

State Route-210U Frontage Road Lytle Creek Bridge Seismic Retrofit

Lytle Creek Bridge
District 8-SBD-210-Post Mile 20.800
Project EA 08-1L520/Project Number 0820000090

Initial Study with Proposed Mitigated Negative Declaration



Prepared by the
State of California Department of Transportation

June 2024



General Information About This Document

What's in this document:

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

What you should do:

- Please read the document. To request an electronic version of this document, please send an email to:
D8.1L520.Comments@dot.ca.gov
- We welcome your comments. If you have any comments about the proposed project, send your written comments to Caltrans by the deadline.
- Submit comments via U.S. mail to:

Caltrans
Attn: Antonia Toledo, Branch Chief
464 W. 4th Street, 6th Floor, MS 820
San Bernardino, CA 92401-1400

OR submit comments via email to: D8.1L520.Comments@dot.ca.gov.

- Be sure to send comments by the deadline: August 5, 2024

What happens next:

After comments are received from the public and reviewing agencies, Caltrans may 1) give environmental approval to the proposed project, 2) do additional environmental studies, or 3) abandon the project. If the project is given environmental approval and funding is appropriated, Caltrans could design and construct all or part of the project. Printing this document: To save paper, this document has been set up for two-sided printing (to print the front and back of a page). Blank pages occur where needed throughout the document to maintain proper layout of the chapters and appendices.

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 write to or call Caltrans, Attention: Eric Dionne, Chief, Public and Media Affairs, 464 W. 4th Street, San Bernardino, CA 92401, or use the California Relay Service 1-800-735-2929 (TTY to Voice), 1-800-735-2929 (Voice to TTY), 1(800) 855-3000 (Spanish TTY to Voice and Voice to TTY), 1(800) 854-7784 (Spanish and English Speech-to-Speech), or 711.

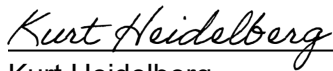
SCH# *Not applicable at this time*
District 8-SBD-210-Post Mile 20.800
EA: 1L520/Project ID: 0820000090

Seismically Retrofit Lytle Creek Bridge (Br. No. 54-0422) on State Route 210U, E.
Highland Avenue, at post mile 20.8 in San Bernardino County

INITIAL STUDY with Proposed Mitigated Negative Declaration

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

THE STATE OF CALIFORNIA
Department of Transportation



Kurt Heidelberg
District Deputy Director-Environmental Planning
District 8
California Department of Transportation
CEQA Lead Agency

6/19/2024

Date

The following individual can be contacted for more information about this document:

Antonia Toledo, MS
Senior Environmental Planner
Caltrans, District 8
464 W. 4th Street, 6th Floor, MS 820
San Bernardino, CA 92401-1400
(909) 501-5741

PAGE INTENTIONALLY LEFT BLANK



Proposed Mitigated Negative Declaration

Pursuant to: Division 13, Public Resources Code

State Clearinghouse Number: *Not applicable at this time*

District-County-Route-Post Mile: 08-SBD-210U-20.8

EA/Project Identification: 1L520/0820000090

Project Description

The California Department of Transportation (Caltrans) proposes to retrofit or replace Lytle Creek Bridge (Bridge No. 54-0422) on State Route 210U (SR-210U), E. Highland Avenue, postmile 20.8. The project location is in the city of San Bernardino, bordering the city of Rialto, within the County of San Bernardino.

Determination

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

Caltrans 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: Aesthetics, Agricultural and Forest Resources, Cultural Resources, Geology and Soils, Hazardous Waste and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Noise Resources, Population and Housing, Public Services, Recreation, Transportation and Traffic and Utilities.

The proposed project would have less than significant effects to: Air Quality Resources, Energy and Greenhouse Gas Emissions.

With the following measures incorporated, the proposed project would have less than significant effects to Biological Resources.

BIO-1: All staging, storing, and borrow sites require the approval of the Caltrans biologist.

BIO-2: If compensatory mitigation is determined necessary for impacts to jurisdictional waters, it will be addressed, concurrently with resource agency consultation and approval, through on-site restoration activities, permittee-responsible mitigation, suitable mitigation/conservation bank credits, suitable in-lieu

fee program credits, and/or other mitigation acceptable to the resource agencies involved.

BIO-3: To address impacts to CDFW Sensitive Natural Communities, this area would be delineated as an ESA in the plans and/or described in the specifications.

BIO-4: If the CDFW Sensitive Natural Communities cannot be avoided, then this habitat will be restored on site via planting and/or seed mix.

BIO-5: A qualified biologist must present a biological resource information program/WEAP for San Bernardino Kangaroo Rat, bat species, sensitive plants, and nesting birds prior to project activities to all personnel that will be present within the project limits for longer than 30 minutes at any given time.

BIO-6: Within the Spring season, prior to construction, a preconstruction survey must be conducted by a qualified biologist for special status plant species within the project limits. Special status plant species must be flagged for visual identification to construction personnel for work avoidance. Special status plant species detected that feature multiple plants in a single location must be fenced with ESA fencing.

BIO-7: If a special status plant species is found within the job site and cannot be fenced, but can survive transplantation, the qualified biologist must contact the Caltrans biologist to determine the time and suitable translocation area for the plant species to be moved. Additional requirements and actions must be determined at the time if such a situation occurs.

BIO-8: To address impacts to SBKR habitat, special status plants, and CDFW Sensitive Natural Communities, this area would be delineated as an ESA in the plans and/or described in the specifications.

BIO-9: To address impacts to special status wildlife species, including but not limited to SBKR, artificial lighting shall be directed at the job site to minimize light spillover onto the Lytle Creek Wash.

BIO-10: To address impacts to SBKR and their critical habitat, avoid construction activities outside of designated work areas and within critical habitat.

BIO-11: If during project activities a SBKR is discovered within the project site, all construction activities must stop and the Caltrans biologist and Resident Engineer must be notified. Coordination with appropriate agencies may be required prior to restarting activities.

BIO-12: To prevent inadvertent entrapment of animal species during project activities, all excavated steep-walled holes or trenches more than 24-inches must be covered at the close of each working day by plywood (or similar material) or provided with one or more escape ramps constructed of earth fill or wooden planks. At the beginning of each working day, all such holes or trenches must be inspected to ensure no animals have been trapped during the previous night. Before such holes or trenches are filled, they must be thoroughly inspected for trapped animals. Trapped animals must be released by the biological monitor.

BIO-13: If feasible, the project will avoid performing ground-disturbing activities (including vegetation removal and fence installation) during the peak SBKR breeding season (January 15 through May 15).

BIO-14: Temporary SBKR exclusion fencing shall be constructed around the PIA as determined by the qualified biologist in coordination with the Resident Engineer (including ingress/egress routes and staging areas) during project construction within suitable habitat where there is no barrier to SBKR movement (e.g., rip rap). No project activities will be allowed outside of the SBKR exclusionary fencing. The fencing will be made of a smooth-faced material to prevent animals from climbing into the excluded areas, such as Aqua 30 coextruded polyethylene liner, Animex™ fencing, or similar material. The fencing will be installed at least 12 to 18 inches underground and extend at least three feet straight above ground, reinforced with metal T posts or similar support materials. If underground installation is not possible due to extremely rocky soils, then the bottom 12 to 18 inches of the fencing will be folded out and sandbags placed on the edges of the fencing. Installation of the exclusion fencing shall be overseen by a qualified SBKR biologist or biological monitor. Inspections of the exclusion fence shall be conducted daily, and any required maintenance shall be performed immediately upon discovery or no later than one hour before dusk on the day it was discovered. Once construction activities are complete, the fencing will be removed. Fence installation and removal activities will be overseen by a qualified SBKR biologist or biological monitor. If potential SBKR burrows are found within the proposed pathway of the exclusion fencing construction, then the qualified SBKR biologist will either help the fencing crew identify an alternate route to avoid potential burrows and one that does not negatively affect project construction, or they will hand-excavate potential SBKR burrows at least 200 feet in advance of the fence installation crew/equipment. Any SBKR found during burrow excavation activities will be released outside of the exclusion area into suitable habitat by the SBKR biologist.

