia St Off-Ramp to Columbia St On-Ramp	6,929	-	>45	F	6,480	-	>45	F
Columbia St On-Ramp to Center St Off-Ramp	7,759	-	>45	F	7,622	-	>45	F
Center St Off-Ramp to Iowa Ave Off-Ramp	7,400	-	>45	F	7,381	-	>45	F
Iowa Ave Off-Ramp to Iowa Ave On-Ramp	6,716	-	>45	F	6,771	-	>45	F
Iowa Ave On-Ramp to Barton Rd Off-Ramp	8,050	-	>45	F	8,370	-	>45	F
Barton Rd Off-Ramp to Barton Rd On-Ramp	7,201	-	>45	F	7,593	-	>45	F
Barton Rd On-Ramp to Mt. Vernon Ave Off-Ramp	8,209	-	>45	F	8,693	-	>45	F
Mt. Vernon Ave Off-Ramp to Mt. Vernon Ave On-Ramp	7,442	-	>45	F	8,105	-	>45	F
Mt. Vernon Ave On-Ramp to Washington St On-Ramp	8,536	-	>45	F	9,173	-	>45	F
Washington St On-Ramp to I-10 EB Off-Ramp	9,837	-	>45	F	10,419	-	>45	F
I-10 EB Off-Ramp to I-10 WB Off-Ramp	5,457	58.2	34.1	D	5,800	56.7	36.6	E
I-10 WB Off-Ramp to I-10 WB On-Ramp	3,731	60.0	22.6	C	4,658	60.0	27.8	D
I-10 WB On-Ramp to I-10 EB On-Ramp	6,255	59.9	28.4	D	7,330	58.3	33.7	D
I-10 EB On-Ramp to Orange Show Rd Off-Ramp	9,078	58.2	34.0	D	10,940	-	>45	F
Orange Show Off-Ramp to Orange Show On-Ramp	7,520	57.2	35.8	E	8,856	-	>45	F
Southbound								
Auto Plaza Off-Ramp to Auto Plaza Loop On-Ramp	9,011	-	>45	F	8,781	-	>45	F
Auto Plaza Loop On-Ramp to Auto Plaza On-Ramp	9,390	57.2	35.7	E	9,482	57.4	35.5	E
Auto Plaza On-Ramp to I-10 WB Off-Ramp	9,721	55.9	37.9	E	10,014	55.3	38.9	E
I-10 WB Off-Ramp to I-10 EB On-Ramp	4,292	60.0	26.0	C	4,378	60.0	26.1	D
I-10 EB On-Ramp to I-10 WB On-Ramp	5,113	59.3	31.3	D	5,345	58.9	32.5	D
I-10 WB On-Ramp to Washington St Off-Ramp	9,167	-	>45	F	9,718	-	>45	F
Washington St Off-Ramp to Washington St On-Ramp	7,141	-	>45	F	6,984	-	>45	F
Washington St On-Ramp to Barton Rd Off-Ramp	8,009	-	>45	F	8,354	-	>45	F
Barton Rd Off-Ramp to Barton Rd On-Ramp	7,350	-	>45	F	7,602	-	>45	F
Barton Rd On-Ramp to Iowa Ave Off-Ramp	7,986	-	>45	F	8,098	-	>45	F
Iowa Ave Off-Ramp to Iowa Ave On-Ramp	7,337	-	>45	F	7,160	-	>45	F
Iowa Ave On-Ramp to Center St Off-Ramp	7,769	-	>45	F	7,577	-	>45	F
Center St Off-Ramp to Center St On-Ramp	6,860	-	>45	F	7,197	-	>45	F
Center St On-Ramp to Columbia St Off-Ramp	7,415	-	>45	F	7,567	-	>45	F
Columbia St Off-Ramp to Columbia St On-Ramp	6,643	-	>45	F	7,255	-	>45	F
Columbia St On-Ramp to SR-60 EB Off-Ramp	7,474	57.4	35.5	E	8,142	54.4	40.1	E
SR-60 EB Off-Ramp to SR-60 WB Off-Ramp	6,236	59.9	28.3	D	6,982	59.2	31.6	D
SR-60 WB Off-Ramp to SR-60 EB On-Ramp	5,397	58.4	33.5	D	6,086	54.6	39.9	E
SR-60 EB On-Ramp to SR-60 WB On-Ramp	6,500	59.8	29.6	D	6,813	59.5	30.7	D

Source: Interstate 215 HOV Lane Gap Closure Project Traffic Forecast Volumes and Level of Service Analysis Report (July 2009).

¹ Average passenger-car speed. **BOLD** indicates unsatisfactory LOS. LOS criteria are provided in the *Highway Capacity Manual*, and are based on density.

EB = eastbound

I-10 = Interstate 10

LOS = level of service

mph = miles per hour

pc/mi/ln = passenger cars per mile per lane

SR-60 = State Route 60

Vol = Volume

WB = westbound

Table 2.17 2035 Freeway Mainline LOS – With Project

Freeway Segment	AM Peak Hour					PM Peak Hour				
	MF Vol	HOV Vol	Speed ¹ (mph)	Density (pc/mi/ln)	LOS	MF Vol	HOV Vol	Speed ¹ (mph)	Density (pc/mi/ln)	LOS
Northbound										
SR-60 EB Off-Ramp to SR-60 EB On-Ramp	4,253	1,022	60.0	25.8	C	4,882	1,262	59.8	29.2	D
SR-60 EB On-Ramp to SR-60 WB Off-Ramp	5,996	1,022	54.6	39.9	E	6,097	1,262	54.5	40.0	E
SR-60 WB Off-Ramp to SR-60 WB On-Ramp	4,957	1,022	59.7	30.2	D	5,400	1,262	58.7	32.9	D
SR-60 WB On-Ramp to Columbia St Off-Ramp	7,403	1,022	-	>45	F	7,429	1,262	-	>45	F
Columbia St Off-Ramp to Columbia St On-Ramp	6,545	1,232	-	>45	F	6,537	1,385	-	>45	F
Columbia St On-Ramp to Center St Off-Ramp	7,569	1,232	-	>45	F	7,887	1,385	-	>45	F
Center St Off-Ramp to Iowa Ave Off-Ramp	7,296	1,232	-	>45	F	7,535	1,385	-	>45	F
Iowa Ave Off-Ramp to Iowa Ave On-Ramp	6,637	1,232	-	>45	F	6,993	1,385	-	>45	F
Iowa Ave On-Ramp to Barton Rd Off-Ramp	7,777	1,232	-	>45	F	8,586	1,385	-	>45	F
Barton Rd Off-Ramp to Barton Rd On-Ramp	6,980	1,232	-	>45	F	7,766	1,385	-	>45	F
Barton Rd On-Ramp to Mt. Vernon Ave Off-Ramp	7,897	1,363	-	>45	F	8,582	1,525	-	>45	F
Mt. Vernon Ave Off-Ramp to Mt. Vernon Ave On-Ramp	6,690	1,363	-	>45	F	7,636	1,525	-	>45	F
Mt. Vernon Ave On-Ramp to Washington St On-Ramp	7,554	1,363	-	>45	F	8,674	1,525	-	>45	F
Washington St On-Ramp to I-10 EB Off-Ramp	8,772	1,363	-	>45	F	9,517	1,525	-	>45	F
I-10 EB Off-Ramp to I-10 WB Off-Ramp	4,469	1,288	60.0	27.1	D	5,345	1,525	58.9	32.5	D
I-10 WB Off-Ramp to I-10 WB On-Ramp	2,173	1,288	60.0	13.1	B	4,049	1,525	60.0	24.1	C
I-10 WB On-Ramp to I-10 EB On-Ramp	4,627	1,288	60.0	21.0	C	6,229	1,525	60.0	27.9	D
I-10 EB On-Ramp to Orange Show Rd Off-Ramp	7,033	1,288	60.0	25.5	C	8,883	1,568	58.9	32.4	D
Orange Show Off-Ramp to Orange Show On-Ramp	5,360	1,288	60.0	24.3	C	6,585	1,568	59.8	29.6	D
Southbound										
Auto Plaza Off-Ramp to Auto Plaza Loop On-Ramp	8,608	1,492	-	>45	F	8,072	1,535	54.9	39.5	E
Auto Plaza Loop On-Ramp to Auto Plaza On-Ramp	8,875	1,492	58.7	32.9	D	8,652	1,535	59.3	31.3	D
Auto Plaza On-Ramp to I-10 WB Off-Ramp	9,211	1,492	57.8	34.7	D	9,474	1,535	57.4	35.4	E
I-10 WB Off-Ramp to I-10 EB On-Ramp	4,383	1,357	60.0	26.5	D	4,369	1,399	60.0	26.1	D
I-10 EB On-Ramp to I-10 WB On-Ramp	5,064	1,357	59.5	30.9	D	5,294	1,399	59.1	32.1	D
I-10 WB On-Ramp to Washington St Off-Ramp	8,594	1,357	-	>45	F	8,983	1,399	-	>45	F
Washington St Off-Ramp to Washington St On-Ramp	7,012	1,357	-	>45	F	6,793	1,399	-	>45	F
Washington St On-Ramp to Barton Rd Off-Ramp	7,885	1,357	-	>45	F	8,150	1,399	-	>45	F
Barton Rd Off-Ramp to Barton Rd On-Ramp	7,209	1,366	-	>45	F	7,363	1,354	-	>45	F
Barton Rd On-Ramp to Iowa Ave Off-Ramp	8,080	1,366	-	>45	F	8,132	1,354	-	>45	F
Iowa Ave Off-Ramp to Iowa Ave On-Ramp	7,434	1,366	-	>45	F	7,190	1,354	-	>45	F
Iowa Ave On-Ramp to Center St Off-Ramp	7,937	1,366	-	>45	F	7,655	1,354	-	>45	F
Center St Off-Ramp to Center St On-Ramp	7,255	1,366	-	>45	F	7,196	1,354	-	>45	F
Center St On-Ramp to Columbia St Off-Ramp	7,779	1,366	-	>45	F	7,577	1,354	-	>45	F
Columbia St Off-Ramp to Columbia St On-Ramp	6,868	1,326	-	>45	F	7,175	1,361	-	>45	F
Columbia St On-Ramp to SR-60 EB Off-Ramp	7,723	1,326	56.2	37.4	E	8,171	1,361	54.2	40.4	E
SR-60 EB Off-Ramp to SR-60 WB Off-Ramp	6,240	1,339	59.9	28.4	D	6,936	1,340	59.3	31.4	D
SR-60 WB Off-Ramp to SR-60 EB On-Ramp	5,281	1,339	58.9	32.6	D	5,965	1,340	55.6	38.4	E
SR-60 EB On-Ramp to SR-60 WB On-Ramp	6,432	1,339	59.8	29.3	D	6,883	1,340	59.4	31.1	D

Source: Interstate 215 HOV Lane Gap Closure Project Traffic Forecast Volumes and Level of Service Analysis Report (July 2009).

¹ Average passenger-car speed. **BOLD** indicates unsatisfactory LOS. LOS criteria are provided in the *Highway Capacity Manual*, and are based on density.

EB = eastbound

HOV = high-occupancy vehicle

I-10 = Interstate 10

LOS = level of service

MF = mixed flow

mph = miles per hour

pc/mi/ln = passenger cars per mile per lane

SR-60 = State Route 60

Vol = Volume

WB = westbound

Table 2.18 Design Year 2035 HOV LOS-With Project

Freeway Segment	AM Peak Hour		PM Peak Hour	
	HOV Vol	LOS	HOV Vol	LOS
Northbound				
SR-60 EB Off-Ramp to SR-60 EB On-Ramp	1,022	B	1,262	C
SR-60 EB On-Ramp to SR-60 WB Off-Ramp	1,022	B	1,262	C
SR-60 WB Off-Ramp to SR-60 WB On-Ramp	1,022	B	1,262	C
SR-60 WB On-Ramp to Columbia St Off-Ramp	1,022	B	1,262	C
Columbia St Off-Ramp to Columbia St On-Ramp	1,232	C	1,385	D
Columbia St On-Ramp to Center St Off-Ramp	1,232	C	1,385	D
Center St Off-Ramp to Iowa Ave Off-Ramp	1,232	C	1,385	D
Iowa Ave Off-Ramp to Iowa Ave On-Ramp	1,232	C	1,385	D
Iowa Ave On-Ramp to Barton Rd Off-Ramp	1,232	C	1,385	D
Barton Rd Off-Ramp to Barton Rd On-Ramp	1,232	C	1,385	D
Barton Rd On-Ramp to Mt. Vernon Ave Off-Ramp	1,363	D	1,525	E
Mt. Vernon Ave Off-Ramp to Mt. Vernon Ave On-Ramp	1,363	D	1,525	E
Mt. Vernon Ave On-Ramp to Washington St On-Ramp	1,363	D	1,525	E
Washington St On-Ramp to I-10 EB Off-Ramp	1,363	D	1,525	E
I-10 EB Off-Ramp to I-10 WB Off-Ramp	1,288	D	1,525	E
I-10 WB Off-Ramp to I-10 WB On-Ramp	1,288	D	1,525	E
I-10 WB On-Ramp to I-10 EB On-Ramp	1,288	D	1,525	E
I-10 EB On-Ramp to Orange Show Rd Off-Ramp	1,288	D	1,568	E
Orange Show Off-Ramp to Orange Show On-Ramp	1,288	D	1,568	E
Southbound				
Auto Plaza Off-Ramp to Auto Plaza Loop On-Ramp	1,492	E	1,535	E
Auto Plaza Loop On-Ramp to Auto Plaza On-Ramp	1,492	E	1,535	E
Auto Plaza On-Ramp to I-10 WB Off-Ramp	1,492	E	1,535	E
I-10 WB Off-Ramp to I-10 EB On-Ramp	1,357	D	1,399	D
I-10 EB On-Ramp to I-10 WB On-Ramp	1,357	D	1,399	D
I-10 WB On-Ramp to Washington St Off-Ramp	1,357	D	1,399	D
Washington St Off-Ramp to Washington St On-Ramp	1,357	D	1,399	D
Washington St On-Ramp to Barton Rd Off-Ramp	1,357	D	1,399	D
Barton Rd Off-Ramp to Barton Rd On-Ramp	1,366	D	1,354	D
Barton Rd On-Ramp to Iowa Ave Off-Ramp	1,366	D	1,354	D
Iowa Ave Off-Ramp to Iowa Ave On-Ramp	1,366	D	1,354	D
Iowa Ave On-Ramp to Center St Off-Ramp	1,366	D	1,354	D
Center St Off-Ramp to Center St On-Ramp	1,366	D	1,354	D
Center St On-Ramp to Columbia St Off-Ramp	1,366	D	1,354	D
Columbia St Off-Ramp to Columbia St On-Ramp	1,326	D	1,361	D
Columbia St On-Ramp to SR-60 EB Off-Ramp	1,326	D	1,361	D
SR-60 EB Off-Ramp to SR-60 WB Off-Ramp	1,339	D	1,340	D
SR-60 WB Off-Ramp to SR-60 EB On-Ramp	1,339	D	1,340	D
SR-60 EB On-Ramp to SR-60 WB On-Ramp	1,339	D	1,340	D

Source: *Interstate 215 HOV Lane Gap Closure Project Traffic Forecast Volumes and Level of Service Analysis Report* (July 2009).

Notes: LOS is based on volume/capacity ratio.

EB = eastbound

HOV = high-occupancy vehicle

I-10 = Interstate 10

LOS = level of service

mph = miles per hour

pc/mi/ln = passenger cars per mile per lane

SR-60 = State Route 60

Vol = Volume

WB = westbound

Table 2.19 Existing (2008) VHT and Average Speed

Location	AM		PM	
	VHT	Average Speed (mph)	VHT	Average Speed (mph)
I-215 Project Limits	15,894	31.69	31,834	29.53
Systemwide	2,609,017	29.38	5,348,431	28.06

Source: I-215 VHT and Speed Demand Summary (June 2009).
 I-215 – Interstate 215
 mph = miles per hour
 VHT = Vehicle Hours Traveled

Table 2.20 provides a summary of the increase in HOV and mainline demand for 2014 and 2035 compared to existing conditions.

Table 2.20 Percent Increase in HOV and Mainline Demand Compared to 2008

I-215	AM		PM	
	HOV	Mainline	HOV	Mainline
2014	8%	11%	7%	8%
2035	45%	51%	42%	36%

Source: I-215 VHT and Speed Demand Summary (June 2009).
 HOV = high-occupancy vehicle
 I-215 = Interstate 215

Opening Year (2014)

As shown in Table 2.21, when compared to the existing condition, the VHT without project improvements would increase and the average peak-hour speeds would be reduced without the addition of a high-occupancy vehicle (HOV) lane in 2014.

Table 2.21 2014 VHT and Average Speed–Without Project

Location	AM		PM	
	VHT	Average Speed (mph)	VHT	Average Speed (mph)
I-215 Project Limits	18,575	30.87	38,676	28.26
Systemwide	2,777,864	29.13	5,732,224	27.72

Source: I-215 VHT and Speed Demand Summary (June 2009).
 I-215 = Interstate 215
 mph = miles per hour
 VHT = vehicle hours traveled

As shown in Table 2.22, in 2014 with the HOV lane addition, VHT would be reduced and average speed would increase. VHT would be reduced by 3 percent (501 hours)

Table 2.22 2014 VHT and Average Speed–With Project

Location	AM		PM	
	VHT	Average Speed (mph)	VHT	Average Speed (mph)
I-215 Project Limits	18,074	31.85	36,623	29.24
Systemwide	2,778,636	29.14	5,723,384	27.74

Source: *I-215 VHT and Speed Demand Summary* (June 2009).