BIO-15: Following installation of the exclusionary fence, and prior to initial ground disturbance (i.e., clearing and grading), the fenced project impact area will be trapped by a biologist in possession of a federal 10(a)(1)(A) permit and a Memorandum of Understanding (MOU) with CDFW to conduct trapping studies for SBKR, and any small mammals captured, including SBKR, will be released into adjacent suitable habitat outside of the fence on the side nearest to the point of capture. The biologist will live-trap and remove as many SBKR as possible from within the enclosed construction area. Trapping will be conducted for at least five consecutive nights. If SBKR are captured on the fourth or fifth night, trapping will continue until there have been two consecutive nights of trapping with no SBKR captures, or until the USFWS and CDFW have provided written approval to discontinue trapping. The biologist will create a temporary marking on all captured SBKR on the chest with a non-toxic marker to identify any SBKR that reenter the exclusion area during the trapping effort. If there are recaptures, the exclusion fence will be examined, repaired as necessary, and trapping will be conducted until there are two consecutive nights with no SBKR captures, or until the USFWS and CDFW have provided written approval to discontinue trapping. Once the trapping effort has been complete, project activities may commence within the excluded areas. Inspections of the exclusion fence shall be conducted on a daily basis and any

required maintenance shall be performed immediately upon discovery or no later than one hour before dusk on the day it was discovered.

BIO-16: As part of the SBKR trapping effort, seed shall be broadcast at release sites where SBKR are relocated outside of the exclusion fencing to provide supplemental forage for relocated individuals. Seed shall be broadcast at the release site 3 evenings per week for the first month following relocation activities. Seeds will be microwaved for 1 to 3 minutes before broadcast at the release site to prevent seed germination and alteration of the native vegetation community.

BIO-17: A qualified biologist or biological monitor with SBKR expertise, subject to USFWS approval, will be present when construction or ground-disturbing activities (including exclusion fence or ESA fencing installation and removal) that could result in take of SBKR occurs in or adjacent to habitat for SBKR. Following removal of SBKR habitat within the areas inside the exclusion fence, the presence of the qualified biologist or biological monitor may reduce to one or more days per week.

BIO-18: Trash will be either removed from the project site on a daily basis or will be deposited in wildlife-proof containers on site to prevent attraction of potential predators to the SBKR.

BIO-19: Pipes or conduit 1.5 inches or larger in diameter and any unfilled holes and trenches will be inspected for SBKR each morning prior to the start of daily construction activities. Unburied pipes or conduit laid in trenches overnight will be capped. Uncapped pipes or conduits will be thoroughly inspected for the presence of SBKR before the pipe is subsequently buried, capped, or otherwise used or moved in any way. If SBKR are found trapped inside the pipe, conduit, hole, or trench, then a biologist in possession of a 10(a)(1)(A) federal recovery permit and MOU with CDFW to trap and handle SBKR will remove and relocate the individual(s) to suitable habitat outside the project impact area.

BIO-20: If a SBKR is injured as a result of project-related activities, the permitted SBKR biologist will immediately take it to an agency-approved wildlife rehabilitation or veterinary facility that has been identified before starting project activities. Project related injury or mortality of SBKR will be reported to USFWS immediately via phone call or email and a written report will be submitted to USFWS within three working days. Notification will include date, time, location of incident or discovery of dead or injured animal, and any other pertinent information.

BIO-21: An annual report will be prepared by the SBKR biologist for submittal to USFWS that documents the project's compliance with the SBKR-specific avoidance, minimization, and mitigation measures, effectiveness and practicality of such measures, and as-needed recommendations for modification of the existing measures to ensure continued protection of SBKR during project activities. The report will also provide summaries of WEAP trainings given, exclusion trapping results, monitoring activities, and any observed SBKR, including injuries and mortalities.

BIO-22: Caltrans will create and/or preserve lands suitable for SBKR through contributions to the Vulcan Bank or other approved SBKR bank at a ratio determined

in consultation with USFWS and CDFW. Final mitigation for this species will be determined through Section 7 consultation with USFWS, and likewise, with CDFW pursuant to an Incidental Take Permit (ITP).

BIO-23: If work must be scheduled during the bat maternity season (Apr 1–Aug 31), then prior to construction start, a CDFW approved bat biologist must conduct a survey to determine if bats are roosting on the bridge, and implement exclusion/eviction measures as appropriate.

BIO-24: Should pre-construction bat habitat assessments warrant further surveys and require a Bat Management & Mitigation Plan (BMMP), then a BMMP must be developed and implemented in accordance with CDFW guidelines. A qualified bat biologist must perform a humane eviction/exclusion of roosting bats from the bridge before the hibernation season (Sept 1 – Oct 31) in the year before the initiation of construction. The CDFW approved bat biologist must inspect daily to verify all bats are excluded from the bridge structure and joints and to verify the integrity of the exclusionary material, which must be maintained during construction activities and removed at the completion of construction.

BIO-25: To address impacts to nesting birds and roosting bats, artificial lighting must be directed at the work site to minimize light spillover outside of the construction footprint if project activities occur at night.

BIO-26: The qualified biologist must monitor project activities daily to ensure that measures are being implemented and documented.

BIO-27: A qualified biologist must present a biological resource information program/WEAP for special status species/habitat prior to project activities to all personnel that will be present within the project limits for longer than 30 minutes at any given time.

BIO-28: If during project activities Southwestern Willow Flycatcher, Least Bell's vireo, or Coastal California Gnatcatcher, or listed avian species is discovered within the project site, all construction activities must stop within up to 500 ft for listed avian species, and the Caltrans biologist and Resident Engineer must be notified. Coordination with CDFW, and/or USFWS will be required prior to restarting activities in the vicinity of the observation.

BIO-29: If project activities cannot avoid the nesting season, generally regarded as Feb 1 – Sept 30, then preconstruction nesting bird surveys must be conducted 3 days prior to construction by a qualified biologist to locate and avoid nesting birds. If an active avian nest is located, a no construction buffer (100 feet for non-passerine, 300 feet for passerine, and 500 feet for raptors) may be established and monitored by the qualified biologist and may be demarcated by flagging, staking, or fencing.

Kurt Heidelberg
Deputy District Director
District 8
California Department of Transportation
CEQA Lead Agency
1L520 Initial Study

Date

PAGE INTENTIONALLY LEFT BLANK

Contents

PROPOSED MITIGATED NEGATIVE DECLARATION	III
CHAPTER 1 PROPOSED PROJECT	1
1.1 Introduction	1
1.2 Purpose and Need	1
1.2.1 Purpose	1
1.2.2 Need	1
1.3 Project Description	1
1.4 Project Alternatives	4
1.4.1 Viable Alternatives	4
1.5 Identification of a Preferred Alternative	5
1.6 Discussion of the NEPA Categorical Exclusion	5
1.7 Permits and Approvals Needed	6
CHAPTER 2 CEQA EVALUATION	8
2.1 CEQA Environmental Checklist	8
2.1.1 Aesthetics	9
2.1.2 Agriculture and Forest Resources	10
2.1.3 Air Quality	12
2.1.4 Biological Resources	16
2.1.5 Cultural Resources	26
2.1.6 Energy	28
2.1.7 Geology and Soils	30
2.1.8 Greenhouse Gas Emissions	33
2.1.9 Hazards and Hazardous Materials	34
2.1.10 Hydrology and Water Quality	37
2.1.11 Land Use and Planning	41
2.1.12 Mineral Resources	42
2.1.13 Noise	43
2.1.14 Population and Housing	45
2.1.15 Public Services	46
2.1.16 Recreation	48
2.1.17 Transportation	49
2.1.18 Tribal Cultural Resources	51
2.1.19 Utilities and Service Systems	53
2.1.20 Wildfire	55
2.1.21 Mandatory Findings of Significance	57
CHAPTER 3 CLIMATE CHANGE	59

CHAPTER 4 PUBLIC INVOLVEMENT AND DRAFT IS CIRCULATION 75

U.S. Fish and Wildlife Service..... 75

Native American Tribes 75

Public Participation..... 75

Chapter 5 References 76

APPENDIX A LIST OF PREPARERS 79

APPENDIX B TITLE VI POLICY STATEMENT 80

APPENDIX C ENVIRONMENTAL COMMITMENTS RECORD..... 82

APPENDIX D DISTRIBUTION LIST 135

LIST OF TECHNICAL STUDIES 137

Chapter 1 Proposed Project

1.1 Introduction

Caltrans proposes to retrofit or replace Lytle Creek Bridge (Bridge No. 54-0422) on State Route 210U (SR-210U), E. Highland Avenue, post mile (PM) 20.8. The project location is in the city of San Bernardino, bordering the city of Rialto, within the County of San Bernardino.

1.2 Purpose and Need

1.2.1 Purpose

The purpose of this project is to bring the Lytle Creek Bridge (Br. No. 54-0422) to current seismic design standards.