HOV = high-occupancy level

I-215 = Interstate 215

mph = miles per hour

VHT = vehicle hours traveled

in the a.m. peak hour and by 5 percent (2,053 hours) in the p.m. peak hour. Average speed would increase by 3 percent in both peak hours.

Design Year (2035)

As shown in Table 2.23, within the project limits on I-215 in 2035 without project improvements, 39,092 VHT would occur in the a.m. hours at an average speed of approximately 26 mph, and approximately 107,935 VHT would occur in the p.m. hours at an average speed of approximately 21 mph. This represents an increase of approximately 146 percent of VHT over existing conditions (2008) in the 2035 a.m. scenario and an increase of approximately 239 percent of VHT over existing conditions (2008) in the 2035 p.m. scenario.

Table 2.23 2035 VHT and Average Speed–Without Project

Location	AM		PM	
	VHT	Average Speed (mph)	VHT	Average Speed (mph)
I-215 Project Limits	39,092	26.43	107,935	21.42
Systemwide	4,975,769	27.47	10,788,488	25.28

Source: *I-215 VHT and Speed Demand Summary* (June 2009).

I-215 = Interstate 215

mph = miles per hour

VHT = vehicle hours traveled

As shown in Table 2.24 in 2035 with the HOV lane addition, VHT would be reduced and average speed would increase when compared to the without project conditions. VHT would be reduced by 5 percent (2,099 hours) in the a.m. peak hour and by 12 percent (12,470 hours) in the p.m. peak hour. Average speed would increase by 4 percent in the a.m. peak hour and by 5 percent in the p.m. peak hour. Average

Table 2.24 2035 VHT and Average Speed–With Project

Location	AM		PM	
	VHT	Average Speed (mph)	VHT	Average Speed (mph)
I-215 Project Limits	36,992	27.58	95,464	22.57
Systemwide	4,959,180	27.57	10,738,207	25.38

Source: *I-215 VHT and Speed Demand Summary* (June 2009).

I-215 = Interstate 215

mph = miles per hour

VHT = vehicle hours traveled

speeds would remain lower than the freeway design speed during the peak hours due to the insufficient number of general-purpose lanes.

Traffic delays are expected during project construction. In addition, travel times would increase due to construction staging along the freeway. Overall, impacts to freeway and local motorists are expected to be relatively minor since three lanes of traffic in each direction would remain in service throughout the construction period, and no adverse impacts would occur. All road detours will be incorporated into the Transportation Management Plan (TMP) for the project. Short-term adverse traffic impacts associated with construction would be reduced based on implementation of the TMP, as discussed below in measure TR-1.

By reducing congestion on the freeway and providing an HOV lane to close an existing gap and encourage carpooling in the area, the proposed project is consistent with local, regional, and state transportation plans to improve the circulation system, and short-term circulation system impacts would be less than significant.

b) No Impact. The proposed project would not conflict with the Congestion Management Plan (CMP) for Riverside County or San Bernardino County. The proposed project would reduce congestion and improve the efficiency of the overall regional HOV system. No impacts would occur.

c) No Impact. The proposed project would not 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 because there are no airports or private airstrips in the project vicinity. The San Bernardino International Airport is approximately 3 mi northeast of the project site, and the Flabob Airport is approximately 2.5 mi southwest of the project site. The project would not result in the construction of any features that would affect air traffic patterns and would not result in any operational

effect that would result in a change in air traffic patterns in the vicinity of the project area. No impacts would occur.

d) No Impact. The proposed project would not increase hazards due to a design feature or incompatible uses because this freeway improvement project would be designed and constructed in compliance with the Department's Design Standards and Standard Construction Specifications. The proposed improvements do not include any hazardous design features or incompatible uses. No impacts would occur.

e) Less Than Significant Impact. The proposed project would not result in inadequate emergency access, because the project involves modification to existing transportation facilities to reduce congestion and improve the efficiency of the overall regional HOV system in the long term, which would improve the response times of emergency providers that utilize I-215 in the project area; and construction delays will be managed with implementation of a comprehensive TMP, which will be coordinated with emergency providers.

During construction, traffic would be temporarily delayed, and travel times would increase due to construction staging and closures along the freeway. As a result, there could be a temporary increase in emergency response times in the project area; however this increase would not adversely impact emergency response times since three lanes of traffic in each direction would remain in service throughout project construction. Emergency response times are expected to improve after project completion. Measure TR-1, provided below, requires preparation of a TMP that would minimize project impacts during construction. Therefore, impacts related to construction delays would be less than significant.

f) No Impact. The proposed project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities because the project is consistent with the adopted policies, plans, or programs supporting alternative transportation in the Cities of San Bernardino, Riverside, Colton, and Grand Terrace. No impacts would occur.

2.16.3 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:

TR-1 A detailed Transportation Management Plan (TMP) will be prepared during the final design phase of the proposed project. The objective of the TMP is to minimize the potential impacts that construction activities may have on the traveling public and emergency service providers. Preparation of the TMP will be coordinated with the emergency service providers in the project vicinity to minimize response delays resulting from traffic delays, temporary ramp and lane closures, and detours during project construction.

The TMP for the proposed project will include the following elements and strategies:

- a) Traffic control plans and related specifications, to be completed during final design of the proposed project, will be developed in accordance with the Work Area Traffic Control Handbook (also referred to as the WATCH manual), Section 5 of the California Department of Transportation (Department) Traffic Manual, Department Standard Plans, and applicable City requirements. These plans and specifications will include elements such as: advance roadside signs and portable changeable message signs (CMSs); traffic surveillance; lane/shoulder closures; and temporary signing/stripping on the Interstate 215 (I-215) mainline. Temporary overnight lane closures of I-215 are anticipated during construction. Lane closures along the mainline, which will be limited to nighttime and will maintain three lanes in each direction, will be coordinated with the Department.
- b) The proposed project will implement a Construction Zone Enhanced Enforcement Program (COZEEP) and use California Highway Patrol (CHP) officers to enforce lane closures and provide a visual deterrent to errant/speeding vehicles.
- c) The proposed project will implement a Public Awareness Campaign (PAC). Although any lane closures will occur at night, there will still be a potential temporary impact to vehicles traveling through the construction zone. The purpose of this PAC is to keep the surrounding community abreast of the proposed project's progress and construction activities that could affect the public's travel plans, and to minimize delays or confusion to the motoring public during construction activities. Mailers/flyers and local newspaper advertising will be used to disseminate this information.

- d) The proposed project will implement a Construction Freeway Service Patrol (CFSP) program. The CFSP will provide tow truck service to aid stranded motorists and remove disabled vehicles from the traveled way or shoulders.
- e) The proposed project will implement the following construction strategies to minimize construction-related impacts:
 - i) Perform major construction activities at off-peak hours, such as at night or during the weekends, when feasible and reasonable.
 - ii) Finalize ramp closure charts during the final design phase. During final design, the proposed lane and ramp closures will be presented to the Department Lane Closures Review Committee (LCRC) for approval.
 - iii) Coordinate construction with adjacent projects. Coordination is important to address possible temporary increases in traffic due to detours from adjacent projects. Construction of the adjacent projects is anticipated to be completed prior to construction of the proposed project.
- f) The proposed project will include contingency plans that specify the actions that will be taken in the event that something unexpected occurs with respect to construction activities or traffic operations. The contractor will review these plans and incorporate them into the contractor’s contingency plan.

2.17 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 storm water 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"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input 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"/>

2.17.1 Discussion of Environmental Evaluation

a), e) No Impact. The proposed project would not exceed wastewater treatment requirements or exceed wastewater treatment capacity because the project would not generate wastewater. No impacts would occur.

b) No Impact. The proposed project would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities because, as a freeway improvement project, the project would not increase the demand for water and would not generate wastewater. No impacts would occur.

c) Less Than Significant Impact. The proposed project would not result in the construction of new storm water drainage facilities or expansion of existing facilities that would cause significant environmental effects because the proposed drainage modifications would accommodate the increase in surface water flows and would improve the function of existing facilities. In addition, BMPs would be implemented to control erosion and manage storm water flows. Refer to Responses 2.9 c, d, and e. Existing drainage facilities would be modified to accommodate the roadway changes and storm water runoff that would occur during storm events. The existing Highgrove Channel is inadequately sized to accommodate a 100-year storm event. Because this culvert is undersized, runoff is unable to properly enter the cross culverts. As a result, I-215 would overtop during a 100-year storm event. A double 72-inch RCP would be added at the Highgrove Channel to accommodate the additional runoff from the proposed project that would also remedy the existing condition. No new drainage facilities would be constructed. Therefore, impacts related to drainage modifications would be less than significant.

d) No Impact. The proposed project would not require new or expanded water entitlements because the freeway improvement would not increase the demand for water. Landscaping irrigation would be minimized consistent with Department guidelines and no impacts would occur.

f) Less Than Significant Impact. The proposed project would not generate solid waste once the freeway improvements were constructed. The amount of waste material generated during construction would be limited and would be properly disposed of and/or recycled, as appropriate consistent with Department guidelines. Therefore, impacts related to landfill capacity would be less than significant.

g) No Impact. The proposed project would comply with federal, State, and local statutes and regulations related to solid waste, and construction waste would be recycled to the extent feasible consistent with Department standards. Therefore, no impacts related to solid waste regulatory compliance would occur.

2.17.2 Avoidance, Minimization, and/or Mitigation Measures

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

2.18 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, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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"/>

2.18.1 Discussion of Environmental Evaluation

a) Less Than Significant with Mitigation. The proposed project does not 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, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory because: project impacts to native habitats would be minimal and mitigated as required by applicable natural resource permitting agencies; potential project impacts to sensitive species would be mitigated through implementation of species-specific measures approved by applicable natural resource permitting agencies; and no historical resources were identified in the project area. Refer to Responses 2.4.a, b, c and Responses 2.5a and c. The proposed project would not impact any known archaeological or historic resources and would not change the significance of any resource pursuant to Section 15064.5. Compliance with Department guidelines and the State Health and Safety Code Section 7050.5 related to unknown cultural resources encountered during construction would minimize potential impacts. The proposed project would result in 0.90 ac of direct temporary impacts and 0.10 ac of direct permanent impacts to riparian/riverine natural communities, which is habitat for several special-status animal species, including designated critical habitat for the southwestern willow flycatcher and proposed critical habitat for the Santa Ana sucker (both federally endangered species). There is also suitable habitat for special-status bats. No special-status animal species were found in the project area during site surveys, although least Bell's vireo (a federally endangered species) was located approximately 500 ft from the project area.

Mitigation for potential indirect impacts to federally endangered species as well as direct impacts to southwestern willow flycatcher critical habitat have been discussed with USFWS and CDFG personnel and consultation is ongoing to refine mitigation ratios. Mitigation for permanent impacts to native riparian habitat would include contribution to an in-lieu fee program, at a minimum 1:1 ratio. Temporary impacts to native riparian habitat will be restored to preconstruction conditions. Maintenance and monitoring procedures will be discussed and agreed upon with the resource agencies (USFWS and CDFG). Measures BIO-1–BIO-9 include requirements for replacement and restoration of riparian/riverine habitat, establishment of monitoring of environmentally sensitive areas (ESAs), management practices to protect water quality, light shielding, and establishment of exclusionary buffers, as needed. These mitigation measures to replace/restore affected habitat, exclude construction activities

from ESAs, and control indirect impacts associated with construction activities, will mitigate impacts to threatened and endangered species to less than significant levels.

Because fewer than 10 mature Southern California black walnut trees would be impacted by the project, this loss can be mitigated by a direct replacement of trees. As specified in Measure BIO-10, individual mature trees that are lost would be replaced at a minimum 2:1 ratio, or as determined in the Streambed Alteration Agreement with the CDFG; therefore, impacts to Southern California black walnut would be reduced to less than significant levels.

The loss of riparian bird habitat needs to be replaced/restored to mitigate potential impacts to these species. Measures BIO-1 and BIO-2 include these requirements; therefore impacts to other special-status riparian birds would be reduced to less than significant levels.

In order to mitigate potential impacts to bats: follow up surveys are required prior to construction since roosts can change seasonally and may be present under bridges, in culverts and in large trees and snags; bats must be removed outside the maternity season. These requirements are included in Measures BIO-14–BIO-17; therefore, potential impacts to bats would be mitigated to a less than significant level.

To mitigate impacts to the burrowing owl, preconstruction surveys and exclusionary procedures are needed if owls are found in the project area. These requirements are included in Measure BIO-13; therefore, potential impacts to burrowing owls would be reduced to less than significant levels.

Permits for impacts to ACOE, CDFG, and RWQCB jurisdictional areas would be required for the project. Permit requirements for impacts to jurisdictional areas would include replacement/restoration of riparian habitat, compliance with water quality permits, and implementation of BMPs as specified in Measures BIO-1, BIO-2, BIO-4, BIO-5, BIO-6, HY-1, and HY-2. The requirements for permits are specified in BIO-19–BIO-21.

Control of invasive plant species requires adherence to a weed abatement and control program as outlined in Measure BIO-18. Implementation of all these measures would reduce riparian habitat and wetlands and other waters impacts to less than significant levels.

During construction, there would be a potential for significant, unrenewable paleontological resources to be encountered at depths greater than 3 feet (ft) below ground surface (bgs). It is very likely that sensitive sediments would be encountered during construction in areas that do not contain deep fill. Measure CR-2, requires preparation and implementation of a Paleontological Mitigation Plan, which would provide the specific procedures to avoid impacts to paleontological resources during construction of the proposed project.

b) Less Than Significant Impact with Mitigation. The proposed project does not have impacts that are individually limited but cumulatively considerable because the only project impacts that require mitigation are related to biological resources; these impacts are minor and can be reduced to a less than significant level through compliance with regulatory requirements and project-specific measures coordinated with applicable natural resource permitting agencies. Therefore, cumulative impacts would be less than significant. Refer to Section 2.18.2 for a detailed discussion.

c) Less Than Significant. The proposed project would reduce congestion and improve the efficiency of the overall regional HOV system. This would reduce delay and decrease VHT, thereby reducing commuters' time on the freeway and improving the human environment. Typically for any roadway project, construction impacts would occur related to aesthetics, noise, detours, and dust; however, these impacts would be temporary and would be minimized through adherence to control measures. For these reasons, impacts to human beings are considered less than significant.

2.18.2 Cumulative Impacts

Cumulative impacts are those that result from past, present, and reasonably foreseeable future actions, combined with the potential impacts of this 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 to 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 types of agricultural cultivation. These land use activities can degrade habitat and species diversity through consequences such as displacement and fragmentation of habitats and populations, alteration of hydrology, contamination, erosion, sedimentation, disruption of migration corridors, changes in water quality, and introduction or promotion of

predators. They can also contribute to potential community impacts identified for the project, such as changes in community character, traffic patterns, housing availability, and employment.

CEQA Guidelines, Section 15130, describes when a cumulative impact analysis is warranted and what elements are necessary for an adequate discussion of cumulative impacts. The definition of cumulative impacts, under CEQA, can be found in Section 15355 of the CEQA Guidelines.

Biological Resources

Mitigation measures are required for project impacts to biological resources as identified in the Natural Environment Study (November 2010) and Section 2.4, Biological Resources.

Threatened and Endangered Species

Direct Impacts

Because the proposed project is not expected to impact any threatened or endangered plant species, the proposed project would not result in cumulative impacts to threatened or endangered plant species.

Similar to the proposed project, impacts associated with reasonably foreseeable projects could include temporary loss of habitat for threatened or endangered species due to construction access, ground vegetation disturbance, and stream crossings. Permanent impacts would constitute habitat removal for replacement with structures or other landscape-altering features. Habitat impacts of other reasonably foreseeable projects would be mitigated through restoration, enhancement, and/or replacement, as required by State and federal regulations. Temporary cumulative impacts would include construction-related impacts such as dust, potential fuel spills from construction equipment, possible night lighting during construction, and activities of equipment or personnel outside designated construction areas, as well as operational impacts such as impacts on adjacent habitats caused by storm water runoff. Because the proposed project would not directly impact threatened or endangered species, would have minor impacts to habitat, and would replace or restore impacted vegetation, the project's contribution to cumulative impacts to threatened or endangered species would not be considerable.

Indirect Impacts

Construction activities from cumulative projects may indirectly impact habitats permanently though enhancing germination and proliferation of nonnative invasive plant species. Other development and transportation projects would include measures to reduce these impacts. These measures would include implementation of project-specific Construction and Treatment BMPs. Because the proposed project includes project-specific mitigation for minor impacts to habitat, the project's contribution to cumulative indirect impacts to threatened and endangered species would not be considerable.

Other Special-Status Plant Species

Direct Impacts

Cumulative impacts to Southern California black walnut would occur if the proposed project, in conjunction with other related projects, would result in substantial impacts to this species. The proposed project would result in impacts to only a few individual trees, and mature trees would be replaced at a minimum 2:1 ratio within the project footprint. In addition, other reasonably foreseeable projects that would impact Southern California black walnut would be required to mitigate for impacts to this species under State regulations. Because the proposed project would only impact 5 to 10 trees in isolated areas, cumulative impacts to Southern California black walnut would not be considerable.

Indirect Impacts

Indirect cumulative impacts include impacts on adjacent habitats caused by increased pollutants in storm water runoff. Other development and transportation projects would include measures to reduce these impacts, as required by municipal codes and ordinances and State permit requirements. These measures would include implementation of project-specific Construction and Treatment BMPs and standard measures for control of pollutants and invasive species. Because the proposed project includes project-specific measures and only 5 to 10 trees would be impacted, the project's contribution to cumulative indirect impacts to Southern California black walnut would not be considerable.

Other Special-Status Animal Species

Direct Impacts

Impacts associated with reasonably foreseeable projects would be generally similar to those of the proposed project and would include temporary loss of occupied and potential habitat due to vegetation disturbance and bridge

construction. Permanent impacts would consist of habitat removal for replacement with structures, pavement, or other landscape-altering features. Measures to avoid and minimize impacts to bats are also required. Additional crevices would be provided by the project, which would most likely increase future bat roosting habitat. Although suitable burrowing owl habitat was not present during the site survey, because suitable habitat could be available over time, a preconstruction survey for burrowing owls would be conducted and any burrowing owls would be relocated prior to construction. Because the animal species impacts associated with the project would be minimized through application of standard measures to protect habitats and species, and because potential special-status animal species impacts are minor, the project's contribution to cumulative impacts to animal species would not be considerable.

The measures described above would be applicable to the reasonably foreseeable projects, consistent with State and federal regulations, and would be reviewed by applicable resource agencies during early consultation or as part of the environmental document review process. Additional measures may be included based on current habitat and affected species' status.

Indirect Impacts

Indirect cumulative impacts include impacts on adjacent habitats caused by increased pollutants in storm water runoff. Other development and transportation projects would include measures to reduce these impacts, as required by municipal codes and ordinances and State permit requirements. These measures would include implementation of Construction and Treatment BMPs and standard measures for control of pollutants and invasive species. Because the proposed project includes these measures, the project's contribution to cumulative indirect impacts to animal species would not be considerable.

Wetlands and Other Waters

Cumulative impacts to wetlands and other waters would occur if the proposed project, in conjunction with other related projects, would result in substantial impacts to these resource areas. The ACOE, RWQCB, and CDFG would have to issue permits for the relevant related individual projects, and the permits could be subject to conditions. Projects would be required to mitigate for impacts to wetlands and other waters through habitat replacement, restoration, or enhancement, as required by State and federal regulations. The application of measures to avoid or minimize harm and compliance with resource agency permit conditions for related projects would also

substantially reduce impacts. The proposed project would permanently impact up to approximately 0.18 ac of ACOE, 0.23 ac of RWQCB, and 0.55 ac of CDFG jurisdictional areas combined to accommodate bridge widening, bridge pilings, roadway widening and culvert modifications. The Santa Ana River is subject to flood events, which results in a constantly changing plant community. Given the urbanized nature of the project area, the dynamic nature of the Santa Ana River, the small amount of impacts, and the application of regulatory and permitting requirements, the contribution of the proposed project to cumulative impacts to wetlands and other waters is not considerable.

Indirect Impacts

Indirect cumulative impacts include impacts such as impacts on adjacent habitats caused by increased pollutants in storm water runoff. Other development and transportation projects would include measures to reduce these impacts, as required by municipal codes and ordinances and State permit requirements. These measures would include implementation of project-specific Construction and Treatment BMPs and standard measures for control of pollutants and invasive species. Because the proposed project includes these measures, the project's contribution to cumulative indirect impacts to wetlands and other waters would not be considerable.

Chapter 3 Comments and Coordination

Early and continuing coordination with the general public and appropriate public agencies is an essential part of the environmental process. It helps planners determine the necessary scope of environmental documentation, the level of analysis required, and to identify impacts and mitigation measures, and related environmental requirements. Agency consultation and public participation for this project have been accomplished through a variety of formal and information methods, including: project development team (PDT) meetings, interagency coordination meetings, and consultation with interested parties. This chapter summarizes the results of the California Department of Transportation's (Department's) efforts to fully identify, address, and resolve project-related issues through early and continuing coordination.

3.1 Coordination with Resource Agencies

The formulation of project alternatives and mitigation has been carried out through a cooperative dialogue among representatives of the following organizations:

- San Bernardino Associated Governments (SANBAG)
- Riverside County Transportation Commission (RCTC)
- Cities of Colton, Grand Terrace, San Bernardino, and Riverside
- Native American representatives
- Historical groups
- Southern California Association of Governments (SCAG) Transportation Conformity Working Group (TCWG)
- United States Fish and Wildlife Service (USFWS)
- California Department of Fish and Game (CDFG)
- State Historic Preservation Officer (SHPO)
- Colton Joint Unified School District

The following sections summarize the results of the Department's efforts to fully identify, address, and resolve project-related issues through early and continuing coordination.

3.1.1 SANBAG, RCTC, and the Cities of Colton, Grand Terrace, San Bernardino, and Riverside

Starting February 2009, the current members of the PDT have participated in monthly meetings to coordinate the preparation of the Project Report and Initial Study (IS) for

the proposed project. SANBAG, RCTC, and the Cities of Colton, Grand Terrace, San Bernardino, and Riverside are members of the PDT.

3.1.2 Native American Consultation

Formal letters describing the proposed project were sent to the Native American Heritage Commission (NAHC) on November 4, 2009, and to 12 Native American representatives on February 12, 2010. Consultation with the NAHC and Native American representatives is summarized in Table 3.1.

3.1.3 Historical Consultation

Formal letters describing the proposed project were sent to local governments and local historical societies on October 13, 2009. Consultation with government agencies, consulting firms, and interested parties regarding historical resources is summarized in Table 3.2.

3.1.4 Transportation Conformity Working Group

On February 23, 2010, the project-level particulate matter hot-spot analysis was presented to the SCAG TCWG for discussion and review. Per Department Headquarters policy, all nonexempt projects need to go through review by the TCWG. This project was approved and concurred on by interagency consultation at the TCWG meeting as Not a Project of Air Quality Concern. The TCWG conformity finding is included at the end of this chapter.

3.1.5 United States Fish and Wildlife Service

On June 26, 2009, a letter was sent to the USFWS requesting the list of proposed, threatened, or endangered species potentially occurring in the vicinity of the proposed project. This letter is included at the end of this chapter. On August 10, 2009, the USFWS sent a response via email and the Proposed, Threatened, or Endangered Species List for species potentially occurring in the vicinity of the proposed project. This letter is included at the end of this chapter.

A field meeting occurred on May 20, 2009, at an off-site location. Participants included Sally Brown (USFWS), Richard Erickson (consulting biologist), Scott Quinnell (Department), Magdalena Rodriguez (CDFG), and Wendy Walters (consulting biologist). During the meeting, focused surveys for riparian birds were initially discussed and subsequently followed up by email correspondence.

Richard Erickson coordinated via email on May 20–22, 2009, with Sally Brown regarding the potential for least Bell's vireo (*Vireo bellii pusillus*) and southwestern

Table 3.1 Native American Consultation

Agency	Agency Representative	Date of First Contact (Formal Letter)	Date of Reply	Date of Follow-up Contact (Phone Call)	Comments
Native American Heritage Commission (NAHC)	Dave Singleton, Program Analyst	November 4, 2009	November 24, 2009	None needed	<p>November 4, 2009: The NAHC was sent a letter describing the project location. The letter requested that the NAHC search its Sacred Lands File and provide a list of potentially interested Native American representatives for the project area. The NAHC request letter is included at the end of this chapter.</p> <p>November 24, 2009: The NAHC responded, stating that a search of its Sacred Lands File did not yield any sacred lands or traditional cultural properties within the project area. The NAHC provided a list of 10 Native American contacts throughout Riverside County. The NAHC response letter is included at the end of this chapter.</p>
Pechanga Band of Mission Indians	Paul Macarro and Anna Hoover	December 14, 2009	None	None needed	<p>December 14, 2009: Pechanga Band of Mission Indians cultural staff, their attorneys, and Department staff discussed the project. Pechanga Band of Mission Indians cultural staff indicated that they did not want to consult on the project.</p>
Morongo Band of Mission Indians	Michael Contreras	February 12, 2010	None	March 15, 2010	<p>February 12, 2010: Initial contact letter sent.</p> <p>March 15, 2010: Mr. Contreras stated that there were no known concerns for the Morongo Band if the San Manuel Band has also been contacted. He requested notification if any inadvertent discoveries take place during construction.</p>
Gabrielino Tongva Nation	Samuel Dunlan	February 12, 2010	None	March 15 and 16, 2010	<p>February 12, 2010: Initial contact letter sent.</p> <p>March 15, 2010: Message left for Mr. Dunlap, asking him to call if he has comments or concerns.</p> <p>March 16, 2010: Message left for Mr. Dunlap, asking him to call if he has comments or concerns.</p>
Santa Rosa Band of Mission Indians	Steven Estrada	February 12, 2010	None	March 15, 2010	<p>February 12, 2010: Initial contact letter sent.</p> <p>March 15, 2010: Mr. Estrada stated there were no immediate concerns for the Santa Rosa Band, and that it deferred to the Soboba Band on this project.</p>

Agency	Agency Representative	Date of First Contact (Formal Letter)	Date of Reply	Date of Follow-up Contact (Phone Call)	Comments
Ramona Band of Mission Indians	John Gomez	February 12, 2010	None	March 15 and 16, 2010	<p>February 12, 2010: Initial contact letter sent.</p> <p>March 15, 2010: Message left for Mr. Gomez, asking him to call if he has comments or concerns.</p> <p>March 16, 2010: Message left for Mr. Gomez, asking him to call if he has comments or concerns.</p>
Los Coyotes Band of Mission Indians	Francine Kupsch	February 12, 2010	None	March 15 and 16, 2010	<p>February 12, 2010: Initial contact letter sent.</p> <p>March 15, 2010: Message left for Ms. Kupsch, asking her to call if she has comments or concerns.</p> <p>March 16, 2010: Message left for Ms. Kupsch, asking her to call if she has comments or concerns.</p>
Cahuilla Band of Indians	Yvonne Markle	February 12, 2010	None	March 15, 2010	<p>February 12, 2010: Initial contact letter sent.</p> <p>March 15, 2010: Ms. Markle said she would review her files and, if needed, would reply regarding concerns about the project.</p>
Gabrielino Tongva San Gabriel Band of Mission Indians	Anthony Morales	February 12, 2010	None	March 15 and 16, 2010	<p>February 12, 2010: Initial contact letter sent.</p> <p>March 15, 2010: Message left for Mr. Morales, asking him to call if he has comments or concerns.</p> <p>March 16, 2010: Mr. Morales called and asked whether anything had been recorded or found in the project area. When informed that only historic sites were recorded in the area of potential effects (APE), and that nothing prehistoric had been found or recorded in the APE, he asked that the Department be vigilant in case prehistoric resources did turn up, and that it inform him if resources were discovered.</p>
Soboba Band of Mission Indians	Joseph Ontiveros	February 12, 2010	February 24, 2010	<p>May 6 and 12, 2010</p> <p>August 10, 2010 (Email)</p>	<p>February 12, 2010: Initial contact letter sent.</p> <p>February 24, 2010: In a letter, Mr. Ontiveros indicated that the project is within Soboba's tribal traditional use are. He enclosed an attachment regarding tribal cultural procedures and requests and requested government-to-government consultation.</p>

Agency	Agency Representative	Date of First Contact (Formal Letter)	Date of Reply	Date of Follow-up Contact (Phone Call)	Comments
					<p>March 1, 2010: Mr. Ovtiveros' letter forwarded to the Department to begin government-to-government consultation.</p> <p>May 6, 2010: A message was left following up on his letter of February 24, 2010, coordinating delivery of the revised APE Map, and requested a call back.</p> <p>May 12, 2010: A telephone message was left following up on the previous message of May 6, 2010, coordinating delivery of the revised APE map and requesting a call back.</p> <p>August 10, 2010: An email was sent, summarizing previous attempts to contact Mr. Ontiveros and requesting whether he wishes to consult further on the project.</p>
Luiseno Band of Indians	Willie Pink	February 12, 2010	None	March 15, 2010	<p>February 12, 2010: Initial contact letter sent.</p> <p>March 15, 2010: Mr. Pink stated that there were probably older prehistoric sites on the uplands around Grand Terrace. He indicated that he viewed this as Serrano territory and deferred to the San Manuel Band.</p>
San Manuel Band of Mission Indians	James Ramos Attn: Bernadette Brierty	February 12, 2010	None	March 15 and 16, 2010	<p>February 12, 2010: Initial contact letter sent.</p> <p>March 15, 2010: Message left for Ms. Brierty, asking her to call if she has comments or concerns.</p> <p>March 16, 2010: Message left for Ms. Brierty, asking her to call if she has comments or concerns.</p>
Morongo Band of Mission Indians	Ernest Siva	February 12, 2010	None	March 15 and 16, 2010	<p>February 12, 2010: Initial contact letter sent.</p> <p>March 15, 2010: Message left for Mr. Siva, asking him to call if he has comments or concerns.</p> <p>March 16, 2010: Mr. Siva stated that he had no comments or concerns regarding the project and that the Morongo Band was interested only in properties contiguous to reservation land. He indicated that the</p>

Agency	Agency Representative	Date of First Contact (Formal Letter)	Date of Reply	Date of Follow-up Contact (Phone Call)	Comments
					Morongo Band was cutting back on consultation. He agreed that Mr. Contreras' approach (described above) was his preference also.
Serrano Band of Mission Indians	Goldie Walker	February 12, 2010	None	March 15 and 16, 2010	<p>February 12, 2010: Initial contact letter sent.</p> <p>March 15, 2010: No answer.</p> <p>March 16, 2010: No answer.</p>

Source: *Historic Property Survey Report* (August 2010).

Table 3.2 Historical Consultation

Agency	Date of First Contact (Formal Letter)	Date of Follow-up Contact (Phone Call)	Comments from Interested Party
Local Government Consultation			
County of Riverside Historical Commission	October 13, 2009	February 16, 2010	<p>October 13, 2009: Initial contact letter sent.</p> <p>February 15, 2010: Follow-up call, left a voice mail, and no response received.</p>
Riverside County Planning Department	October 13, 2009	February 16, 2010	<p>October 13, 2009: Initial contact letter sent.</p> <p>February 15, 2010: Follow-up call, left a voice mail, and no response received.</p>
Riverside County Transportation and Land Management Agency	October 13, 2009	February 16 and 17, 2010	<p>October 13, 2009: Initial contact letter sent.</p> <p>February 16, 2010: Follow-up call, left a message.</p> <p>February 17, 2010: Leslie Mouriquand, an archaeologist with Riverside County, stated that the County has no database of cultural resources and advised relying on the record search performed at the Information Center.</p>
County of San Bernardino Land Use Services Department	October 13, 2009	February 16, 2010	<p>October 13, 2009: Initial contact letter sent.</p> <p>February 15, 2010: Follow-up call, left a voice mail, and no response received.</p>
City of Grand Terrace	October 13, 2009	February 16, 2010	<p>October 13, 2009: Initial contact letter sent.</p> <p>February 15, 2010: Follow-up call, left a voice mail, and no response received.</p>
City of Riverside Cultural Heritage Board	October 13, 2009	<p>October 27, 2010</p> <p>October 29, 2009 (Email)</p> <p>February 12,</p>	<p>October 13, 2009: Initial contact letter sent.</p> <p>October 27, 2010: During a telephone conversation, Erin Gettis, historic preservation officer for the City of Riverside, mentioned a “north-end” Riverside survey and said that additional comments would be forthcoming.</p>

Table 3.2 Historical Consultation

Agency	Date of First Contact (Formal Letter)	Date of Follow-up Contact (Phone Call)	Comments from Interested Party
		2010 (E-mail) April 16, 2010 (E-mail)	<p>October 29, 2009: A letter requesting additional information was received from Ms. Gettis.</p> <p>February 12, 2010: Additional information regarding the project was provided to Ms. Gettis.</p> <p>April 6, 2010: E-mail correspondence regarding motor courts/trailer parks in the City of Riverside were exchanged with Ms. Gettis. Ms. Gettis requested assistance from several local historians via email. E-mail responses regarding the motor courts/trailer parks were received on April 19, 2010, from Bill Wilkman, Wilkman Historical Services, on April 19, 2010, from Kevin Hallaran, Archivist, Riverside Metropolitan Museum, and on April 20, 2010, from Jennifer Merilliod, Principal, JMRC – JM Research & Consulting, and Kim Johnson, City of Riverside.</p>
Local Historical Society Consultation			
Agua Mansa Museum and Cemetery	October 13, 2009	November 9, 2009. February 16, 2010	<p>October 13, 2009: Initial contact letter sent. The letter was returned on October 28, 2009, because there was no mail receptable.</p> <p>November 9, 2009: Follow-up call, left a voice mail, and no response received.</p> <p>February 16, 2010: Follow-up call, left a voice mail, and no response received.</p>
California Historical Society	October 13, 2009	February 16, 2010	<p>October 13, 2009: Initial contact letter sent.</p> <p>February 16, 2010: Follow-up call, left a voice mail, and no response received.</p>
Colton Area Museum	October 13, 2009	February 16, 2010	<p>October 13, 2009: Initial contact letter sent.</p> <p>February 16, 2010: Follow-up call, left a voice mail, and no response received.</p>