1.2.2 Need

The Office of Structure Maintenance and Investigation has identified that severe seismic events will affect the structural integrity of the Lytle Creek Bridge (Br No. 54-0422).

1.3 Project Description

The scope of work would include bridge improvements or a bridge replacement, upgrading guardrail to current standards and repairing the AC approach/departure roadway pavement located at both ends of the structure.

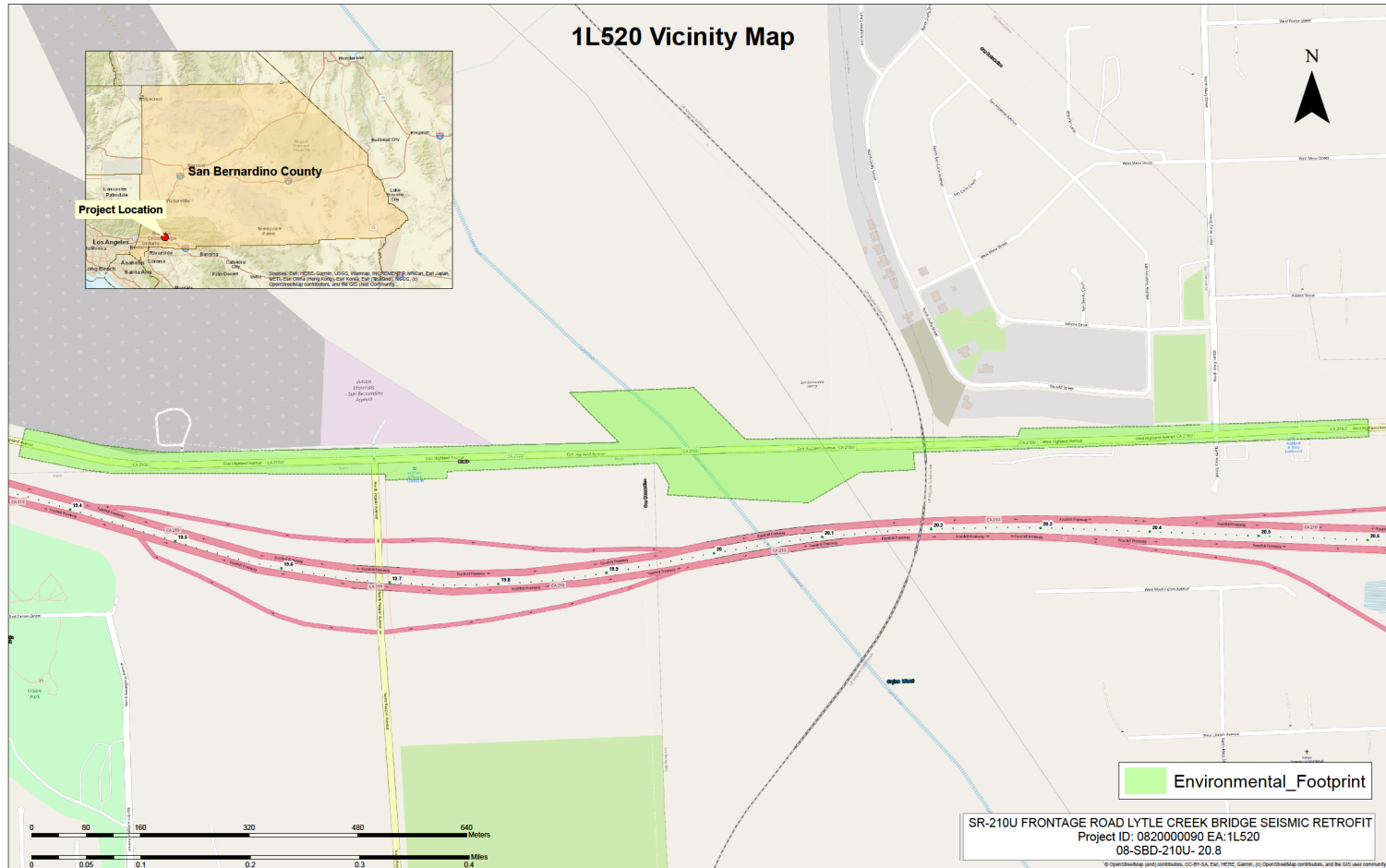
Figure 1 Project Location Map



1:4,645,833

SR-210U FRONTAGE ROAD LYTLE CREEK BRIDGE SEISMIC RETROFIT
Project ID: 0820000090 EA:1L520
08-SBD-210U- 20.8

Figure 2 Project Vicinity Map



1.4 Project Alternatives

Four alternatives, a No-Build Alternative, and three Build Alternatives, are being considered.

1.4.1 Viable Alternatives

Alternative 1 – No-Build: This alternative would leave the existing bridge in its current condition and no improvements or modifications to the structure would be done at this time. This alternative does not address the potential loss of structural integrity under severe seismic events nor the consequent increased bridge replacement costs. This alternative does not meet the purpose and need.

Alternative 2 - Seismic Gates: Seismic gates would be installed to prevent vehicles from driving onto the bridge during and immediately after a strong seismic event.

Alternative 3 - Seismic Retrofit: This preliminary retrofit alternative proposes to construct new bents, replacing each of the five pier walls and upgrading the existing diaphragm abutments to wide seat type abutments, in compliance with the excessive superstructure movement of fault rupture. Each bent is proposed to be a 20-foot-wide single-span bent cap supported on four 36-inch diameter pile extensions, the piles are cast-in-drilled-hole (CIDH) piles. A portion of the existing pier wall below the level of bent cap would be removed. New bearing pads would be installed between the existing superstructure and the new bent caps to allow the superstructure movement. The lower portion abutment stem would be removed, new abutment footing would be built to 15-foot wide, new back wall would be constructed at each end of the bridge, the new bearing pads would be installed between abutment stems and the abutment footing, and the wingwalls would be reconstructed accordingly. A temporary detour will be provided to transfer traffic off the existing Lytle Creek Bridge while the bridge work is being completed.

Alternative 4 - Bridge replacement (Accelerated Bridge Construction): This alternative proposes to replace the existing bridge over Lytle Creek with a new 336-foot-long and 72-foot-wide concrete bridge. The proposed structure would consist of three 112 ft spans. The superstructure would be 8" cast-in-place concrete deck on 4 ft deep precast prestressed California Wide-Flange (CA WF48) concrete girders supported with a 5-foot diameter round column and 7-foot diameter CIDH piles. The two seat type abutments would be also supported on 3-foot diameter CIDH piles. In compliance with the excessive movement of fault rupture, the superstructure and substructure would be separated with isolation bearings and the abutment and bent cap would be designed to allow 10-foot movement in transvers direction. The existing bridge would be removed completely and reconstructed, which requires a full road closure and a traffic detour.

Based on a Preliminary Hydraulics Report dated August 10, 2022, the proposed build alternatives need to maintain a minimum soffit elevation to pass 100-year discharge. Accordingly, Alternative 3, and Alternative 4 will not change the bridge profile.

For all alternatives, there is roadway work which includes upgrading the guardrail to current standard, and replacing the AC approach/departure roadway pavement located at both ends of the structure. Majority of the work would be within the state right of way. However, Temporary Construction Easements (TCEs) are needed for construction on both sides of the bridge and access on the south side of the bridge. The bridge is currently owned by Caltrans.

In addition, Geotechnical Design will conduct test borings of approximately 50'-100' maximum depth. Boring locations are proposed at the following locations:

Location #1 – Near bridge abutment, located along the westbound shoulder along Highland Avenue, west of Lytle Creek Bridge
Location #2 – Near bridge abutment, located along the eastbound shoulder along Highland Avenue, east of Lytle Creek Bridge
Location #3 – Lytle Creek Wash, two borings, within the channel adjacent to the Lytle Creek Bridge pier walls.

Current funds programmed for the project is \$13,979,000. Alternative 4 would require a SHOPP Amendment.

1.4.2 Nonstandard Design Features

There are no nonstandard design features in this project.

1.5 Identification of a Preferred Alternative

After the public circulation period, all comments received will be considered, and then Caltrans will select a preferred alternative and make the final determination of the project's effect on the environment. Under the California Environmental Quality Act (CEQA), if no unmitigable, significant, adverse impacts are identified, Caltrans will prepare a Mitigated Negative Declaration.