Table 3.2 Historical Consultation

Agency	Date of First Contact (Formal Letter)	Date of Follow-up Contact (Phone Call)	Comments from Interested Party
Colton Public Library	October 13, 2009	February 16, 2010	<p>October 13, 2009: Initial contact letter sent.</p> <p>February 16, 2010: Follow-up call, left a voice mail, and no response received.</p>
Grand Terrace Branch Library	October 13, 2009	February 16, 2010	<p>October 13, 2009: Initial contact letter sent.</p> <p>February 16, 2010: Follow-up call, left a voice mail, and no response received.</p>
Jensen-Alvarado Historic Ranch and Museum	October 13, 2009	February 16, 2010	<p>October 13, 2009: Initial contact letter sent.</p> <p>February 16, 2010: Follow-up call, left a voice mail, and no response received.</p>
Jurupa Mountain Cultural Center	October 13, 2009	February 16, 2010	<p>October 13, 2009: Initial contact letter sent.</p> <p>February 16, 2010: Follow-up call, left a voice mail, and no response received.</p>
Orange Empire Railway Museum	October 13, 2009	February 16, 2010	<p>October 13, 2009: Initial contact letter sent.</p> <p>February 16, 2010: Tom Jacobson from the Orange Empire Railroad Museum sent an email regarding the two railroads that cross I-215 in north Riverside County.</p>
Riverside Art Museum	October 13, 2009	February 16, 2010	<p>October 13, 2009: Initial contact letter sent.</p> <p>February 16, 2010: Follow-up call, left a voice mail, and no response received.</p>
Riverside Historical Society	October 13, 2009	February 16, 2010	<p>October 13, 2009: Initial contact letter sent.</p> <p>February 16, 2010: Follow-up call, left a voice mail, and no response received.</p>
Riverside Metropolitan Museum	October 13, 2009	February 16, 2010	<p>October 13, 2009: Initial contact letter sent.</p> <p>February 16, 2010: Kevein Hallaran at the Riverside Metropolitan</p>

Table 3.2 Historical Consultation

Agency	Date of First Contact (Formal Letter)	Date of Follow-up Contact (Phone Call)	Comments from Interested Party
			Museum provided informatijon on the Anchorage Inn in the vicinity of the State Route 91/Interstate 215/State Route 60 (SR-91/I-215/SR-60) interchange and workers' bungalows near West La Cadena Drive.
Riverside Public Library	October 13, 2009	February 16, 2010	October 13, 2009: Initial contact letter sent. February 16, 2010: Follow-up call, left a voice mail, and no response received.
San Bernardino County Museaum	October 13, 2009	February 16, 2010	October 13, 2009: Initial contact letter sent. February 16, 2010: Follow-up call, left a voice mail, and no response received.
San Bernardino History and Railroad Museum	October 13, 2009	February 16, 2010	October 13, 2009: Initial contact letter sent. February 16, 2010: Follow-up call, left a voice mail, and no response received.
San Bernardino Historical and Pioneer Society	October 13, 2009	February 16, 2010	October 13, 2009: Initial contact letter sent. February 16, 2010: Follow-up call, left a voice mail, and no response received.
San Bernardino Railroad Historical Society	October 13, 2009	February 16, 2010	October 13, 2009: Initial contact letter sent. The letter was returned because there was no mail receptacle. February 16, 2010: Follow-up call, left a voice mail, and no response received.
Sherman Indian Museum	October 13, 2009	February 16, 2010	October 13, 2009: Initial contact letter sent. February 16, 2010: Follow-up call, left a voice mail, and no response received.

Table 3.2 Historical Consultation

Agency	Date of First Contact (Formal Letter)	Date of Follow-up Contact (Phone Call)	Comments from Interested Party
Local Historic Preservation Group Consultation			
California Preservation Foundation	October 13, 2009	February 16, 2010	<p>October 13, 2009: Initial contact letter sent.</p> <p>February 16, 2010: Follow-up call, left a voice mail, and no response received.</p>
Society of Architectural Historians, Southern California Chapter	October 13, 2009	February 16, 2010	<p>October 13, 2009: Initial contact letter sent.</p> <p>February 16, 2010: Follow-up call, left a voice mail, and no response received.</p>
Historic Resources Management Program, History Department UC Riverside	October 13, 2009	February 16, 2010	<p>October 13, 2009: Initial contact letter sent.</p> <p>February 16, 2010: Follow-up call, left a voice mail, and no response received.</p>
Riverside Land Conservancy	October 13, 2009	February 16, 2010	<p>October 13, 2009: Initial contact letter sent.</p> <p>February 16, 2010: Follow-up call, left a voice mail, and no response received.</p>

Source: *Historic Property Survey Report* (August 2010).

willow flycatcher (*Empidonax traillii extimus*) to occur within the Biological Study Area (BSA) and to request a modification to USFWS least Bell's vireo survey protocols for this project. Wendy Walters coordinated via email on June 4 and 12, 2009, with Sally Brown regarding the potential for special-status species, especially Brand's phacelia (*Phacelia stellaris*) and Santa Ana sucker (*Catostomus santaanae*), to occur within the BSA. Email correspondence with USFWS is included at the end of this chapter.

3.1.6 California Department of Fish and Game

CDFG participated in the field meeting on May 20, 2009, described above in Section 3.1.5.

3.1.7 State Historic Preservation Officer

As assigned by the Federal Highway Administration (FHWA), the Department has determined that there are properties evaluated as a result of the project that are not eligible for inclusion in the National Register of Historic Places within the project APE. Under Section 106 Programmatic Agreement (PA) Stipulation VIII.C, the Department requested the SHPO's concurrence in this determination on August 25, 2010. SHPO concurrence was received on September 27, 2010. The SHPO correspondence letters are included at the end of this chapter.

3.1.8 Colton Joint Unified School District

At a meeting on May 10, 2010, representatives from the Department, SANBAG, LSA Associates, Inc. (environmental consultant), AECOM (project engineer), and the Colton Joint Unified School District discussed school operations and activities and measures to avoid adverse impacts to the school during construction of the proposed project. A follow-up letter requesting comments and feedback on the proposed project was sent to the Colton Joint Unified School District on May 24, 2010.

3.2 Community Outreach and Public Involvement

An English-Spanish toll-free helpline (1-888-4-215-TALK) for questions about the project was established in June 2008 prior to the distribution of right-of-entry requests that were mailed to property owners in May 2009. Based on the helpline responses, the public is neutral to favorable regarding the proposed project. There has been no contact from special-interest groups. Fact sheets have been prepared and are available for viewing on SANBAG's website (http://www.sanbag.ca.gov/projects/mi_fwy_215-sb-riv.html).

3.3 Circulation

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

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November 4, 2009

Dave Singleton
Program Analyst
Native American Heritage Commission
915 Capital Mall, Room 364
Sacramento, CA 95814

Dear Mr. Singleton:

On behalf of the California Department of Transportation (Caltrans), District 8, San Bernardino Associated Governments (SANBAG) and the Riverside County Transportation Commission (RCTC), ICF Jones & Stokes requests a search of the Sacred Lands files for the proposed I-215 HOV Lane Gap Closure Project located in San Bernardino and Riverside Counties, California. The project is located on the Riverside East and San Bernardino South 7.5-minute USGS quadrangles in T 2 S, R 5 W, T 2 S, R 4 W, and T 1 S, R 4 W.

Please provide a list of Native American individuals and organizations that may have additional information about sacred sites or Native American traditional cultural properties in or near the project area.

If you have any questions or need additional information call me at (213) 627-5376 or email at mrobinson@jsanet.com.

Sincerely,

A handwritten signature in black ink that reads 'Mark C. Robinson'.

Mark C. Robinson, RPA
Senior Archaeologist

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NATIVE AMERICAN HERITAGE COMMISSION

815 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95614
(916) 653-8251
Fax (916) 657-5390
Web Site www.nahc.ca.gov
dn_nahc@pacbell.net



November 24, 2009

Mr. Mark C. Robinson, RPA, Senior Archaeologist

ICF Jones & Stokes

811 West 7th Street, Suite 800
Los Angeles, CA 90017

Sent by FAX to: 213-627-6853

No. of Pages: 4

Re: Request for a Sacred Lands File Search and Native American Contacts List for a Proposed California Department of Transportation (Caltrans), District 8, San Bernardino Associated Governments (SANBAG) and the Riverside County Transportation Commission (RCTC) Interstate 215 HOV Lane Gap Closure Project located in Riverside and San Bernardino counties, California

Dear Mr. Robinson:

The Native American Heritage Commission (NAHC), the State of California 'Trustee Agency' for the protection and preservation of Native American cultural resources (c.f. CA Public Resources Code §21070), was able to perform a record search of its Sacred Lands File (SLF) for the affected project area (APE) requested. The California Environmental Quality Act (CEQA; CA Public Resources Code Section 21000 – 21177) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per the California Code of Regulations §15064.5(b)(c)(f) CEQA guidelines. Section 15382 of the 2007 CEQA Guidelines defines a significant impact on the environment as "a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ... objects of historic or aesthetic significance." The NAHC SLF search did not indicate the presence of Native American cultural resources within one-half - mile radius of the proposed project (APE). However, there are Native American cultural resources in close proximity to the APE.

This letter includes state and federal statutes relating to Native American historic properties of religious and cultural significance to American Indian tribes and individuals as 'consulting parties' under both state and federal law.

Early consultation with Native American tribes in your area is the best way to avoid unanticipated discoveries once a project is underway. Enclosed are the names of the nearest tribes and interested Native American individuals that the NAHC recommends as 'consulting parties,' for this purpose, that may have knowledge of the religious and cultural significance of the historic properties in the project area (e.g. APE). We recommend that you contact persons on the attached list of Native American contacts. Furthermore we suggest that you contact the California Historic Resources Information System (CHRIS) at the Office of Historic Preservation Coordinator's office (at (916) 653-7278, for referral to the nearest Information Center of which there are 10.

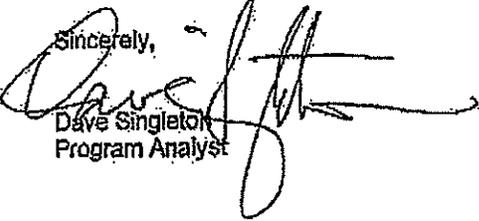
Consultation with tribes and interested Native American consulting parties, on the NAHC list, should be conducted in compliance with the requirements of federal NEPA (42 U.S.C. 4321-43351) and Section 106 and 4(f) of federal NHPA (16 U.S.C. 470 [f] et seq), and NAGPRA (25 U.S.C. 3001-3013), as appropriate.

Lead agencies should consider avoidance, as defined in Section 15370 of the California Environmental Quality Act (CEQA) when significant cultural resources could be affected by a project. Also, Public Resources Code Section 5097.98 and Health & Safety Code Section 7050.5 provide for provisions for accidentally discovered archeological resources during construction and mandate the processes to be followed in the event of an accidental discovery of any human remains in a project location other than a 'dedicated cemetery. Discussion of these should be included in your environmental documents, as appropriate.

The response to this search for Native American cultural resources is conducted in the NAHC Sacred Lands Inventory, established by the California Legislature (CA Public Resources Code §5097.94(a) and is exempt from the CA Public Records Act (o.f. California Government Code §6254.10) although Native Americans on the attached contact list may wish to reveal the nature of identified cultural resources/historic properties. Confidentiality of "historic properties of religious and cultural significance" may also be protected under Section 304 of the NHPA or at the Secretary of the Interior's discretion if not eligible for listing on the National Register of Historic Places. The Secretary may also be advised by the federal Indian Religious Freedom Act (cf. 42 U.S.C, 1996) in issuing a decision on whether or not to disclose items of religious and/or cultural significance identified in or near the APE and possibly threatened by proposed project activity.

If you have any questions about this response to your request, please do not hesitate to contact me at (916) 653-6251.

Sincerely,


Dave Singleton
Program Analyst

Attachment: Native American Contacts List (NOTE: we further recommend that other forms of 'proof of mailing or proof of contact be utilized instead of 'Return Receipt Requested' Certified or Registered Mail.) Further, we suggest a follow-up telephone call to the contacts if the replies are not received or need clarification.

Native American Contacts
Riverside and San Bernardino Counties
November 24, 2009

Gabrielino Tongva Nation

Sam Dunlap, Tribal Secretary
P.O. Box 86908
Los Angeles, CA 90086
samdunlap@earthlink.net

(909) 262-9351 - cell

Gabrielino Tongva

Willie Pink
48310 Pechanga Road
Temecula, CA 92592
wjpink@hotmail.com
(909) 936-1216
Prefers e-mail contact

Luiseno

Michael Contreras, Cultural Heritage Prog. Coordinatr
12700 Pumarra Road
Banning, CA 92220
mcontreras@monongo-nsn.

(951) 755-5025
(951) 201-1866 - cell
(951) 922-0105 Fax

**Cahuilla
Serrano**

Goldie Walker
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(909) 862-9883

Serrano

Ann Brierty, Policy/Cultural Resources Department
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Luiseno

Luther Salgado, Sr.
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Anza, CA 92539
tribalcouncil@cahuilla.net
915-763-5549

Cahuilla

This list is current only as of the date of this document.
Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code, and federal NEPA (42 USC 4321-43351), NHPA Sections 108, 4(f) (16 USC 470(f) and NAGPRA (25 USC 3001-3013)

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed Interstate 215 HOV Lane Gap Closure Project of Caltrans, SANBAG and RCTC, located in Riverside and San Bernardino

Native American Contacts
Riverside and San Bernardino Counties
November 24, 2009

Los Coyotes Band of Mission Indians

Francine Kupsch, Spokesperson
P.O. Box 189 Cahuilla
Warner , CA 92086
loscoyotes@earthlink.net
(760) 782-0711
(760) 782-2701 - FAX

John Tommy Rosas, Tribal Admin.
Gabrielino Tongva
tattnlaw@gmail.com
310-570-6567

Paul Macarro, Cultural Resource Center
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(951) 763-4325 Fax

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(626) 286-1632
(626) 286-1758 - Home
(626) 286-1262 Fax

James Ramos, Chairperson
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(909) 864-3724 - FAX
(909) 864-3370 Fax

John Marcus, Chairman
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(951) 658-8733 Fax

This list is current only as of the date of this document.
Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code, and federal NEPA (42 USC 4321-4335); NHPA Sections 106, 4(f) (16 USC 470(f) and NAGPRA (25 USC 3001-3013)

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed Interstate 215 HOV Lane Gap Closure Project of Caltrans, SANBAG and RCTC; located in Riverside and San Bernardino

Native American Contacts
Riverside and San Bernardino Counties
November 24, 2009

Anna Hoover, Cultural Analyst
Pechanga Cultural Resources Department
P.O. Box 2183 Luiseno
Temecula, CA 92593
(951-770-8104
(951) 694-0446 - FAX
ahoover@pechanga-nsn.gov

This list is current only as of the date of this document.
Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code, and federal NEPA (42 USC 4321-4335), NHPA Sections 106, 4(f) (16 USC 470(f) and NAGPRA (25 USC 3001-3013)

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed Interstate 215 HOV Lane Gap Closure Project of Caltrans, SANBAG and RCTC; located in Riverside and San Bernardino

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June 23, 2009

Ms. Sally Brown
U.S. Fish and Wildlife Service
6010 Hidden Valley Road, Suite 101
Carlsbad, California 92011

Subject: Interstate-215 (I-215) Bi-County Improvement Project, Counties of San Bernardino and Riverside—Request for List of Federally and State Listed Species (LSA Project No. SBA330)

Dear Ms. Brown:

LSA Associates, Inc. (LSA) is submitting this letter, on behalf of the San Bernardino Association of Governments (SANBAG), as a request for a list of species that may occur in the vicinity of the proposed I-215 Bi-County Improvement project located between the State Route (SR) 60/SR-91/I-215 interchange in Riverside County and Orange Show Road in San Bernardino County.

The project will lie within Sections 15, 16, 21, 22, 27, 28, and 32 in Township 1 South, Range 4 West; Sections 5, 6, and 7 in Township 2 South, Range 4 West; and Sections 12 and 13 in Township 2 South, Range 5 West as shown on the *San Bernardino South, California* and *Riverside East, California* 7.5-minute series topographic maps.

LSA is a non-federal representative preparing a Natural Environment Study for the project. The project will be receiving federal funding and is subject to review under the National Environmental Policy Act (NEPA).

Please contact me at (951) 781-9310 or e-mail me at sarah.barrera@lsa-assoc.com if you have any questions regarding this request. Thank you for your assistance with this matter.

Sincerely,

LSA ASSOCIATES, INC.



Sarah Barrera
Biologist

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United States Department of the Interior



FISH AND WILDLIFE SERVICE

Ecological Services
Carlsbad Fish and Wildlife Office
6010 Hidden Valley Road, Suite 101
Carlsbad, California 92011

In Reply Refer To:
FWS-SB/WRIV-09B0368-09SL1014

AUG 10 2009

Sarah Barrera
LSA Associates, Inc.
1500 Iowa Avenue, Suite 200
Riverside, California 92507

Subject: Request for a List of Proposed, Threatened, or Endangered Species Potentially Occurring in the Vicinity of the I-215 Bi-County Improvement Project, San Bernardino and Riverside Counties, California

Dear Ms. Barrera:

This letter is in response to your request, received by our office on June 26, 2009, for information on federally endangered, threatened, proposed, and candidate species that may occur in the vicinity of the I-215 Bi-County Improvement Project. The project site is located along Interstate 215 between State Route 60 in Riverside County and Orange Show Road in San Bernardino County, California. To assist you in evaluating the potential occurrence of federally listed endangered, threatened, proposed, and candidate species that may occur in the vicinity of the proposed action, we are providing the enclosed list.

Because we do not have site-specific information for the proposed project, we recommend that you seek assistance from a biologist familiar with the habitat conditions and associated species in and around the project site to assess the actual potential for direct, indirect, and cumulative impacts likely to result from the proposed activity. We also suggest that you contact the California Department of Fish and Game regarding State-listed and sensitive species that may occur within the project area. Please note that State-listed species are protected under the provisions of the California Endangered Species Act.

As a reminder, if a proposed project is authorized, funded, or carried out by a Federal agency and may affect a federally listed species, then section 7 consultation pursuant to the Endangered Species Act of 1973, as amended, is required.

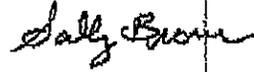
TAKE PRIDE
IN AMERICA 

Ms. Sarah Barrera (FWS-SB/WRIV-09B0368-09SL1014)

2

Should you have any questions regarding the species listed or your responsibilities under the Act, please contact Sally Brown of this office at (760) 431-9440, extension 278.

Sincerely,



for Karen A. Goebel
Assistant Field Supervisor

Enclosure

Ms. Sarah Barrera (FWS-SB/WRIV-09B0368-09SL1014)

Federally Endangered, Threatened, Proposed, and Candidate Species and Critical Habitat that May Occur in the Vicinity of the I-215 Bi-County Improvement Project, San Bernardino and Riverside Counties, California
July 22, 2009

Common Name	Scientific Name	Federal Status	Critical Habitat in Vicinity
<u>Plants</u>			
Santa Ana River woolly-star	<i>Eriastrum densifolium</i> subsp. <i>sanctorum</i>	endangered	N/A*
Brand's phacelia	<i>Phacelia stellaris</i>	candidate	N/A
Slender-horned spine flower	<i>Dodecahema leptoceras</i>	endangered	N/A
Gambel's watercress	<i>Rorippa gambellii</i>	endangered	N/A
Marsh sandwort	<i>Arenaria paludicola</i>	endangered	N/A
Salt marsh bird's beak	<i>Cordylanthus maritimus</i> subsp. <i>maritimus</i>	endangered	N/A
<u>Invertebrates</u>			
Delhi Sands flower-loving fly	<i>Rhaphiomidas terminatus</i> <i>abdominalis</i>	endangered	N/A
<u>Fish</u>			
Santa Ana sucker	<i>Catostomus santaanae</i>	threatened	None
<u>Birds</u>			
Coastal California gnatcatcher	<i>Poliophtila californica</i> <i>californica</i>	threatened	Present
Least Bell's vireo	<i>Vireo bellii pusillus</i>	endangered	None
Southwestern willow flycatcher	<i>Empidonax traillii</i> <i>extimus</i>	endangered	Present
<u>Mammals</u>			
San Bernardino kangaroo rat	<i>Dipodomys merriami</i> <i>parvus</i>	endangered	None
Stephens' kangaroo rat	<i>Dipodomys stephensi</i>	endangered	N/A

* N/A = Not Applicable

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-----Original Message-----

From: Sally_Brown@fws.gov [mailto:Sally_Brown@fws.gov]
Sent: Thursday, June 04, 2009 10:54 AM
To: Wendy Walters
Subject: I-215 at Santa Ana River

Per your phone request I've checked on whether or not there is critical habitat for Santa Ana Sucker in the vicinity of the I-215 crossing. The area was excluded from critical habitat in the 2005 final critical habitat rule because it fell within the SAS Conservation Program (FR Vol 70 No 2 page 439). Please note that we are currently re-examining this rule and a new critical habitat proposal will be coming out at some point.

You also asked if we have any data showing occupancy by suckers in the area. There are several data points from approximately 3.5 miles downstream and I do not know whether surveys have been conducted at your project location.

You asked what other species may occur in the area - I took a quick glance at the area. This is not a formal species list - if you want a formal species list send a request. There are lots of data points for vireos and San Bernardino kangaroo rats upstream. Several gnatcatcher points 2 miles south. Numerous Delhi sands flower loving fly points 2.75 miles west. Stephen's kangaroo rat 4 miles south. Santa Ana River woolly-star 1 mile downstream. One of the three occurrences of Brand's phacelia is 8 miles downstream adjacent to the River - note that most of the historic records for this species occur on coastal dunes, except for the one by the Santa Ana River which is in Jurupa near the Delhi sands and your project is also

by the River and close to Delhi sands. There are numerous old records for listed plants in the vicinity of the project. Gambel's watercress from 1935, salt marsh bird's beak from 1888, slender-horned spineflower from 1923, and marsh sandwort from 1899.

I've attached a picture of Brand's phacelia. It was thought to be extinct for 80 years so I'm not sure how many botanists are familiar with it. (See attached file: Brand's Phacelia - Santa Ana River.pdf)

~~~~~

Sally Brown  
U. S. Fish and Wildlife Service  
6010 Hidden Valley Road, Suite 101  
Carlsbad, CA 92011  
(760) 431-9440 x278  
(760) 918-0638 fax  
Sally\_Brown@fws.gov

-----Original Message-----

From: Sally\_Brown@fws.gov [mailto:Sally\_Brown@fws.gov]

Sent: Wednesday, May 27, 2009 1:51 PM

To: Richard Erickson

Cc: Lisa Williams; Wendy Walters; Sandy\_Marquez@fws.gov; Scott Quinnell

Subject: LBV surveys

To summarize all of the locations we've spoken about in the past week...

I-215 SR-60 HOV Lanes, Box Springs:

It is our understanding that SAWA conducted protocol surveys in the habitat annually over many years and vireos were consistently found 700 feet downstream, but not within the impact area. The habitat within the impact area is also of poorer quality and is subject to noise from the highway and railroad. It is our understanding that riparian habitat would be removed outside of the breeding season, and that the project would avoid impacts to the occupied habitat through the use of drift fencing and biomonitors.

Based on all of this information, the Service agrees that additional vireo surveys are not necessary this year and that we would be comfortable with Caltrans electing to pursue a no effect determination for this project. We do request that the project incorporate some enhancement in the vicinity of the site into the DBESP.

I-15 at Railroad Canyon:

Richard said he is going to go ahead and complete the protocol vireo and flycatcher surveys at this location since he does not have details on the surveys that Talula is conducting.

I-215 at Santa Ana River, San Bernardino:

We will approve your proposed vireo survey modification at this location because the habitat within the impact area is somewhat marginal due to its narrow width. We understand Richard did the first survey on Sunday May 24th. We request that the remaining surveys be spaced about 7 days apart so that more surveys are conducted in May and June. We also concur that a flycatcher survey is not needed in the small patch of riparian habitat within the impact area, but we ask that the vireo survey biologist listen for flycatchers and report them. Note that this habitat is located within flycatcher critical habitat. If the project boundary were to change such that the habitat to the east would be impacted, protocol surveys for both species would be needed. Please include a copy of this email approving the survey modification with your survey report.

Project at Sage Road:

Due to the large area of good quality habitat we recommend that riparian bird surveys be completed to protocol and we are not approving a survey modification at this location.

If you have any questions please contact me at the number below.

~~~~~  
Sally Brown

U. S. Fish and Wildlife Service
6010 Hidden Valley Road, Suite 101

Carlsbad, CA 92011
(760) 431-9440 x278
(760) 918-0638 fax
Sally_Brown@fws.gov

From: Richard Erickson
Sent: Wednesday, May 20, 2009 3:57 PM
To: Sally_Brown@fws.gov
Cc: Wendy Walters
Subject: Santa Ana River x I-215: vireo surveys?

Hi Sally,

Melody Aimar of SAWA directed me to the San Bernardino County Flood Control District concerning vireo surveys at the 215 crossing. I talked with Kim Romich there and she informed me that protocol surveys were conducted annually through 2007. Since then they have done four surveys annually, three for vireo and one for flycatcher. (Jones and Stokes are conducting the surveys for them this year.) She said that vireos are routinely found upstream but have not been found downstream

What say you?

Richard Erickson
LSA Associates
Irvine, California
(949) 553-0666

-----Original Message-----

From: Sally_Brown@fws.gov [mailto:Sally_Brown@fws.gov]
Sent: Friday, June 05, 2009 4:25 PM
To: Wendy Walters
Subject: Fw: 215 at SAR

Wendy,
I asked our staff ichthyologist about presence of suckers at I-215. See her response below.

Sally Brown
U. S. Fish and Wildlife Service
6010 Hidden Valley Road, Suite 101
Carlsbad, CA 92011
(760) 431-9440 x278
(760) 918-0638 fax
Sally_Brown@fws.gov

----- Forwarded by Sally Brown/CFWO/R1/FWS/DOI on 06/05/2009 04:24 PM -----
Christine Medak/CFWO/R1//DOI

To Sally Brown/CFWO/R1/FWS/DOI@FWS
06/05/2009 03:

Subject
215 at SAR
Sally,

There is currently a drop structure downstream from this location, at La Cadena Avenue that precludes upstream migration of the Santa Ana sucker. No suckers have been found above this location since the early 1980's. This area was included in the project area for the Santa Ana Sucker Conservation Program because of the potential for impacts to water quality (turbidity/sedimentation) associated with flood control maintenance activities by San Bernardino County Flood Control District. Similarly, project construction in the vicinity of the 215 has the potential to impact water quality (if work must be completed in the wetted channel) for suckers in occupied areas downstream.

Christine L. Medak
Fish and Wildlife Biologist
U.S. Fish and Wildlife Service
6010 Hidden Valley Road
Carlsbad, CA 92011
(760) 431-9440 ext. 298

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DEPARTMENT OF TRANSPORTATION

DISTRICT 8

ENVIRONMENTAL PLANNING (MS 825)
464 W. FOURTH STREET, 6TH FLOOR
SAN BERNARDINO, CA 92401-1400
PHONE (909) 383-4042
FAX (909) 383-6494
TTY (909) 383-6300



*Flex your power!
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August 25, 2010

Milford Wayne Donaldson, FAIA
State Historic Preservation Officer
California Office of Historic Preservation
1725 23rd Street, Suite 100
Sacramento, CA 95816
Attention: Susan Stratton

08-RIV-215-PM 43.2/45.3
08-SBD-215-PM 0.0/5.1
08-Riv-091-PM 21.5-21.7
SR-215 HOV Lane Gap
Closure Project
EA 0M940

Dear Mr. Donaldson:

Subject: Determinations of Eligibility and notification of No Historic Properties Affected for the California Department of Transportation (Caltrans) Interstate 215 HOV Lane Gap Closure Project

The California Department of Transportation (Department), in cooperation with San Bernardino Associated Governments (SANBAG) and the Riverside County Transportation Commission (RCTC), proposes an undertaking to construct a high-occupancy vehicle (HOV) lane in each direction on Interstate 215 (I-215) in Riverside County from south of the I-215/State Route 60 (SR-60)/State Route 91 (SR-91) interchange to north of I-215/Interstate 10 (I-10) in San Bernardino County, ending at the Orange Show Road interchange. The total length of the proposed project is 7.5 miles (mi).

This consultation is undertaken in accordance with the Programmatic Agreement (PA) among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation, executed January 1, 2004.

Section 106 activities to date for this undertaking include a Historic Property Survey Report (HPSR, August 2010), which documents the identification and evaluation of cultural resources within the project's Area of Potential Effects (APE). Consultation and identification efforts for the proposed undertaking (summarized on pages 3-10 in the HPSR) resulted in the identification of 36 historic period cultural resources in the APE that required evaluation:

Address/Location	Community	OHP Status Code	Map Reference No.
11940 Vivienda Court	Grand Terrace, CA	6	MR #1
22048 Vivienda Avenue	Grand Terrace, CA	6	MR #2
11960 Vivienda Court	Grand Terrace, CA	6	MR #3
11970 Vivienda Court	Grand Terrace, CA	6	MR #4
UPRR segment CA-SBR-6101H, generally between Pico Street and Barton Road	Grand Terrace, CA	6	MR #5
Bridge 54 0519, Grand Terrace underpass	Grand Terrace, CA	6	MR #6
BNSF railroad segment CA-SBR-6847H, generally between Main Street and Barton Road	Grand Terrace, CA	6	MR #7
Bridge 54 0518, Highgrove underpass	Grand Terrace, CA	6	MR #8
Highgrove Steam-Electric Generating Plant, 12700 Taylor Street	Highgrove, CA	6Z	MR #9
Highgrove Substation, 12700 Taylor Street	Highgrove, CA	6Z	MR #10
3001-3007 W La Cadena Drive	Riverside, CA	6	MR #11
103 W La Cadena Drive	Riverside, CA	6	MR #12
101 & 105 W La Cadena Drive	Riverside, CA	6	MR #13
Highgrove Court Trailer Park, 220 E. La Cadena Drive	Riverside, CA	6	MR #14
400-420 E. La Cadena Drive	Riverside, CA	6	MR #15
1461 Villa Street	Riverside, CA	6	MR #16
Riverside Riviera Tract, 3110-3563 Cannes Avenue, 504-508 Toulouse Avenue	Colton, CA	6	MR #17
577 W. La Cadena Drive	Colton, CA	6	MR #18
625 W. La Cadena Drive	Riverside, CA	6	MR #19
681 W. La Cadena Drive	Riverside, CA	6	MR #20
La Sierra Fire Equipment, 729 W. La Cadena Drive	Riverside, CA	6	MR #21

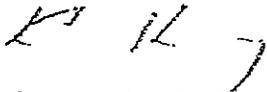
Address/Location	Community	OHP Status Code	Map Reference No.
Winter Woods Assisted Living, 845 W. La Cadena Drive	Riverside, CA	6	MR #22
873-889 W. La Cadena Drive	Riverside, CA	6	MR #23
903 W. La Cadena Drive	Riverside, CA	6	MR #24
Aloha Mobile Home Park, 905 W. La Cadena Drive	Riverside, CA	6	MR #25
Sam's Trailer Park, 983-987 W. La Cadena Drive	Riverside, CA	6	MR #26
Palm Trailer Court, 1011 W. La Cadena Drive	Riverside, CA	6	MR #27
1263-1265 W. La Cadena Drive	Riverside, CA	6	MR #28
1279 W. La Cadena Drive	Riverside, CA	6	MR #29
1309 W. La Cadena Drive	Riverside, CA	6	MR #30
1323 W. La Cadena Drive	Riverside, CA	6	MR #31
1337 W. La Cadena Drive	Riverside, CA	6	MR #32
1339 W. La Cadena Drive	Riverside, CA	6	MR #33
1391 W. La Cadena Drive	Riverside, CA	6	MR #34
Leathe Knolls Tract, 1689 La Cadena, 1604 Hillcrest Avenue, 3186-3276 Knoll Way, 1364-1556 Mulberry Street, 1417-1540 Marsh Way, and 3315-3347 Spring Garden Street	Riverside, CA	6	MR #35
3281 Strong Street	Riverside, CA	6	MR #36

Pursuant to Stipulation VIII.C.5 of the Section 106 PA, we request your concurrence that the above listed properties are not eligible for listing in the NRHP. Pursuant to Stipulation IX.A of the Section 106 PA, Caltrans is proposing that a finding of **No Historic Properties Affected** is appropriate for this undertaking.

We look forward to receiving your response within thirty (30) days of your receipt of this submittal, in accordance with Stipulation VIII.C.5.a of the Section 106 PA. If you have any questions or comments regarding the proposed project, please feel free to contact Andrew Walters, Associate Environmental Planner (Architectural History) at (909) 383-7566 or by email at andrew_walters@dot.ca.gov. In return correspondence, please refer to this project by the EA number provided. We look forward to your response.

Milford Wayne Donaldson
August 25, 2010
Page 4

Sincerely,


fw OLUFEMI ODUFALU
Office Chief
Environmental Support/Cultural Studies

c. Jill Hupp, Section 106 Coordinator, Division of Environmental Analysis, HQ

Enclosures

*Historic Property Survey Report (HPSR) for the Interstate 215 HOV Lane Gap Closure Project
in San Bernardino and Riverside Counties, August 2010.*

**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

1725 23rd Street, Suite 100
SACRAMENTO, CA 95816-7100
(916) 445-7000 Fax (916) 445-7053
calshpo@parks.ca.gov
www.ohp.parks.ca.gov



September 27, 2010

Reply To: FHWA100830A

Olufemi Odufalu, Office Chief
Environmental Support/Cultural Studies (MS 825)
Caltrans District 8
464 W Fourth Street, 6th Floor
San Bernardino, CA 92401-1400

Re: Determinations of Eligibility for the Proposed Interstate 215 HOV Lane Gap Closure,
Riverside County, CA

Dear Mr./Ms. Odufalu:

Thank you for consulting with me about the subject undertaking in accordance with the *Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California (PA)*.