1.6 Discussion of the NEPA Categorical Exclusion

This document contains information regarding compliance with the California Environmental Quality Act (CEQA) and other state laws and regulations. Separate environmental documentation, supporting a Categorical Exclusion determination, will be prepared in accordance with the National Environmental Policy Act. When needed for clarity, or as required by CEQA, this document may contain references to federal laws and/or regulations (CEQA, for example, requires consideration of adverse effects on species identified as a candidate, sensitive, or special-status species by the U.S. National Marine Fisheries Service and the U.S. Fish and Wildlife

Service—in other words, species protected by the Federal Endangered Species Act).

1.7 Permits and Approvals Needed

The proposed project is anticipated to require coordination with United States Fish and Wildlife Service (USFWS) and possibly California Department of Fish and Wildlife (CDFW) for San Bernardino Merriam's Kangaroo Rat (SBKR):

Table 1-1 Permits and Approvals

Permit	Agency
Section 1602 Streambed Alteration Agreement (SAA)	CDFW
Section 404 Nationwide Permit (NWP) and/or Approved Jurisdictional Delineation (AJD)	Army Corps of Engineers (USACE)
Section 401 Water Quality Certification	Santa Ana Regional Water Quality Control Board (RWQCB)
Biological Opinion (BO) Concurrence	USFWS

Page Left Intentionally Blank

Chapter 2 CEQA Evaluation

2.1 CEQA Environmental Checklist

This checklist identifies physical, biological, social, and economic factors that might be affected by the proposed project. Potential impact determinations include Potentially Significant Impact, Less Than Significant With Mitigation Incorporated, Less Than Significant Impact, and No Impact. In many cases, background studies performed in connection with a project will indicate that there are no impacts to a particular resource. A No Impact answer reflects this determination. The questions in this checklist are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

Project features, which can include both design elements of the project and standardized measures that are applied to all or most Caltrans projects such as Best Management Practices (BMPs) and measures included in the Standard Plans and Specifications or as Standard Special Provisions, are considered to be an integral part of the project and have been considered prior to any significance determinations documented below.

“No Impact” determinations in each section are based on the scope, description, and location of the proposed project as well as the appropriate technical report.

2.1.1 Aesthetics

Except as provided in Public Resources Code Section 21099, would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☐	☒
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒

a), b), c) & d) No Impact

Alternative 1

Under Alternative 1, no improvements or modifications to the structure would be performed.

Alternatives 2-4

Each of the proposed build alternatives would preserve the fundamental integrity which would result in a beneficial impact. The varied alternatives would not result in any differences in Aesthetics impacts.

The project area is an existing facility and is not located along a designated scenic highway or City-designated scenic road and does not contain scenic or sensitive visual resources that would be impacted, and since the existing visual character of the site and its surroundings would remain substantially the same, the project would not produce visual impacts.

Avoidance, Minimization, and Mitigation Measures

No measures are proposed for Aesthetics.

2.1.2 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:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

a), b), c), d) & e) No Impact

Alternative 1

Under Alternative 1, no improvements or modifications to the structure would be performed.

Alternatives 2-4

The build alternatives involve a variation of improvements or modifications to the structure. The varied alternatives would not result in any differences to Agriculture and Forest impacts.

The project area is categorized as “Urban and Built-up Land” on the California Department of Conservation Farmland Finder. The proposed project has no agricultural lands designated in the project area and there are no properties within the project vicinity under a Williamson Act contract (Land Vision). Also, there are no forest lands, timberlands or timberland production areas adjacent to or within the project site. Based on this information, there would be no impacts to agricultural or forest resources.

Avoidance, Minimization, and Mitigation Measures

No measures are proposed for Agriculture and Forest Resources.

2.1.3 Air Quality

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.				
Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard?	☐	☐	☐	☒
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

a), b) & c) No Impact

Alternative 1

Under Alternative 1, no improvements or modifications to the structure would be performed.

Alternatives 2-4

The scope of the project has been evaluated and classified as exempt from air quality analysis because it falls under the broad category of exempt project type “reconstructing bridges” listed under Table 1 of Caltrans Carbon Monoxide Protocol or Table 2 of 40 CFR 93.126. Thus, no Air Quality study is required. However, greenhouse gas (GHG) analysis is needed for construction emissions which is discussed below, and in Chapter 3.

The project is not anticipated to conflict or obstruct implementation of air quality plans because the project would not increase capacity or result in additional traffic lanes that could result in long-term air quality impacts. At its smallest (Alternative #2), the project scope involves seismic gates to improve the area’s resiliency in case of an earthquake event and at its largest (Alternative #4), it involves replacement of an existing use. Therefore, none of the build Alternatives would conflict with any applicable air quality plan.

During construction, short-term degradation of air quality may occur due to the release of particulate emissions (airborne dust) from construction-related activities. Emissions from construction equipment are also expected. However, these emissions would be temporary, and limited to the immediate area surrounding the construction site.

d) Less Than Significant

Alternative 1

Under Alternative 1, no improvements or modifications to the structure would be performed.

Alternatives 2-4

Some phases of construction are expected to result in short-term odors in the immediate area. Such odors are anticipated to be quickly dispersed below detectable thresholds as distance from the site increases. Project operation is not expected to create objectionable odors. Potential impacts from objectionable odors are expected to be less than significant.

Based on the project information, the Caltrans Construction Emissions Tool (Cal-CET) was used to estimate construction GHG emissions for Alternatives 2, 3, and 4. The results for each Build Alternative are summarized below. The GHG estimates for construction emissions on-road/offsite operations have been deduced as Carbon Dioxide Equivalent (CO_{2e}) in lbs/day and tons during the days of construction activity. See tables below.

Alternative 2 - Seismic Gates - Construction Emissions

Table 2-1

Summary of Project Emissions and Fuel Consumption													
	TOG	ROG	CO	NO _x	PM ₁₀	PM _{2.5}	CO ₂	CH ₄	N ₂ O	BC	HFC	Diesel Fuel	Gasoline Fuel
Daily Average (lbs/day)	5.349	5.030	21.872	29.077	2.445	1.980	7290	0.172	0.367	0.307	0.208	252	82
Maxim Daily Average (lbs/day)	10.029	9.377	67.153	63.819	9.279	5.026	14399	0.399	0.690	0.482	0.464	544	192
Annual Average (tons/year)	0.174	0.163	0.711	0.945	0.079	0.064	237	0.006	0.012	0.010	0.007	16,379	5,342

Pollutants Green House Gas (GHG)					
	CO ₂	CH ₄	N ₂ O (Nitrous Oxide)	BC	HFC
Daily Average (lbs./day)	7290	0.172	0.367	0.307	0.208
Annual Average (tons/year)	237	0.006	0.012	0.010	0.007
CO ₂ Equivalent (lbs./day)	7290	4.30	109.37	505.94	837.62

California Greenhouse Gas (GHG) Inventory 2000- 2019 (2021 Edition) for California Air resources Board based on Per IPCC 4th Assessment , 100 Years GWP= Global Warming Potential ;CH₄ = (25); N₂O= (298); GWP – HFC = (124-14,800) -Avg, 4027; Black Warming Potential (GWP) of 4,470, and a 100-year GWP of 1,055–2,240 - Avg BC (Black Carbon) = 1648.; (BC) = GWP for 20-year Global ; Ton = 2000 Lbs. 260.5 working days/year

Alternative 2 - Total Greenhouse Gas as CO₂e (CO₂ Equivalent) per day: = 8,747.22 lbs/Day

Alternative 2 - Project Construction GHG as CO₂e (CO₂ Equivalent) during the 65 days constr. Activity: = 284 Tons

Alternative 3 - Seismic Retrofit - Construction Emissions

Table 2-2

Summary of Project Emissions and Fuel Consumption													
	TOG	ROG	CO	NO _x	PM ₁₀	PM _{2.5}	CO ₂	CH ₄	N ₂ O	BC	HFC	Diesel Fuel	Gasoline Fuel
Daily Average (lbs/day)	4.838	4.551	19.577	26.238	2.066	1.777	6559	0.155	0.329	0.280	0.181	227	73
Maxim Daily Average (lbs/day)	9.169	8.573	61.395	58.362	5.293	4.564	13184	0.364	0.619	0.441	0.389	498	171
Annual Average (tons/year)	0.132	0.124	0.533	0.715	0.056	0.048	179	0.004	0.009	0.008	0.005	12,392	3,987

Pollutants Green House Gas (GHG)					
	CO ₂	CH ₄	N ₂ O (Nitrous Oxide)	BC	HFC
Daily Average (lbs./day)	6559	0.155	0.329	0.280	0.181
Annual Average (tons/year)	179	0.004	0.009	0.008	0.005
CO ₂ Equivalent (lbs./day)	6559	3.88	98.04	461.44	728.89