The California Department of Transportation (Caltrans) is requesting my concurrence, pursuant to Stipulation VIII.C.5 of the PA, that the following properties are not eligible for the National Register of Historic Places:

- 11940 Vivienda Court
- 22048 Vivienda Avenue
- 11960 Vivienda Court
- 11970 Vivienda Court
- UPRR segment CA-SBR-6101H
- Bridge 54-0519
- BNSF RR segment CA-SBR-6847H
- Bridge 54-0518
- Highgrove Steam-Electric Generating Plant, 12700 Taylor Street
- Highgrove Substation, 12700 Taylor Street
- 3001-3007 W La Cadena Drive
- 103 W La Cadena Drive
- 101 & 105 W La Cadena Drive
- 220 E la Cadena Drive
- 400-420 E La Cadena Drive
- 1461 Villa Street
- Riverside Riviera Tract
- 577 W La Cadena Drive
- 625 W La Cadena Drive
- 681 W La Cadena Drive
- 729 W La Cadena Drive
- 845 W La Cadena Drive
- 873-889 W La Cadena Drive
- 903 W La Cadena Drive
- 905 W La Cadena Drive
- 983-987 W La Cadena Drive
- 1011 W La Cadena Drive
- 1263-1265 W La Cadena Drive
- 1279 W La Cadena Drive
- 1309 W La Cadena Drive
- 1323 W La Cadena Drive
- 1337 W La Cadena Drive
- 1339 W La Cadena Drive
- 1391 W La Cadena Drive
- Leathe Knolls Tract
- 3281 Strong Street

Based on my review of the submitted documentation, I concur.

Chapter 4 List of Preparers

The following persons were principally responsible for preparation of this Initial Study (IS) or substantial background materials.

LSA Associates, Inc. (Project Environmental Analysis)

Michael Amling, Principal in Charge

Lisa Williams, Associate, Project Manager

Nicole West, Senior Environmental Specialist, IS Preparation, Water Quality Assessment Report, and Summary Floodplain Encroachment Report

Zac Henderson, Associate/Geographic Information Systems (GIS) Manager, Figures and GIS Information Documentation

Sarah Barrera, Biologist, Natural Environment Study and Jurisdictional Delineation

Wendy Walters, Senior Biologist, Natural Environment Study

Laura Rocha, Senior Environmental Planner, IS Preparation

Carmen Lo, Assistant Environmental Planner, IS Preparation

Jane Dillon, Assistant Environmental Planner, IS Preparation

Jennette Bosseler, Editor

Jan Stanakis, Editor

Danette LeBron, Word Processor

Chantik Virgil, Word Processor

Tung-Chen Chung, PhD., Principal, Noise Study Report; Noise Abatement Decision Report

Jason Lui, Senior Noise Specialist, Noise Study Report, Noise Abatement Decision Report

Teak Kim, PhD., Senior Acoustical Specialist, Noise Study Report, Noise Abatement Decision Report

Keith Lay, Associate, Air Quality Specialist, Air Quality Analysis and Air Quality Conformity Analysis

Brooks R. Smith, Paleontologist/Geologist, Paleontological Identification and Evaluation Report

Casey Tibbet, Senior Architectural Historian, Historic Resources Peer Review

Dah-Win Sheu, CLA 4189, Senior Landscape Architect, Visual Impact Assessment

Erin Razban, Senior Environmental Planner, Visual Impact Assessment

ICF, Jones & Stokes (Project Cultural Resources)

Richard Starzak, Cultural Resources Specialist, Archaeological Survey Report,
Historic Property Survey Report, and Historical Resources Evaluation Report
Mark Robinson, Archaeologist, Archaeological Survey Report
Daniel Paul, Architectural Historian, Historical Resources Evaluation Report

Iteris, Inc. (Project Traffic Analysis)

Steven Greene, Associate Vice President

California Department of Transportation, District 8 (Lead Agency)

Jim Robinson, Project Manager
David Bricker, Deputy District Director, Division of Environmental Planning
Russell Williams, Senior Environmental Planner, Branch Chief, Environmental
Studies “A”
Kim Chandler, Associate Environmental Planner, Environmental Studies “A”
(Generalist)
Olufemi A. Odufalu, Senior Transportation Engineer, Office Chief, Environmental
Engineering Oversight
Donald Cheng, Transportation Engineer (Civil), Environmental Engineering
Oversight (Hazardous Waste Specialist)
Chris Gonzalez, Transportation Engineer (Civil), Environmental Engineering
Oversight (Air Quality Specialist)
Farhana Islam, Transportation Engineer (Civil), Environmental Engineering
Oversight (Noise Specialist)
Daniel To, Associate Transportation Engineer (Civil), Environmental Engineering
Oversight (Noise Specialist)
John M. Rogers, Senior Transportation Engineer, Office Chief, Office of Hydraulics
Michael Huynh, Transportation Engineer (Civil), Office of Hydraulics
Ray Desselle, Senior Landscape Architect, Office Chief, Landscape Architecture Unit
B
Miriam Bishop, Landscape Architect, Landscape Architecture Unit B
Catherine B. Jochai, CLA 4905, Chief, Office of Storm Water Quality, District
National Pollutant Discharge Elimination System (NPDES) Storm Water
Coordinator
Laura Zaninovich, Associate Environmental Planner, Natural Science (Biology)
Craig Wentworth, Senior Environmental Planner, Natural Science (Biology)
Gabrielle Duff, Principal Investigator, Prehistoric Archaeology, Environmental
Support/Cultural Studies (Professionally Qualified Staff [PQS])

Andrew Walters, Associate Environmental Planner, Environmental Support/Cultural Studies (Architectural Historian [PQS])

Roy King, Associate Transportation Engineer, Office of Hydraulics

Gary Jones, Associate Environmental Planner, Archaeology, District Native American Coordinator

Loi Chan, Transportation Engineer, Office of Storm Water Quality

Henry Rowlan, Senior Landscape Architecture, Landscape Architecture Unit B

San Bernardino Associated Governments (Project Proponent)

Garry Cohoe, Director of Freeway Construction

Khalil Saba, Project Manager

Matthew Smith, Project Manager

Paul Melocoton, Assistant Project Manager

Julie Vandermost, Environmental Peer Review

Riverside County Transportation Commission (Project Proponent)

Patti Castillo, Capital Projects Program Manager

Steven Keel, Project Manager

City of Colton

Victor Ortiz, Public Works Department/Engineering

City of Grand Terrace

Richard Shields, Director of Building and Safety/Public Works

Craig Neustaedter, Transportation Engineering and Planning

Joyce Powers, Community and Economic Development Director

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Chapter 5 Distribution List

This Initial Study (IS) was distributed to the State, regional, and local agencies and legislators listed in this section. In addition, interested parties, as well as property owners and occupants within a 500-foot radius of the project limits were provided the Notice of Intent to adopt the IS.

Federal Agencies

Veronica Chan
United States Army Corps of Engineers
Regulatory Division
911 Wilshire Blvd.
Los Angeles, CA 90017

Felicia Sirchia
United States Fish and Wildlife Service
Carlsbad Field Office
6010 Hidden Valley Road, Suite 101
Carlsbad, CA 92011

State Agencies

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

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

State of California
Dept. of Transportation, District 8
464 West 4th, 6th Floor
San Bernardino, CA 92401

California Air Resources Board
1001 I Street
Sacramento, CA 95812

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

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

State Lands Commission
Executive Officer
100 Howe Ave., Ste. 100 South
Sacramento, CA 95825

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

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

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

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

California Department of Forestry & Fire Protection
3800 N. Sierra Way
San Bernardino, CA 92405

California Highway Patrol
Inland Empire Division Assistant
Commissioner
847 E. Brier Drive
San Bernardino, CA 92408-28

Regional/County/ Agencies

SCAG San Bernardino County Regional
Office
Santa Fe Depot
1170 West Third Street, Suite 140
San Bernardino, CA 92418

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

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

San Bernardino Associated Governments
1170 W. 3rd Street, 2nd Floor
San Bernardino, CA 92410

County of San Bernardino Department of
Public Works-Flood Control District
825 East Third Street
San Bernardino, Ca 92415

San Bernardino County Fire Department
Dan Wurl, Fire Chief/Fire Warden
157 West Fifth Street, 2nd Floor
San Bernardino, CA 92415-0451

County of San Bernardino
Administrative Office
385 N. Arrowhead Avenue, 5th Floor
San Bernardino, CA 92415-0120

San Bernardino County Sheriff's Department
Rod Hoops, Sheriff-Coroner
655 East Third Street
San Bernardino, CA 92415-0061

San Bernardino County Library
Ed Kieczkowski, County Librarian
104 W. Fourth Street
San Bernardino, CA 92415-0035

San Bernardino County
Department of Public Works
825 East Third Street, Room 145
San Bernardino, CA 92415-0835

Riverside County Flood Control and Water
Conservation District
1995 Market Street
Riverside, CA 92501

Riverside County Fire Department
John R. Hawkins, Fire Chief
210 West San Jacinto Avenue
Perris, CA 92507

County of Riverside
County Administration Center
4080 Lemon Street
Riverside, CA 92501

Riverside County Sheriff's Department
Stanley Sniff, Sheriff-Coroner
4080 Lemon Street
Riverside, CA 92501

Riverside County Library
Gary M. Christmas, County Librarian
3392 Durahart St #A
Riverside, CA 92507-3486

City of San Bernardino Fire Department
Michael J. Conrad, Fire Chief
300 N. D Street
San Bernardino, CA 92418

City of San Bernardino Police Department
Keith Kilmer, Chief of Police
710 North D Street
San Bernardino, CA 92402

City of San Bernardino
Development Services Department
300 North D Street, 3rd Floor
San Bernardino, CA 92418

City of San Bernardino Library
Norman Feldheim Central Library
555 W. 6th Street
San Bernardino, CA 92410

City of Colton Fire Department
Tom Hendrix, Fire Chief
303 East "E" Street
Colton, CA 92324

City of Colton Community Development
Department
650 N. La Cadena Drive
Colton, CA 92324

City of Colton Police Department
Bob Miller, Chief of Police
650 North La Cadena Drive
Colton, CA 92324

City of Colton Public Library
656 North 9th Street
Colton, CA 92324

City of Colton Public Works Department
Amanda Rhinehart, Project Coordinator
650 N. La Cadena Drive
Colton, CA 92324

City of Grand Terrace
Community Development Department
22795 Barton Road
Grand Terrace, CA 92324

Grand Terrace Branch Library
22795 Barton Road
Grand Terrace, CA 92313

City of Grand Terrace Public Works
Department
Richard Shields, Director
22795 Barton Road
Grand Terrace, CA 92313

City of Grand Terrace Fire Department
John Bender,
Fire Station #23 Battalion Chief
22582 Center City Court
Grand Terrace, CA 92313

Grand Terrace Elementary School
12066 Vivienda Avenue
Grand Terrace, CA 92313

City of Riverside Fire Department
3085 St. Lawrence Street
Riverside, CA 92504

City of Riverside Police Department
4102 Orange Street
Riverside, CA 92501

City of Riverside Public Library
3581 Mission Inn Avenue
Riverside, CA 92501

City of Riverside Public Works Department
3900 Main Street
Riverside, CA 92522

City of Riverside Community Development
Department
3900 Main Street
Riverside, CA 92522

Riverside County Planning Department
Leslie J. Mouriquand M.A.
4080 Lemon Street
Riverside, CA 92501

Project Assistant, Housing and Neighborhoods
Kim Johnson
City of Riverside
3900 Main Street
Riverside, CA 92522

Patti Castillo
Riverside County Transportation Commission
4080 Lemon Street, 3rd Flr.
PO Box 12008
Riverside, CA 92501

Federal Legislators

Hon. Jerry Lewis
U.S. House Of Representatives, District 41
1150 Brookside Avenue, #J-5
Redlands, CA 92373

Hon. Joe Baca
U.S. House of Representatives, District 43
201 N. E Street #210
San Bernardino, CA 92401-150

Hon. Ken Calvert
U.S. House of Representatives, District 44
3400 Central Avenue, #200
Riverside, CA 92506

Hon. Barbara Boxer
U.S. Senate
312 N. Spring Street #1748
Los Angeles, CA 90012

Hon. Dianne Feinstein
U.S. Senate
11111 Santa Monica Boulevard, #915
Los Angeles, CA 90025

State Legislators

Hon. Wilmer Amina Carter
California State Assembly, District 62
355 N. Riverside Avenue
Rialto, CA 92376

Hon. Mike Morrell
California State Assembly, District 63
419 N. Third Ave.
Upland, CA 91786

Hon. Brian Nestande
California State Assembly, District 64
1223 University Avenue, #230
Riverside, CA 92507

Hon. Bob Dutton
California State Senate, District 31
8577 Haven Avenue #210
Rancho Cucamonga, CA 91730

Hon. Gloria Negrete McLeod
California State Senate District 32
357 W. 2nd Street, #1
San Bernardino, CA 92401

Local Elected Officials

Hon. Patrick J. Morris, Mayor
City of San Bernardino
300 N. "D" Street
San Bernardino, CA 92418

Hon. Virginia Marquez
Council Member, 1st Ward
City of San Bernardino
300 North "D" Street
San Bernardino, CA 92418

Hon. Jason Desjardins
Council Member, 2nd Ward
City of San Bernardino
300 North "D" Street
San Bernardino, CA 92418

Hon. Tobin Brinker
Council Member, 3rd Ward
City of San Bernardino
300 North "D" Street
San Bernardino, CA 92418

Hon. Fred Shorett
Council Member, 4th Ward
City of San Bernardino
300 North "D" Street
San Bernardino, CA 92418

Hon. Chas A. Kelley
Council Member, 5th Ward
City of San Bernardino
300 North "D" Street
San Bernardino, CA 92402

Hon. Rikke Van Johnson
Council Member, 6th Ward
City of San Bernardino
300 North "D" Street
San Bernardino, CA 92418

Hon. Wendy McCammack
Council Member, 7th Ward
City of San Bernardino
300 North "D" Street
San Bernardino, CA 92418

Hon. Neil Derry, Supervisor
San Bernardino County Board of Supervisors,
District 3
385 N. Arrowhead Avenue, Fifth Floor
San Bernardino, CA 92415-0110

Hon. Josie Gonzales, Supervisor
San Bernardino County Board of
Supervisors, District 5
385 North Arrowhead Avenue, Fifth Floor
San Bernardino, CA 92415-0110

Hon. Rob Buster, Supervisor
Riverside County Board of Supervisors,
District 1
4080 Lemon Street, 5th Floor
Riverside, CA 92502

Hon. Kelly Chastain, Mayor
City of Colton
650 North La Cadena Drive
Colton, CA 92324

Hon. Richard DeLaRosa
Council Member, District 2
City of Colton
650 North La Cadena Drive
Colton, CA 92324

Hon. David Toro
Mayor Pro Tem, District 1
City of Colton
650 North La Cadena Drive
Colton, CA 92324

Hon. Vincent Yzaguirre
Council Member, District 3
City of Colton
650 North La Cadena Drive
Colton, CA 92324

Hon. Susan M. Oliva
Council Member, District 4
City of Colton
650 North La Cadena Drive
Colton, CA 92324

Hon. Deirdre Bennett
Council Member, District 5
City of Colton
650 North La Cadena Drive
Colton, CA 92324

Hon. Alex Perez
Council Member, District 6
City of Colton
650 North La Cadena Drive
Colton, CA 92324

Hon. Maryetta Ferre, Mayor
City of Grand Terrace
22795 Barton Road
Grand Terrace, CA 92313

Hon. Lee Ann Garcia
Mayor Pro Tem
City of Grand Terrace
22795 Barton Road
Grand Terrace, CA 92313

Hon. Bea Cortes
Council Member
City of Grand Terrace
22795 Barton Road
Grand Terrace, CA 92313

Hon. Walt Stanckiewicz
Council Member
City of Grand Terrace
22795 Barton Road
Grand Terrace, CA 92313

Hon. Lee Ann Garcia
Mayor Pro Tem
City of Grand Terrace
22795 Barton Road
Grand Terrace, CA 92313

Hon. Andy Melendrez
Council Member, Ward 2
City of Riverside
3900 Main Street
Riverside, CA 92522

Hon. Ronald O. Loveridge, Mayor
City of Riverside
3900 Main Street
Riverside, CA 92522

Hon. Mike Gardner
Council Member, Ward 1
City of Riverside
3900 Main Street
Riverside, CA 92522

Hon. Chris Mac Arthur
Council Member, Ward 5
City of Riverside
3900 Main Street
Riverside, CA 92522

Hon. Rusty Bailey
Council Member, Ward 3
City of Riverside
3900 Main Street
Riverside, CA 92522

Hon. Paul Davis
Council Member, Ward 4
City of Riverside
3900 Main Street
Riverside, CA 92522

Hon. Steve Adams
Council Member, Ward 7
City of Riverside
3900 Main Street
Riverside, CA 92522

Hon. Nancy Hart
Council Member, Ward 6
City of Riverside
3900 Main Street
Riverside, CA 92522

**Interested Groups,
Organizations, and
Individuals**

Endangered Habitats League
Dan Silver
8424-A Santa Monica Boulevard, #592
Los Angeles, CA 90069

Riverside Land Conservancy
Gail Egenes
4075 Mission Inn Avenue
Riverside, CA 92501

San Bernardino Valley Audubon Society
Drew Feldman
PO Box 10973
San Bernardino, CA 92423

Sierra Club, San Gorgonio Chapter
Ralph Salisbury
4079 Mission Inn Avenue
Riverside, CA 92501

The Nature Conservancy
Charlotte Pienkos
523 W. Sixth Street, #1216
Los Angeles, CA 90014

The Wildlands Conservancy
David Myers
39611 Oak Glen Road, Bldg. #12
Oak Glen, CA 92399

American Road and Transportation Builders
Virginia Miller
1666 K Street, N.W., #1100
Washington, DC 20006

Building Industry Association
Bill Blankenship
3891 11th Street
Riverside, CA 92501

California Transit Association
Joshua Shaw
1415 L Street, #200
Sacramento, CA 95814

Economics & Politics Inc.
John Husing
961 Creek View Lane
Redlands, CA 92373

The Valley Group
Kevin Wolf
7095 Indiana Avenue, 2nd Floor
Riverside, CA 92506

Inland Action, Inc.
Carole Beswick
114 S. Del Rosa Dr., Room 106B
San Bernardino, CA 92408

Inland Empire Commuter Services
7355 Magnolia Avenue
Riverside, CA 92504

Mobility 21
Marnie O'Brien Primmer
350 S. Bixel Street
Los Angeles, CA 90017

National Association of Industrial and Office
Properties
Robert Evans
25241 Paseo de Alicia, #120
Laguna Hills, CA 92653

Southern California Leadership Commission
Lee Harrington
444 S. Flower Street, 34th Floor
Los Angeles, CA 90071

The Transit Coalition
Nicolas Ventrone
33445 Barrington Drive
Temecula, CA 92592

Urban Land Institute
Richard M. Rossan
1025 Thomas Jefferson Street, N.W.
Washington, DC 20007

Soboba Band of Mission Indians
Joseph Ontiveros
23906 Soboba Road
San Jacinto, CA 92581

Morongo Band of Mission Indians
Michael Contreras
12700 Pumarra Road
Banning, CA 92220

Santa Rosa Band of Mission Indians
Steven Estrada
432 S. Palm Avenue
Hemet, CA 92543

Cahuilla Band of Indians
Yvonne Markle
52701 Hwy.371
PO Box 391760
Anza, CA 92539

Luiseno Band of Indians
Willie Pink
48310 Pechanga Road
Temecula, CA 92592

Gabrielino Tongva San Gabriel Band of
Mission Indians
Anthony Morales
PO Box 693
San Gabriel, CA 91778

Morongo Band of Indians
Ernest Siva
9570 Mias Canyon Road
Banning, CA 92220

City of Riverside
Erin Gettis
Historic Preservation Officer
3900 Main Street, 3rd Floor
Riverside, CA 92522

Wilkman Historical Services
Bill Wilkman
PO Box 362
Riverside, CA 92502-0362

Kevin Hallaran
Riverside Metropolitan Museum
3580 Mission Inn Avenue
Riverside, CA 92501

Jennifer Merilliod
JMRC – JM Research & Consulting
802 Kilmarnock Way
Riverside, CA 92508

Agua Mansa Museum and Cemetery
2001 West Agua Mansa Road
Colton, CA 92324

San Bernardino Historical and
Pioneer Society
796 North D Street
San Bernardino, CA 92401

Orange Empire Railroad Museum
Tom Jacobson
2201 South A Street
Perris, CA 92570

**Utilities, Services, and
Businesses**

Ms. Rebecca De Leon
Environmental Planning Team
Metropolitan Water District of Southern
California
700 N. Alameda Street, US3-230
Los Angeles, CA 90012

Southern California Edison
Eastern Division
Ray Hicks, Division Manager
1351 Frances Street
Ontario, CA 91761

The Gas Company
Gertman Thomas
PO Box 3003
Redlands, CA 92373

Christina Donavan
Riverside Highland Water Company
1405 E. Washington Street
Colton, CA 92324

1061 W. Cadena Drive
Riverside, CA 92501

1021 W. Cadena Drive
Riverside, CA 92501

1011 W. Cadena Drive
Riverside, CA 92501

405 W. La Cadena Drive, Suite 12
Riverside, CA 92501

3175 Kluk Lane
Riverside, CA 92501

2-Way Radio Communications
393 W. La Cadena Drive, Suite 1
Riverside, CA 92501

A+ Quality Carpet Care
570 E. La Cadena Drive, Bldg. B
Riverside, CA 92501

A-American Self Storage
395 Iowa Avenue
Riverside, CA 92507

AB Trees
1049 W. Cadena Drive
Riverside, CA 92501

ABBA Bail Bonds
570 E. La Cadena Drive, Bldg. A
Riverside, CA 92507

Tony Theorididis
Abstract Customs
1680 Camino Real Ste. A3
San Bernardino, CA 92408-27

ACL
425 W. La Cadena Drive, Ste. 8
Riverside, CA 92501

Action Scale
425 W. La Cadena Drive, Suite 15
Riverside, CA 92501

Adair Business Systems Inc.
1440 S. E Street, Suite C
San Bernardino, CA 92408-27

Ricardo Ponce
Adrenaline Combat Sports & Fitness
1930 S. E Street
San Bernardino, CA 92401-191

Mike Contreras
Advance West, Inc.
116 S. Stoddard Avenue
San Bernardino, CA 92401-191

Bruce J Gilevich & Jo
Advanced Metals, Inc.
460 S. Stoddard Avenue, Suite 1
San Bernardino, CA 92401-20

Airway Heating & Cooling
387 W. La Cadena Drive
Riverside, CA 92501

Santokh Bhatti
AK Food Store
494 W. Orange Show Road, Suite C
San Bernardino, CA 92408-20

Alarmax
1313 Chicago Avenue, Suite 110
Riverside, CA 92507

All Star Glass
115 W. La Cadena Drive
Riverside, CA 92501

All TV VCR Repair
12032 La Crosse Avenue
Grand Terrace, CA 92313

Aloha Mobile Home Park
905 W. Cadena Drive
Riverside, CA 92501

Altmans Colton Properties
1324 RV Center Drive
Colton, CA 92324

Johannes Wiesbauer
American Medical Devices
287 S. Stoddard Avenue #F
San Bernardino, CA 92401-20

Animal Emergency Clinic, Inc.
12022 La Crosse Avenue
Grand Terrace, CA 92313

Aov. Clean Up Tech Inc.
12345 S. La Cadena Drive
Colton, CA 92324

AP-Colton LLC
1220 E. Washington Street
Colton, CA 92324

AP-Colton LLC
1350 E. Washington Street
Colton, CA 92324

Architectural Computer Service
570 E. La Cadena Drive, Bldg. A
Riverside, CA 92507

Arco
22087 Barton Road
Grand Terrace, CA 92313

Arco-AM/PM
1855 Columbia Avenue
Riverside, CA 92507

Digant Thaker
Arco-AM/PM
520 W. Orange Show Road
San Bernardino, CA 92408-19

Larry Sharp
California State University, San Bernardino
Division of University Advancement
6500 University Pkwy.
San Bernardino, CA 92407

Connie Dillon
Arrowhead Mapping Corp
431 Mackay Drive
San Bernardino CA 92408

Arrowhead Motors
1355 S. E Street
San Bernardino, CA 92408-27

Auto Diagnostics Services
12028 La Crosse Avenue
Grand Terrace, CA 92313

Auto Zone
22125 Barton Road
Grand Terrace, CA 92313

Jon Springer
Avenger Cycle Work, Inc.
1364 Camino Real
San Bernardino, CA 92408-27

Awd Auto, Inc.
21900 Barton Road, Suite 107
Grand Terrace, CA 92313

Axcess Spring
455 W. La Cadena Drive, Suite 12
Riverside, CA 92501

Baker, Neal T Enterprises, Inc.
1310 E. Washington Street
Colton, CA 92324

Terry Talley
Baker's Burgers Corporate
1875 Business Center Drive
San Bernardino, CA 92408

The Banquet Castle
287 W. La Cadena Drive
Riverside, CA 92501

William W. Sherertz
Barrett Business Services Inc.
1950 S. Sunwest Lane, Suite 110
San Bernardino, CA 92408-32

Richard M. Beck
Beck's Automotive
1364 Camino Real, Suite 140
San Bernardino, CA 92408-27

Berry Roofing
3226 Kluk Lane
Riverside, CA 92501

Ramzi & Ronni Ko Saf
Best Buy Mattress & Furniture
494 W. Orange Show Road
San Bernardino, CA 92408-20

BFS Retail & Commercial Op LLC
1144 S. E Street
San Bernardino, CA 92408-19

Bob Massolini Racing
3199 Columbia
Riverside, CA 92501

Bot
1044 E. La Cadena Drive
Riverside, CA 92507

Bp West Coast Products LLC
22895 Washington Street
Colton, CA 92324

Brennan Electric Inc.
460 S. Stoddard Avenue, Suite 3
San Bernardino, CA 92401-20

The Brook
12210 Park Center, Suite 1
Grand Terrace, CA 92313

Priksnr LLC
Budget Lodge
668 Fairway Drive
San Bernardino, CA 92408-27

2941 S. La Cadena Drive
Colton, CA 92324

Buyers RV Mart
681 W. La Cadena Drive
Riverside, CA 92501

Cadena Creek
2851 S. La Cadena Drive
Colton, CA 92324

California Auto Export, Inc.
13941 Columbia
Riverside, CA 92501

California Skate
22080 Commerce Way
Grand Terrace, CA 92313

Canyon Bluffs Plaza
1604 E. Washington Street
Colton, CA 92324

Car Craft
1006 E. La Cadena Drive
Riverside, CA 92507

Casa Mediterrania Holdings, LP
1043 Santo Antonio
Colton, CA 92324

Eric Otten
Cashback Payday Advance
495 W. Orange Show Road, Suite B
San Bernardino, CA 92408-20

Castle & Cook Cold Storage
2356 Fleetwood Drive
Riverside, CA 92509

Caterpillar/Johnson
800 E. La Cadena Drive
Riverside, CA 92507

CB Tyres Recycling Resources
21801 Barton Road, Suite D
Grand Terrace, CA 92313

CCMR
12210 Park Center, Suite 29
Grand Terrace, CA 92313

Center for Contract Compliance
1168 E. La Cadena Drive
Riverside, CA 92507

Center Liquor
2850 Center Street
Riverside, CA 92507

Center Street Tires
445 Iowa Avenue
Riverside, CA 92507

Centrepointe Partnership
1140 S. Mt. Vernon Avenue
Colton, CA 92324

Centrepointe Plaza LP
1040 S. Mt. Vernon Avenue
Colton, CA 92324

Century Village Colton Assn.
913 Forest Drive
Colton, CA 92324

Champion Lumber Co.
1313 Chicago Avenue
Riverside, CA 92507

Choice Pro
425 W. La Cadena Drive, Suite 14
Riverside, CA 92501

Circle K
3223 Interchange Street
Riverside, CA 92501

Fahim
Circle K/Shell Oil
22045 Barton Road
Grand Terrace, CA 92313

Robert Decker
Clear View Treatment Center, Inc.
1325 S. Auto Plaza Drive, #120 & 130
San Bernardino, CA 92408-00

Clinical Lab of San Bernardino
21881 Barton Road
Grand Terrace, CA 92313

Club 215
2680 S. La Cadena Drive
Colton, CA 92324

Colton Health & Fitness LLC
1550 E. Washington Street
Colton, CA 92324

Colton Music
1090 Washington Street
Colton, CA 92324

Construction License School
1045 W. Cadena Drive
Riverside, CA 92501

Cordway Plumbing
393 W. La Cadena Drive, Suite 19
Riverside, CA 92501

Coltonwood Ranch Partners LP
901 E. Washington Street
Colton, CA 92324

Cycle Prep
12210 Park Center, Suite 26
Grand Terrace, CA 92313

D F R – Affordable Marine & Auto
1364 Camino Real, Suite 105
San Bernardino, CA 92408-27

D.A.M., Inc.
413 Mackay Drive
San Bernardino, CA 92408-32

DAPS VW Repair & Restoration
570 E. La Cadena Drive, Bldg. B
Riverside, CA 92507

Michael Henney
Data Trace Information Services, LLC
1950 S. Sunwest Lane, Suite 250
San Bernardino, CA 92408-32

Deep Steam Carpet Cleaners
12334 Vivienda Avenue
Grand Terrace, CA 92313

Demetri's Restaurant
21900 Barton Road
Grand Terrace, CA 92313

Demuth Plumbing
12210 Park Center, Suite 17
Grand Terrace, CA 92313

Denny's Inc.
1190 S. Mt. Vernon Avenue
Colton, CA 92324

Denny's Restaurant
Hamid Navran & Gal
510 W. Orange Show Road
San Bernardino, CA 92408-19

Denny's Restaurant
Ashley Havran and Hamid Navran
308 W. State Street, #2B
Redlands, CA 92373

Denture House
12210 Park Center, Suite E
Grand Terrace, CA 92313

Deutsche Bank National Trust Company
1251 S. Meadow Lane
Colton, CA 92324

DeVry
1090 Washington Street, #H
Colton, CA 92324

Diane Johnson-Enrolled Agency
12038 La Crosse Avenue
Grand Terrace, CA 92313

Discount Custom Framing
320 W. Cadena Drive
Riverside, CA 92501

Discount Tile
Victor Gabaldon
1680 S. E Street, Suite ABC
San Bernardino, CA 92408-27

DKG Leather, LLC
12016 La Crosse Avenue
Grand Terrace, CA 92313

Dorothy Drapery
393 W. La Cadena Drive, Suite 3
Riverside, CA 92501

Dunn-Edwards Properties 1 LLC
22780 Washington Street
Grand Terrace, CA 92324

Dyno Smog Test Only
Noe Camargo
1364 Camino Real, Suite 135
San Bernardino, CA 92408-27

E Street Self Storage
SOS LLC
1723 S. E Street
San Bernardino, CA 92408-27

Eagles Aerie Hall #997
466 E. La Cadena Drive
Riverside, CA 92507

Electric Craft
425 W. La Cadena Drive, Suite 21
Riverside, CA 92501

Elite Marine
771 W. Cadena Drive
Riverside, CA 92501

Emil Miller Fabrications
12210 Park Center, Suite 5
Grand Terrace, CA 92313

Empire Cash Registers
12030 La Crosse Avenue
Grand Terrace, CA 92313

Empire Home Appliance Center
Ralph Fernandez
494 W. Orange Show Road, Suite A
San Bernardino, CA 92408-20

Energy Services Partnership
455 W. La Cadena Drive, Suite 20
Riverside, CA 92501

Esquivel Auto
300 W. La Cadena Drive
Riverside, CA 92501

Essco Wholesale Electric, Inc.
22075 Commerce Way
Grand Terrace, CA 92313

Eternal Dragon Enterprises LLC
1364 Camino Real, Suite 110
San Bernardino, CA 92408-27

Ever Ready Embroidery
12210 Park Center, Suite 2
Grand Terrace, CA 92313

Evol Off-Road
Property Manager
1650 S. E Street, #C
San Bernardino, CA 92408-27

Executive Image Auto Group
156 E. La Cadena Drive
Riverside, CA 92507

Fairway Motel
Shin Chung Lin
750 Fairway Drive
San Bernardino, CA 92408-27

Fastenal Company
1650 S. E Street, #D
San Bernardino, CA 92408-27

Federal Home Loan Mortgage Corp
1040 S. Mt Vernon Avenue, Suite 141G
Colton, CA 92324

Fedex Kinko's Office & Print Svcs, Inc.
1440 S. E Street, Suite B
San Bernardino, CA 92408-27

Felix Shutters
Felix Pineda
425 W. Century Avenue
San Bernardino, CA 92408-32

First Mutual Mortgage, Inc.
David M. Ross
2086 S. E Street, Suite 101
San Bernardino, CA 92408-27

Fleetwood Homes
591 W. Cadena Drive
Riverside, CA 92501

Fox Occupational Medical Ctr.
Roger E. Fox
1375 Camino Real, Suite 130
San Bernardino, CA 92408-27

Frazeo Ind.
Edmund W. Lanctot Jr.
1408 S. E Street
San Bernardino, CA 92408-27

Furniture Mart of San Bernardino
Mary Tran
424 W. Orange Show Road
San Bernardino, CA 92408-20

FX Signs
570 E. La Cadena Drive, Bldg. A
Riverside, CA 92507

Galls Inland Uniforms
2225 Kansas Avenue
Riverside, CA 92507

General Security Service
393 W. La Cadena Drive, Suite 4
Riverside, CA 92501

Gentle Touch Medical Supply
Shawna N. Lowry
2080 S. E Street #250
San Bernardino, CA 92408-27

Gexpro
1313 Chicago Avenue, Suite 100
Riverside, CA 92507

GM Business Interior
1099 W. Cadena Drive
Riverside, CA 92501

Good News Community Baptist Church
Pastor Levonzo Gra
170 Iowa Avenue
Riverside, CA 92507

Got Junk
455 W. La Cadena Drive, Suite 19
Riverside, CA 92501

Grand Terrace Jazzercise
Barbara J.
22130 Barton Road
Grand Terrace, CA 92313

Griffith Co.
213 W. La Cadena Drive
Riverside, CA 92501

GT Pitstop
22115 Barton Road
Grand Terrace, CA 92313

GT Wholesale Liquor/Smokeshop
12210 Park Center, Suite F
Grand Terrace, CA 92313

Gwinn Infurn
455 W. La Cadena Drive, Suite 18
Riverside, CA 92501

Harris Fence Co.
695 W. Cadena Drive
Riverside, CA 92501

Heidi Knipe-Laird
1325 S. Auto Plaza Drive, Suite 110
San Bernardino, CA 92408-27