California Greenhouse Gas (GHG) Inventory 2000- 2019 (2021 Edition) for California Air resources Board based on Per IPCC 4th Assessment , 100 Years GWP= Global Warming Potential ;CH₄ = (25); N₂O= (298); GWP – HFC = (124-14,800) -Avg, 4027; Black Warming Potential (GWP) of 4,470, and a 100-year GWP of 1,055–2,240 - Avg BC (Black Carbon) = 1648.; (BC) = GWP for 20-year Global ; Ton = 2000 Lbs. 260.5 working days/year

Alternative 3 – Total Greenhouse Gas as CO₂e (CO₂ Equivalent) per day: = 7,851.24 lbs/Day

Alternative 3 – Project Construction GHG as CO₂e (CO₂ Equivalent) during the 109 days constr. activity = 428 Tons

Alternative 4 – Bridge Replacement (Accelerated Bridge Construction) Construction Emissions

Table 2-3

Summary of Project Emissions and Fuel Consumption													
	TOG	ROG	CO	NO _x	PM ₁₀	PM _{2.5}	CO ₂	CH ₄	N ₂ O	BC	HFC	Diesel Fuel	Gasoline Fuel
Daily Average (lbs/day)	6.868	6.462	27.662	37.145	2.784	2.504	9215	0.219	0.459	0.398	0.251	320	102
Maxim Daily Average (lbs/day)	12.932	12.090	86.584	82.301	7.091	6.402	18585	0.514	0.875	0.622	0.550	702	241
Annual Average (tons/year)	0.206	0.194	0.830	1.114	0.084	0.075	276	0.007	0.014	0.012	0.008	19,222	6,101

Pollutants Green House Gas (GHG)					
	CO ₂	CH ₄	N ₂ O (Nitrous Oxide)	BC	HFC
Daily Average (lbs./day)	9215	0.219	0.459	0.398	0.251
Annual Average (tons/year)	276	0.007	0.014	0.012	0.008
CO ₂ Equivalent (lbs./day)	9215	5.48	136.78	655.90	1010.78

California Greenhouse Gas (GHG) Inventory 2000- 2019 (2021 Edition) for California Air resources Board based on Per IPCC 4th Assessment , 100 Years GWP= Global Warming Potential ;CH₄ = (25); N₂O= (298); GWP – HFC = (124-14,800) -Avg, **4027**; Black Warming Potential (GWP) of **4,470**, and a 100-year GWP of 1,055–2,240 - **Avg BC (Black Carbon) = 1648**; (BC) = GWP for 20-year Global ; Ton = 2000 Lbs. 260.5 working days/year

Alternative 4 - Total Greenhouse Gas as CO₂e (CO₂ Equivalent) per day: = 11,023.94 lbs/Day
Alternative 4 - Project Construction GHG as CO₂e (CO₂ Equivalent) during the 120 days constr. activity: = 661 Tons

Avoidance, Minimization, and Mitigation Measures

No mitigation is required. However, the following avoidance and/or minimization measures would be implemented to minimize potential air quality impacts from construction.

AQ-1: The project would be constructed in compliance with Caltrans' Standard Specifications, Section 14-9 "Air Quality" and Caltrans' specifications for the control of construction-generated emissions. Additional measures may be developed in coordination with the South Coast Air Quality Management District (SCAQMD) to minimize potential impacts.

2.1.4 Biological Resources

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

The information from this section is based on the Natural Environment Study (NES) approved for the project by Caltrans in January 2024. Focused studies for Special-status Species, and a Delineation of Jurisdictional Waters and Wetlands were performed to document the existing conditions of biological resources within an established Biological Study Area (BSA), which included the combined Project Impact Area plus a 100-foot buffer for jurisdictional waters and rare plants, and a 500-foot buffer for animal species.

Alternative 1

Under Alternative 1, no improvements or modifications to the structure would be performed.

a) Less Than Significant with Mitigation Incorporated

Alternatives 2-4

Plants

The BSA has potential suitable habitat for eleven plant species: slender-horned spineflower, thread-leaved brodiaea, Santa Ana River Woollystar, singlewhorl burrobrush, Mesa Horkelia, Parry's spineflower, Robinson's peppergrass, Parish's desert thorn, San Bernardino Aster, Plummer's mariposa lily, and smooth tarplant. Of the eleven plant species above, the three plant species Santa Ana River woollystar, thread-leaved brodiaea, and slender-horned spineflower are federally and state listed as endangered or threatened. However, none of these plant species or other federal or state listed plant species were found within the BSA during the 2023 rare plant focused surveys. Additionally, no federally designated critical habitat for the above-listed plant species is present within the BSA. Therefore, the project would not impact federally designated critical habitat and would result in no effect to special-status plant species.

Geotechnical borings are expected to have temporary impacts, including vegetation removal and/or compaction for drilling access, as well as sediment disturbance. While no direct impacts are anticipated to occur to Santa Ana River Woollystar, thread-leaved brodiaea, or slender-horned spineflower as a result of proposed geotechnical borings, indirect impacts are anticipated. However, these indirect impacts are expected to be no worse than the existing conditions. They include the spread of invasive weeds through vehicle transportation, an increased risk of fire, and potential maintenance activities within the right of way. Nonetheless, the project has the potential for temporary indirect impacts on the suitable habitat for the mentioned plant species, necessitating consultation with USFWS under Section 7 of the FESA. Concurrence would be obtained via Biological Opinion prior to project approval. To avoid and minimize potential impacts to sensitive plants, measures **BIO-1**, and **BIO-5** through **BIO-8** would be implemented.

Reptiles

The BSA also has potential suitable habitat for two special status reptile species: coast horned lizard, and coastal whiptail, both designated as state species of special concern, but neither species were observed during 2023 focused surveys. Consequently, no federally or State-listed as endangered, threatened, or candidate reptile species have high potential to occur in the project area. Therefore, no impacts to federal or State-listed reptile species are anticipated. However, measures **BIO-1**,

and **BIO-12** will be implemented to avoid and minimize any unforeseen potential impacts to reptile species.

Birds

The BSA does not have suitable riparian/dense riparian habitat capable of supporting these three federally listed bird species: Coastal California Gnatcatcher, Least Bell's Vireo, and Southwestern Willow Flycatcher. The project site is heavily disturbed due to the presence of frequent pedestrian and off-highway vehicle traffic, illegal trash dumping and proximity to the roadway. Furthermore, proposed Geotechnical borings in connection with the project would not impact suitable habitat for the above-listed special-status bird species.

Therefore, the project would result in no effect to federally threatened coastal California gnatcatcher, Least Bell's Vireo, and Southwestern Willow Flycatcher. Likewise, the project would result in no take to State-listed endangered Least Bell's Vireo, and Southwestern Willow Flycatcher. Further, the project would result in no impacts to federally designated critical habitat for the above listed avian species. To avoid and/or minimize potential impacts to special-status bird species during construction, measures **BIO-1**, **BIO-26**, **BIO-28**, and **BIO-29** will be implemented.

Mammals

The BSA has potential suitable habitat for the following special-status mammal species: Townsend's big-eared bat, western mastiff bat, California myotis, Hoary bat, Yuma myotis, pocketed free-tailed bat, Mexican free-tailed bat, western red bat, San Bernardino kangaroo rat (SBKR), San Diego Desert Woodrat, and northwestern San Diego pocket mouse. The BSA is also within federally designated critical habitat for San Bernardino Merriam's Kangaroo rat, a federally listed endangered and State-listed candidate endangered species.

During the 2023 bat surveys conducted on the bridge structures, bat guano was detected prior to the nighttime survey, while no bat signs were observed during the daytime survey. Additionally, there were no sightings of bats emerging from the bridge, nor were other signs of bat presence noted. Despite the high level of human activity, overall bat activity during the surveys remained relatively low. However, canyon bat and Mexican free-tailed bat were observed foraging through the channel and across the north side of the bridge. No observations of day roosting bats were observed at the Lytle Creek Bridge during the survey.

Construction impacts on bats such as noise and vibrations from heavy equipment will result in indirect and temporary impacts. To avoid and minimize potential impacts to bat species, measures **BIO-1**, and **BIO-23** through **BIO-27** will be implemented.

During the 2023 trapping surveys conducted within the BSA, a total of 8 SBKRs were captured. project activities have the potential to impact SBKR habitat including

federally designated critical habitat and will result in both temporary and permanent direct and indirect impacts.