Hertz Car Rental
Hani N. Tannous
1352 Camino Real
San Bernardino, CA 92408-27

Hertz Equipment
929 W. Cadena Drive
Riverside, CA 92501

Highgrove Trailer Court
Trailer Court Mana
220 E. La Cadena Drive, Space 21
Riverside, CA 92507

HJ Property Management
7130 Magnolia Avenue, Suite N
Riverside, CA 92504

Holiday Inn Express
2830 Iowa Avenue
Colton, CA 92324

Horse Connection
Linda O'Dell
1940 S. E Street
San Bernardino, CA 92408-27

Hose Specialist
723 W. Cadena Drive
Riverside, CA 92501

Humane Society of San Bernardino Valley
Jim Ruester, EX DIR
374 W. Orange Show Road
San Bernardino, CA 92408-20

Icon Educational Centers
1064 E. La Cadena Drive
Riverside, CA 92507

Iglesia Rios De Agua Viva
1375 S. E Street
San Bernardino, CA 92408-27

Imports Cycle
12229 S. La Cadena Drive
Colton, CA 92324

Indian Knoll Farm and Dairy
11950 Reche Canyon Road
Colton, CA 92324

Inland Center Mall
Arun Parmar
500 Inland Center Drive
San Bernardino, CA 92408

Inland Empire Carpet Inc.
1286 S. E Street
San Bernardino, CA 92408-27

Inland Empire Carpet, Inc. DBA Carpet
House
12401 S. La Cadena Drive
Colton, CA 92324

Inland Overhead Door
12401 S. La Cadena Drive
Colton, CA 92324

Inland Pacific Contractors
425 W. La Cadena Drive, Suite 20
Riverside, CA 92501

Inland Retrofit
425 W. La Cadena Drive, Suite 18
Riverside, CA 92501

Inland Valley Pontiac Buick GMC Group Inc.
Loren Campbell
1411 S. E Street
San Bernardino, CA 92408-27

Innovations Successful Salon #9305
1325 S. Auto Plaza Drive, Suite 100
San Bernardino, CA 92408-27

International Bethany Community Church of
Christ
1730 S. E Street, Suite D
San Bernardino, CA 92408-27

Intersecurities Life Brokerage
1313 Chicago Avenue, Suite 200
Riverside, CA 92507

Investors Title Company
Jerry Hauptman
1950 S. Sunwest Lane, Suite 308
San Bernardino, CA 92408-32

J & A Body Shop
Jose Pena & Anabel R.
116 S. Stoddard Avenue #B
San Bernardino, CA 92401-191

J & R Sheet Metal, Inc.
3228 Kluk Lane
Riverside, CA 92501

J & L Equipment and Services, LLC
21825 Barton Road
Grand Terrace, CA 92313

Jack in the Box
Restaurant Manager
2780 Iowa Avenue
Colton, CA 92324

Jackie's Custom Draperies
22077 Barton Road, Suite B
Grand Terrace, CA 92313

Jakes Liquor
330 W. La Cadena Drive
Riverside, CA 92501

Janney & Janney
455 W. La Cadena Drive, Suite 17
Riverside, CA 92501

JBC Street Rods
1990 La Cadena Drive
Riverside, CA 92507

Jeanette L Garcia
Jeanette Garcia & Associates
1950 S. Sunwest Lane, Suite 300
San Bernardino, CA 92408-32

John Deere Equipment Rental
20 Iowa Avenue
Riverside, CA 92507

Jordan Insurance Services, Inc.
Darlene Johnson
1325 S. Auto Plaza Drive, Suite 140
San Bernardino, CA 92408-27

The Junk Trunk
12265 S. La Cadena Drive
Colton, CA 92324

Katherine's Beads & Supplies
12210 Park Center, Suite G
Grand Terrace, CA 92313

Kelly Services Inc.
1950 S. Sunwest Lane, Suite 104
San Bernardino, CA 92408-32

Kids Kids Preschool
1736 La Cadena Drive
Riverside, CA 92507

Kirra Construction, Inc.
Jeff Kudla
1723 S. E Street
San Bernardino, CA 92408-27

Leonard C. Knapp
Knapp & Associates, Inc.
408 S. Stoddard Avenue
San Bernardino, CA 92401-20

Kush Management, Inc.
1150 S. E Street
San Bernardino, CA 92408-19

La Cadena Building Materials
2590 S. La Cadena Drive
Colton, CA 92324

La Sierra Fire Equipment
729 W. Cadena Drive
Riverside, CA 92501

Laborer's Union Local 1184, AFL-CIO
1128 E. La Cadena Drive
Riverside, CA 92507

Lake Cadena Investments LTD.
PO Box 3067
Tustin, CA 92781

Las Palomas Associates II LLC
1060 E. Washington Street
Colton, CA 92324

Lazer Broadcasting Corp – KCAL
1950 S. Sunwest Lane, Suite 302
San Bernardino, CA 92408-32

Liberty Mobile Homes
21900 Barton Road, Suite 109
Grand Terrace, CA 92313

Lido Communities LLC
1251 S. Meadow Lane
Colton, CA 92324

Line X of San Bernardino
Ronald L. Butler, Jr.
1364 Camino Real, Suite 125
San Bernardino, CA 92408-27

Lou's Tire
2706 Iowa Avenue
Colton, CA 92324

Lynch Communication Inc.
570 E. La Cadena Drive, Bldg. B
Riverside, CA 92507

Makin' Trax Inc.
1680 Camino Real
San Bernardino, CA 92408-27

Martin's Auto Upholstery
319 W. La Cadena Drive
Riverside, CA 92501

McDonald's Corp
1201 S. Mt. Vernon Avenue
Colton, CA 92324

Mcpeak Painting
1237 Columbia
Riverside, CA 92501

Meza Body Shop
570 E. La Cadena Drive, Bldg. A
Riverside, CA 92507

Miguel's Auto Repair
3259 Kluk Lane
Riverside, CA 92501

Miguel's Jr.
22219 Barton Road
Grand Terrace, CA 92313

Mission Reprographics
2050 La Cadena Drive
Riverside, CA 92507

MJ Products
115 W. La Cadena Drive, Bldg. 300
Riverside, CA 92501

Molina Health Care
Washington Street
Colton, CA 92324

Morrissey's Furniture
987 W. Cadena Drive
Riverside, CA 92501

Moss Bros, Inc.
1100 S. E Street
San Bernardino, CA 92408-19

Nature Way Pet Supply
393 W. La Cadena Drive, Suite 13
Riverside, CA 92501

Neish Market
2531 S. La Cadena
Colton, CA 92324

Nellie's Exercise Equipment Inc.
Sandhya Khetani De
1440 S. E Street, Suite E
San Bernardino, CA 92408-27

New Cingular Wireless Pcs, LLC
1375 Camino Real, Suite 120
San Bernardino, CA 92408-27

Nissan of San Bernardino/GM Ken Salvati
735 Showcase Drive S.
San Bernardino, CA 92408-27

Nolex Construction
455 W. La Cadena Drive, Suite 21
Riverside, CA 92501

Northwoods Cabinetry
12210 Park Center, Suite 23
Grand Terrace, CA 92313

Obezzo's Auto Center
Luis Andres Obezo
116 S. Stoddard Avenue
San Bernardino, CA 92401-191

Orangeshow Hospitality Inc.
1280 S. E Street
San Bernardino, CA 92408-27

Orco
2650 Iowa Street
Colton, CA 92324

Ornell Fire Sprinkler, Inc.
12016 La Crosse Avenue, Suite B
Grand Terrace, CA 92313

P Leslie Herold
1325 S. Auto Plaza Drive, Suite 110
San Bernardino, CA 92408-27

Palmyrita Industiral Center
1710 Palmyrita Drive
Riverside, CA 92507

Pancho Villa's Mexican Grill
Francisco Jara
1250 S. E Street
San Bernardino, CA 92408-27

Personal Training
12210 Park Center, Suite A
Grand Terrace, CA 92313

Phoenix Commercial Builders
393 W. La Cadena Drive, Suite 15
Riverside, CA 92501

Pinnacle Peak
2533 S. La Cadena
Colton, CA 92324

PNS Stores, Inc.
499 W. Orange Show Road #A
San Bernardino, CA 92408-27

Keiji Ugai & V Art Hak
Pool Club
1946 S. E Street
San Bernardino, CA 92408-27

Precision Auto Tech
323 W. La Cadena Drive
Riverside, CA 92501

Prevision Powder Coating
Larry Cory
1680 Camino Real, Suite B
San Bernardino, CA 92408-27

Property I.D.
Carlos Sideman
2086 S. E Street
San Bernardino, CA 92408-27

Property Owner
Terry Lambert
12190 La Crosse Avenue
Grand Terrace, CA 92313

Providence Fin Network
12210 Park Center, Suite D
Grand Terrace, CA 92313

PSM Performance Fabrication
570 E. La Cadena Drive, Bldg. B
Riverside, CA 92507

Quality Care
22077 Barton Road, Suite A
Grand Terrace, CA 92313

Queensworld Properties
1850 Sawtelle Boulevard, Suite 300
Los Angeles, CA 90025

RAM Properties Grand Terrace
21900 Barton Road, Suite 109
Grand Terrace, CA 92313

RDO Equipment
Colton, CA 92324

Ernest Blair Black
Realty Institute
2086 S. E Street, Suite 100
San Bernardino, CA 92408-27

Red Door Gallery
12018 La Crosse Avenue
Grand Terrace, CA 92313

Red Tile Inn, Inc.
1311 S. Santo Antonio Drive
Colton, CA 92324

Redline Motor Sports
570 E. La Cadena Drive, Bldg. A
Riverside, CA 92507

Rheeliable Screen Printing Supplies
570 E. La Cadena Drive, Bldg. A
Riverside, CA 92507

Riverside Insurance
125 W. La Cadena Drive
Riverside, CA 92501

Riverside Premiere Motors
247 W. La Cadena Drive
Riverside, CA 92501

Riverside Winnelson Co.
22070 Commerce Way
Grand Terrace, CA 92313

Robert Kaspar
425 W. La Cadena Drive
Riverside, CA 92501

Roch & Rold Engineering
12210 Park Center, Suite 9
Grand Terrace, CA 92313

Royal Electric Supply
1405 S. Spruce Street
Riverside, CA 92507

RSC Equipment Rental
520 E. La Cadena Drive
Riverside, CA 92507

RV Storage USA
1155 S. Tippecanoe Avenue
San Bernardino, CA 92408

William Goldstein
S & W Plastics Stores, Inc.
1936 S. E Street
San Bernardino, CA 92408-27

SAF-R-DIG
12210 Park Center, Suite 24
Grand Terrace, CA 92313

Salvation Christian Ministry
317 W. La Cadena Drive
Riverside, CA 92501

Sams Trailer Park
Dr. A.V. Johnson
983 W. Cadena Drive
Riverside, CA 92501

San Bernardino Hyundai
Clifford Cummings
735 Showcase Drive N.
San Bernardino, CA 92408-27

Self Storage
1807 Columbia Avenue
Riverside, CA 92507

Service Master
455 W. La Cadena Drive, Suite 13
Riverside, CA 92501

Shell Oil
2718 Iowa Avenue
Colton, CA 92324

Sherwin-Williams Co, #8204
1375 Camino Real, Suite 100
San Bernardino, CA 92408-27

Siquios
1395 E. Washington Street
Colton, CA 92324

Snowkap Enterprises, Inc.
1405 E. Washington Street
Colton, CA 92324

Son, Samuel & Kelina Living Trust 12
1251 S. Meadow Lane
Colton, CA 92324

Southern Automotive Marketing
645 Auto Center Drive
San Bernardino, CA 92408-27

SPL Consulting
435 W. Orange Show Road, Suite 205
San Bernardino, CA 92408-20

Spruce Tree Business Park
2222 La Cadena Drive
Riverside, CA 92507

St. James Medical Care
425 W. La Cadena Drive, Suite 17
Riverside, CA 92501

Starbucks Coffee
1241 E. Washington Street
Colton, CA 92324

Stater Bros.
2053 E. Washington
Colton, CA 92324

Subaru of San Bernardino
1790 S. E Street
San Bernardino, CA 92408-27

Sunbelt Rentals
3275 Interchange Street
Riverside, CA 92501

Sunflower Agroculture
21801 Barton Road, Suite C
Grand Terrace, CA 92313

Super Petrol, Inc.
1198 S. E Street
San Bernardino, CA 92408-19

Superior Pool Products
22060 Commerce Way
Grand Terrace, CA 92313

Susan Sterkel Haugh
1325 S. Auto Plaza Drive, Suite 130
San Bernardino, CA 92408-27

TJ Investments Inc.
PO Box 431
Mira Loma, CA 91752

Tacos El Jr #6
126 Iowa Avenue
Riverside, CA 92507

Target Corporation
499 W. Orange Show Road
San Bernardino, CA 92408-20

Telecard Corp
2080 S. E Street, Suite 250
San Bernardino, CA 92408-27

Carlstrom Gene
Terra Loma Real Estate, Inc.
12034 La Crosse Avenue
Grand Terrace, CA 92313

Terrace Village Plaza
21900 Barton Road
Grand Terrace, CA 92313

Terrace Village RV Park LLC
817 Cisco Cir.
Colton, CA 92324

Terrace Village RV Park, LLC
21900 Barton Road, Suite 170
Grand Terrace, CA 92313

Thermal Cool
1995 La Cadena Drive
Riverside, CA 92507

Thermcore Products, Inc.
439 S. Stoddard Avenue
San Bernardino, CA 92401-20

Tiarna Real Estate Services
1950 S. Sunwest Lane, Suite 106
San Bernardino, CA 92408-32

Tim Robe Concepts
455 W. La Cadena Drive, Suite 1
Riverside, CA 92501

Tint Professionals Window Tinting
570 E. La Cadena Drive, Bldg. A
Riverside, CA 92501

Chien Hung Nguyen
Today's Furniture & Waterbeds
1181 S. E Street
San Bernardino, CA 92408-19

Cliff Cummings
Toyota of San Bernardino
765 Showcase Drive N.
San Bernardino, CA 92408-27

Clifford Cummings
Toyota of San Bernardino
650 Auto Center Drive
San Bernardino, CA 92408-27

TP Holt LLC
1231 E. Washington Street
Colton, CA 92324

Traffic Control Inc.
1171 Columbia
Riverside, CA 92501

Traffic Specialties
2533 S. La Cadena Drive
Colton, CA 92324

Tri City Storage
485 W. Cadena Drive
Riverside, CA 92501

Tri County Consultants
305 W. La Cadena Drive
Riverside, CA 92501

Tri-City Tractor
12331 S. La Cadena Drive
Colton, CA 92324

Turner's Operations Inc.
491 W. Orange Show Road
San Bernardino, CA 92408-20

United Contractors
460 S. Stoddard Avenue, Suite 2
San Bernardino, CA 92401-20

United Recreation, Inc.
1405 E. Washington Street
Colton, CA 92324

US Health Work
850 E. Washington Street
Colton, CA 92324

US Postal Service
455 Orange Show Lane
San Bernardino, CA 92408

Valero
350 W. La Cadena Drive
Riverside, CA 92501

Valley Tile Factory Outlet
1730 S. E Street, Suite A
San Bernardino, CA 92408-27

Video Associated
425 W. La Cadena Drive, Suite 2
Riverside, CA 92501

David Gusseck
Video Mart, Inc.
474 W. Orange Show Road
San Bernardino, CA 92408-20

Vidhyarkorn Family Trust DTD 5/21/20
1251 S. Meadow Lane
Colton, CA 92324

Virtual Office
570 E. La Cadena Drive, Bldg. A
Riverside, CA 92507

Vogue Tyre and Rubber Company
1400 Camino Real
San Bernardino, CA 92408-27

W K S Restaruant Corporation
1090 S. Mt. Vernon Avenue
Colton, CA 92324

Wal-Mart Real Estate Business TR
1120 S. Mt. Vernon Avenue
Colton, CA 92324

Patricia E. Musich
Welcome Inn Mobile Park
355 S. Stoddard Avenue
San Bernardino, CA 92401-20

Thomas Michael Bar
West Coast Luxury Auto Sales
455 W. Century Avenue
San Bernardino, CA 92408-32

West Coast Motor Trends
3229 Kluk Lane
Riverside, CA 92501

West Coast Transmission
155 W. La Cadena Drive, Bldg. 200
Riverside, CA 92501

Western Exterminator
220 E. La Cadena Drive
Riverside, CA 92501

Westforms Business Forms
12210 Park Center, Suite C
Grand Terrace, CA 92313

Candice F. Cohen
Westway Western Wear
1650 S. E Street
San Bernardino, CA 92408-27

Wilds Vetinary Hospital
625 W. Cadena Drive
Riverside, CA 92501

Wiley's Scuba Locker
1043 W. Cadena Drive
Riverside, CA 92501

Willowood Park Homeowners Association
1251 S. Meadow Lane
Colton, CA 92324

Winter Woods Cottages
845 W. Cadena Drive
Riverside, CA 92501

World Oil Marketing Company
505 W. Orange Show Road
San Bernardino, CA 92408-19

X-TRM Creations & Adv.
12210 Park Center, Suite 8
Grand Terrace, CA 92313

Restaurant Manager
Yum Yum Restaurant
2726 Iowa Avenue
Colton, CA 92324