Vegetation removal, bridge construction activities and access roads are expected to result in 2.789 acres of temporary and 0.086 acres of permanent impacts to SBKR critical habitat. Therefore, a determination has been made that that the project may affect and is likely to adversely affect SBKR and is likely to adversely modify federally designated SBKR Critical Habitat. Impacts to designated SBKR Critical Habitat are proposed to be mitigated at a ratio determined in consultation with USFWS and CDFW based on the final design phase of the project. Final mitigation for this species would be determined through Section 7 consultation with USFWS, and likewise, would require a Section 2081(b) incidental take permit (ITP) from CDFW. Implementation of compensatory measure **BIO-22** would fully compensate for any impacts on SBKR and its habitat.

While no direct impacts to SBKR are anticipated, there is a potential for indirect impacts to individuals within Riversidean alluvial fan sage scrub (RAFSS) habitat adjacent to the project limits. Due to overlapping habitat, other special status mammals were also identified during the 2023 trapping surveys. Therefore, it has been determined that the project would likewise result in temporary and permanent impacts to San Diego pocket mouse and San Diego desert woodrat. With the incorporation of avoidance and/or minimization measures **BIO-1**, **BIO-5**, and **BIO-8** through **BIO-21**, impacts on San Bernardino kangaroo rat, San Diego pocket mouse and San Diego desert woodrat would be less than significant.

Invertebrates

The BSA has suitable habitat for monarch butterfly, a federally candidate endangered species as well as suitable habitat for Monarch host plants, milkweed. Due to lack of milkweed specimen or suitable host plants identified within the BSA and project Limits, no impacts to monarch butterfly are anticipated. Therefore, the project would result in no effect to monarch butterfly.

b) Less Than Significant Impact

The project does not feature suitable riparian/dense riparian habitat as the project site is heavily disturbed due to the presence of frequent pedestrian and off-highway vehicle traffic, illegal trash dumping, and proximity to the roadway.

Two CDFW-sensitive natural communities were identified within the BSA, California buckwheat-white sage scrub and scale broom scrub. The project BSA contains 0.49 acres and 1.0 acre of California buckwheat-white sage scrub and scale broom scrub respectively, both of which were identified during the 2023 rare plant surveys.

Construction activities, vegetation removal, the import of invasive plant materials and seed from project equipment and vehicles, and the accumulation of additional trash

and debris in the project area will result in direct temporary impacts to CDFW Sensitive Natural Communities.

The project would temporary impact up to approximately 1.00 acre of scale broom scrub and up to 0.49 acres of California buckwheat – white sage scrub. Permanent impacts to CDFW sensitive natural communities are not anticipated. Impacts to the state-sensitive natural communities will be minimized with the implementation of avoidance and minimization measures **BIO-1**, **BIO-3**, and **BIO-4**.

c) Less Than Significant with Mitigation Incorporated

Jurisdictional delineation surveys of aquatic resources that were conducted in March 2023 determined that there are no jurisdictional wetlands within the BSA. Therefore, no impacts to wetlands would occur. However, temporary and permanent impacts to jurisdictional water features (Waters of the U.S. and Waters of the State) would result from the proposed project.

Temporary impacts on Waters of the U.S. (WoTUS), Waters of the State (WoS), and CDFW-jurisdictional waters include staging areas, construction access points, and temporary access ways and will be determined during the jurisdictional permitting process in the final design phase.

The project's permanent impacts to jurisdictional waters include the permanent structures that are being placed within the aquatic resources and are anticipated to be less than 0.10 acres based on preliminary design details. Should the project be approved, the exact extent will be determined during the final design phase.

The proposed project would require a Section 404 Nationwide Permit from USACE, a Section 401 Water Quality Certification from the RWQCB, and a Section 1602 Streambed Alteration Agreement from CDFW. To mitigate impacts on these jurisdictional areas, a compensatory mitigation plan for permanent impacts will be developed during the PS&E phase, as such measure **BIO-2** will be implemented.

d) Less Than Significant Impact

The project would not impact National Oceanic Atmospheric Administration (NOAA) Fisheries jurisdiction, as no NOAA Fisheries species have the potential to occur in the BSA. Therefore, no effects to NOAA Fisheries species are anticipated. Furthermore, the project will not affect any migratory wildlife corridors or the movement of any native resident or migratory fish or wildlife species.

The project would require work on the bridge structures. Vegetation removal and bridge access through the channel may result in temporary impacts to the movement of SBKR between remaining habitat north and south of the project within the channel. Dimensions of the restructured bridge would be consistent with the existing structures. Therefore, upon completion, the channel will continue to function as at present, and the level of connectivity for wildlife movement will remain the same.

e) No Impact

This project would not conflict with any local policies or ordinances protecting biological resources. Therefore, no potential impacts are anticipated.

f) No Impact

This 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. Therefore, no potential impacts are anticipated.

Avoidance, Minimization, and/or Mitigation Measures

The following avoidance and/or minimization measures would be implemented to minimize potential impacts during construction.

BIO-1: All staging, storing, and borrow sites require the approval of the Caltrans biologist.

BIO-2: If compensatory mitigation is determined necessary for impacts to jurisdictional waters, it will be addressed, concurrently with resource agency consultation and approval, through on-site restoration activities, permittee-responsible mitigation, suitable mitigation/conservation bank credits, suitable in-lieu fee program credits, and/or other mitigation acceptable to the resource agencies involved.

BIO-3: To address impacts to CDFW Sensitive Natural Communities, this area would be delineated as an ESA in the plans and/or described in the specifications.

BIO-4: If the CDFW Sensitive Natural Communities cannot be avoided, then this habitat will be restored on site via planting and/or seed mix.

BIO-5: A qualified biologist must present a biological resource information program/WEAP for San Bernardino Kangaroo Rat, bat species, sensitive plants, and nesting birds prior to project activities to all personnel that will be present within the project limits for longer than 30 minutes at any given time.

BIO-6: Within the Spring season, prior to construction, a preconstruction survey must be conducted by a qualified biologist for special status plant species within the project limits. Special status plant species must be flagged for visual identification to construction personnel for work avoidance. Special status plant species detected that feature multiple plants in a single location must be fenced with ESA fencing.

BIO-7: If a special status plant species is found within the job site and cannot be fenced, but can survive transplantation, the qualified biologist must contact the Caltrans biologist to determine the time and suitable translocation area for the plant

species to be moved. Additional requirements and actions must be determined at the time if such a situation occurs.

BIO-8: To address impacts to SBKR habitat, special status plants, and CDFW Sensitive Natural Communities, this area would be delineated as an ESA in the plans and/or described in the specifications.

BIO-9: To address impacts to special status wildlife species, including but not limited to SBKR, artificial lighting shall be directed at the job site to minimize light spillover onto the Lytle Creek Wash.

BIO-10: To address impacts to SBKR and their critical habitat, avoid construction activities outside of designated work areas and within critical habitat.

BIO-11: If during project activities a SBKR is discovered within the project site, all construction activities must stop and the Caltrans biologist and Resident Engineer must be notified. Coordination with appropriate agencies may be required prior to restarting activities.

BIO-12: To prevent inadvertent entrapment of animal species during project activities, all excavated steep-walled holes or trenches more than 24-inches must be covered at the close of each working day by plywood (or similar material) or provided with one or more escape ramps constructed of earth fill or wooden planks. At the beginning of each working day, all such holes or trenches must be inspected to ensure no animals have been trapped during the previous night. Before such holes or trenches are filled, they must be thoroughly inspected for trapped animals. Trapped animals must be released by the biological monitor.

BIO-13: If feasible, the project will avoid performing ground-disturbing activities (including vegetation removal and fence installation) during the peak SBKR breeding season (January 15 through May 15).

BIO-14: Temporary SBKR exclusion fencing shall be constructed around the PIA as determined by the qualified biologist in coordination with the Resident Engineer (including ingress/egress routes and staging areas) during project construction within suitable habitat where there is no barrier to SBKR movement (e.g., rip rap). No project activities will be allowed outside of the SBKR exclusionary fencing. The fencing will be made of a smooth-faced material to prevent animals from climbing into the excluded areas, such as Aqua 30 coextruded polyethylene liner, Animex™ fencing, or similar material. The fencing will be installed at least 12 to 18 inches underground and extend at least three feet straight above ground, reinforced with metal T posts or similar support materials. If underground installation is not possible due to extremely rocky soils, then the bottom 12 to 18 inches of the fencing will be folded out and sandbags placed on the edges of the fencing. Installation of the exclusion fencing shall be overseen by a qualified SBKR biologist or biological monitor. Inspections of the exclusion fence shall be conducted daily, and any

required maintenance shall be performed immediately upon discovery or no later than one hour before dusk on the day it was discovered. Once construction activities are complete, the fencing will be removed. Fence installation and removal activities will be overseen by a qualified SBKR biologist or biological monitor. If potential SBKR burrows are found within the proposed pathway of the exclusion fencing construction, then the qualified SBKR biologist will either help the fencing crew identify an alternate route to avoid potential burrows and one that does not negatively affect project construction, or they will hand-excavate potential SBKR burrows at least 200 feet in advance of the fence installation crew/equipment. Any SBKR found during burrow excavation activities will be released outside of the exclusion area into suitable habitat by the SBKR biologist.

BIO-15: Following installation of the exclusionary fence, and prior to initial ground disturbance (i.e., clearing and grading), the fenced project impact area will be trapped by a biologist in possession of a federal 10(a)(1)(A) permit and a Memorandum of Understanding (MOU) with CDFW to conduct trapping studies for SBKR, and any small mammals captured, including SBKR, will be released into adjacent suitable habitat outside of the fence on the side nearest to the point of capture. The biologist will live-trap and remove as many SBKR as possible from within the enclosed construction area. Trapping will be conducted for at least five consecutive nights. If SBKR are captured on the fourth or fifth night, trapping will continue until there have been two consecutive nights of trapping with no SBKR captures, or until the USFWS and CDFW have provided written approval to discontinue trapping. The biologist will create a temporary marking on all captured SBKR on the chest with a non-toxic marker to identify any SBKR that reenter the exclusion area during the trapping effort. If there are recaptures, the exclusion fence will be examined, repaired as necessary, and trapping will be conducted until there are two consecutive nights with no SBKR captures, or until the USFWS and CDFW have provided written approval to discontinue trapping. Once the trapping effort has been complete, project activities may commence within the excluded areas. Inspections of the exclusion fence shall be conducted on a daily basis and any required maintenance shall be performed immediately upon discovery or no later than one hour before dusk on the day it was discovered.

BIO-16: As part of the SBKR trapping effort, seed shall be broadcast at release sites where SBKR are relocated outside of the exclusion fencing to provide supplemental forage for relocated individuals. Seed shall be broadcast at the release site 3 evenings per week for the first month following relocation activities. Seeds will be microwaved for 1 to 3 minutes before broadcast at the release site to prevent seed germination and alteration of the native vegetation community.

BIO-17: A qualified biologist or biological monitor with SBKR expertise, subject to USFWS approval, will be present when construction or ground-disturbing activities (including exclusion fence or ESA fencing installation and removal) that could result in take of SBKR occurs in or adjacent to habitat for SBKR. Following removal of

SBKR habitat within the areas inside the exclusion fence, the presence of the qualified biologist or biological monitor may reduce to one or more days per week.

BIO-18: Trash will be either removed from the project site on a daily basis or will be deposited in wildlife-proof containers on site to prevent attraction of potential predators to the SBKR.

BIO-19: Pipes or conduit 1.5 inches or larger in diameter and any unfilled holes and trenches will be inspected for SBKR each morning prior to the start of daily construction activities. Unburied pipes or conduit laid in trenches overnight will be capped. Uncapped pipes or conduits will be thoroughly inspected for the presence of SBKR before the pipe is subsequently buried, capped, or otherwise used or moved in any way. If SBKR are found trapped inside the pipe, conduit, hole, or trench, then a biologist in possession of a 10(a)(1)(A) federal recovery permit and MOU with CDFW to trap and handle SBKR will remove and relocate the individual(s) to suitable habitat outside the project impact area.

BIO-20: If a SBKR is injured as a result of project-related activities, the permitted SBKR biologist will immediately take it to an agency-approved wildlife rehabilitation or veterinary facility that has been identified before starting Project activities. Project related injury or mortality of SBKR will be reported to USFWS immediately via phone call or email and a written report will be submitted to USFWS within three working days. Notification will include date, time, location of incident or discovery of dead or injured animal, and any other pertinent information.

BIO-21: An annual report will be prepared by the SBKR biologist for submittal to USFWS that documents the project's compliance with the SBKR-specific avoidance, minimization, and mitigation measures, effectiveness and practicality of such measures, and as-needed recommendations for modification of the existing measures to ensure continued protection of SBKR during project activities. The report will also provide summaries of WEAP trainings given, exclusion trapping results, monitoring activities, and any observed SBKR, including injuries and mortalities.

BIO-22: Caltrans will create and/or preserve lands suitable for SBKR through contributions to the Vulcan Bank or other approved SBKR bank at a ratio determined in consultation with USFWS and CDFW. Final mitigation for this species will be determined through Section 7 consultation with USFWS, and likewise, with CDFW pursuant to an Incidental Take Permit (ITP).

BIO-23: If work must be scheduled during the bat maternity season (Apr 1–Aug 31), then prior to construction start, a CDFW approved bat biologist must conduct a survey to determine if bats are roosting on the bridge, and implement exclusion/eviction measures as appropriate.

BIO-24: Should pre-construction bat habitat assessments warrant further surveys and require a Bat Management & Mitigation Plan (BMMP), then a BMMP must be developed and implemented in accordance with CDFW guidelines. A qualified bat biologist must perform a humane eviction/exclusion of roosting bats from the bridge before the hibernation season (Sept 1 – Oct 31) in the year before the initiation of construction. The CDFW approved bat biologist must inspect daily to verify all bats are excluded from the bridge structure and joints and to verify the integrity of the exclusionary material, which must be maintained during construction activities and removed at the completion of construction.

BIO-25: To address impacts to nesting birds and roosting bats, artificial lighting must be directed at the work site to minimize light spillover outside of the construction footprint if project activities occur at night.

BIO-26: The qualified biologist must monitor project activities daily to ensure that measures are being implemented and documented.

BIO-27: A qualified biologist must present a biological resource information program/WEAP for special status species/habitat prior to project activities to all personnel that will be present within the project limits for longer than 30 minutes at any given time.

BIO-28: If during project activities Southwestern Willow Flycatcher, Least Bell's vireo, or Coastal California Gnatcatcher, or listed avian species is discovered within the project site, all construction activities must stop within up to 500 ft for listed avian species, and the Caltrans biologist and Resident Engineer must be notified. Coordination with CDFW, and/or USFWS will be required prior to restarting activities in the vicinity of the observation.

BIO-29: If project activities cannot avoid the nesting season, generally regarded as Feb 1 – Sept 30, then preconstruction nesting bird surveys must be conducted 3 days prior to construction by a qualified biologist to locate and avoid nesting birds. If an active avian nest is located, a noconstruction buffer (100 feet for non-passerine, 300 feet for passerine, and 500 feet for raptors) may be established and monitored by the qualified biologist and may be demarcated by flagging, staking, or fencing.

2.1.5 Cultural Resources

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	☒
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☐	☒

Information from this section was drawn from the Historic Property Survey Report (HPSR) and the Archaeological Survey Report, documents approved for the project by Caltrans in June 2023.

a), b) & c) No Impact

Alternative 1

Under Alternative 1, no improvements or modifications to the structure would be performed.

Alternatives 2-4

The build alternatives involve a variation of improvements or modifications to the structure. The varied alternatives would not result in any differences in impacts to Cultural resources.

a, b) No Impact

During a field survey, no significant cultural resources were observed within the project area. The survey area boundaries for the project were determined by the project design plans and Caltrans Right of Way division.

The Area of Potential Effect (APE) is located within the perennial riverbed and alluvial plain that has been highly disturbed through the building of the original bridge and nearby quarry activity. Due to these disturbances, there is little chance of a subsurface component within the APE.

The bridge to be repaired, Lytle Creek Bridge No. 54-0422, is classified in the Caltrans Historic Bridge Inventory as Category 5, previously determined Not Eligible for the National Register of Historic Places, and requires no further consideration for this undertaking.

No other cultural resources were identified within the APE.

c) No Impact

As a result of the identification effort discussed above, in response to questions a and b, no human remains have been identified within the project area. With the implementation of the measures listed below, impacts to potentially undiscovered human remains would be avoided or minimized.

Avoidance, Minimization, and Mitigation Measures

No mitigation is required. However, the following avoidance and/or minimization measures would be implemented to minimize potential impacts during construction.

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

CR-2: In the event that human remains are found, the county coroner shall be notified and ALL construction activities within 60 feet of the discovery shall stop. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). The person who discovered the remains will contact the District 8 Division of Environmental Planning; Steven Holm, Acting DEBC: (909) 292-3856 and Gary Jones, DNAC: (909) 261-8157. Further provisions of PRC 5097.98 are to be followed as applicable.

2.1.6 Energy

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

Alternative 1

Under Alternative 1, no improvements or modifications to the structure would be performed.

a) Less Than Significant Impact

Alternatives 2-4

The varied alternatives would not result in any differences in Energy impacts.

The build alternatives involve a variation of improvements or modifications to the structure, all of which would result in additional energy use during project construction however, energy consumption during construction would be short-term in duration.

b) No Impact

Alternatives 2-4

The varied alternatives would not result in any differences in Energy impacts.

State

The project under all Build Alternatives is consistent with state policies regarding transportation energy, including the California Transportation Plan (CTP), as the project would not impact electricity generation and would consume minimal electricity during operation. Thus, the project would not conflict with or obstruct the state's renewable energy policy.

Local

The project under all Build Alternatives is consistent with the the San Bernardino Countywide Plan's goals to improve energy efficiency and reduce emissions. The project would not impact electricity generation but would consume minimal energy during operation, as it does now. Therefore, the project would not conflict with or obstruct local plans for energy efficiency.

Caltrans promotes energy-efficient development by incorporating statewide goals from the California's Energy Efficiency Strategic Plan, setting policies, codes and actions. Implementing these actions for either build alternative would assist in energy conservation.

Avoidance, Minimization, and Mitigation Measures

No mitigation is required. However, the avoidance and/or minimization measures referenced in Chapter 3, under "Project-Level GHG Reduction Strategies," would be implemented to minimize energy consumption during construction.

GHG-1: The contractor must comply with SCAQMD's rules, ordinances, and regulations regarding air quality restrictions.

GHG-2: The project will incorporate the use of energy efficient lighting.

GHG-3: Bids will be solicited that include use of energy and fuel-efficient fleets in accordance with current practices.

GHG-4: The project will maintain equipment in proper tune and working condition.

2.1.7 Geology and Soils

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

Alternative 1

Under Alternative 1, no improvements or modifications to the structure would be performed.

Alternatives 2-4

The build alternatives involve a variation of improvements or modifications to preserve the structural integrity of the bridge, all of which would result in a beneficial impact in relation to seismic activity.

The varied alternatives would not result in any differences in Geology and Soil impacts.

a), b), c) & d) No Impact

The project site is located where faults traverse the area, and it is very close to the San Andreas fault. Ground-shaking in this area has a risk of being much higher than some other areas in Southern California. The proposed work is on an existing facility and would have no opportunity to rupture a known earthquake fault or cause seismic shaking. This is a bridge seismic restoration, and compliance with the most current Caltrans procedures regarding seismic design would be implemented to avoid any significant impacts related to seismic ground shaking.

The San Bernardino County General Plan Geological Hazard Overlay Map identifies a low susceptibility to liquefaction within the project site and, through the incorporation of seismic design practices, the project would result in no impact because construction or operation would not cause any seismic-related ground failure, including liquefaction.

Since the project site is generally a flat area, and topographically featureless, impacts associated with landslides are not anticipated. Also, based on a review of geologic mapping, there would be a low probability for a landslide along the project's area.

Erosion control would be implemented during and after construction to protect the transportation facility and to meet water quality discharge requirements set forth by the Regional Water Quality Control Board. Project-specific Best Management Practices (BMPs) would be implemented to minimize erosion.

e) No Impact

None of the project's build alternatives would involve a septic system or alternative wastewater system. There would be no impact.

f) No Impact

Based on the project area which was previously disturbed from construction of the existing bridge, it is expected that the project would have no effect on paleontological resources. Caltrans' Environmental Paleontological Branch has indicated that no additional paleontological studies would be required for the project.

Avoidance, Minimization, and Mitigation Measures

Other than standard specifications and BMPs during construction-related activities, no measures are proposed for geology and soils.

2.1.8 Greenhouse Gas Emissions

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒

Alternative 1

Under Alternative 1, no improvements or modifications to the structure would be performed therefore there would be no construction GHG emissions.

Alternatives 2-4

a) Less Than Significant Impact

Considering the project area is an existing transportation facility currently in use, and is a bridge seismic restoration project, no operational impacts on GHG emissions are anticipated. However, project construction would result in temporary, short-term increases of GHG emissions from construction vehicles and machinery. Please refer to Chapter 3, Climate Change, for number of construction days and total Construction CO₂e numbers. The following measures would be implemented to minimize construction emissions.

b) No Impact

The project would not conflict with any applicable plan, policy or regulation adopted for the purpose of reducing greenhouse gas emissions.

Avoidance, Minimization, and Mitigation Measures

No mitigation is required. However, the following measures would be implemented in the project to reduce GHG emissions during construction.

GHG-1: The project will incorporate the use of energy efficient lighting.

GHG-2: Bids will be solicited that include use of energy and fuel-efficient fleets in accordance with current practices.

GHG-3: The project will maintain equipment in proper tune and working condition.

2.1.9 Hazards and Hazardous Materials

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

Alternative 1

Under Alternative 1, no improvements or modifications to the structure would be performed.

Alternatives 2-4

The varied alternatives would not result in any differences in hazardous waste impacts.

a) No Impact

Based on the Initial Site Assessment (ISA) Checklist done on 7/26/23, the proposed project has a minimal risk of potentially hazardous waste involvement. However, prior to project construction, testing for Aerially Deposited Lead (ADL) on excavated soil and lead based paint/asbestos on bridge shall be conducted.

b) Less Than Significant Impact

Based on the Initial Site Assessment (ISA) Checklist done, the proposed project has a minimal risk of potentially hazardous waste involvement. However, prior to project construction, testing for Aerially Deposited Lead (ADL) on excavated soil and lead based paint/asbestos on bridge shall be conducted.

c) No Impact

There are no schools within one-quarter of mile of the project site; therefore, no impacts would occur.

d) No Impact

The project is not on a site included in the list hazardous materials sites compiled pursuant to Government Code Section 65962.5, which is also known as the Cortese List.

e) No Impact

The project site is not within an airport land use plan and it is not within two miles of a public airport or public use airport.

f) Less Than Significant Impact

The proposed project alternatives involve similar project elements as the current facility. Its use and operation would not be altered after the proposed work is completed. The bridge does not currently interfere with an emergency or evacuation plan. Therefore, once complete, the proposed improvements to the bridge are not expected to interfere with adopted plans.

Implementation of the Transportation Management Plan (TMP) in compliance with Caltrans and local policies would involve planning with emergency service providers throughout the project construction to avoid emergency service delays.

g) No Impact

The project would not require installation of infrastructure that would exacerbate wildfire risks.

Avoidance, Minimization, and Mitigation Measures

In effort to avoid and/or minimize potential impacts, the following measures shall be implemented.

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

HW-2: Prior to and during construction, in order to avoid potential impacts from hazardous materials, the following Caltrans Standard Specifications would be performed:

- SSP 14-9.02 National Emissions Standards for Hazardous Air Pollutants (NESHAP) Notification applies, as well as SSP 14-11.14 for any treated wood waste.
- SSP 7-1.02K(6)(j)(ii) Submit Lead Compliance Plan as an informational submittal.
- SSP 7-1.02K(6)(j)(iii) Treatment of Unregulated Earth Material Containing Lead.

2.1.10 Hydrology and Water Quality

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

This project would encroach into the floodplain. According to Firm Map Number 06071C7940J, this project is in a special flood hazard area that is subject to inundation by the 1% annual chance flood. In addition, this is within Zone A (No Base Flood Elevations determined).

A Location Hydraulic Study was completed (October 2023). It is determined that floodplain encroachment impacts are less than significant. The project would maintain the original purpose of the facility and would not significantly impede or redirect flow on a permanent basis.

For Alternatives 2 and 4, which would include work in the channel, a temporary creek diversion system would have to be utilized to protect the construction area from water flows.

Based on a Preliminary Hydraulics Report dated August 10, 2022, the proposed build alternatives need to maintain a minimum soffit elevation to pass 100-year discharge. Accordingly, Alternative 3, and Alternative 4 would not change the bridge profile. Since the base flood is lower than the overtopping flood, overtopping is not occurring for the 100-year flood.

a) Less Than Significant Impact

Alternative 1

Under Alternative 1, no improvements or modifications to the structure would be performed.

Alternatives 2-4

The build alternatives involve a variation of improvements or modifications to the structure, in which impacts would be considered Less Than Significant for the varied alternatives.

The potential temporary effects of the project on the quality of the water in the area would come from runoff during construction. The national Pollution Discharge Elimination System (NPDES) permits issued by the RWQCB set limits on discharges, schedules for compliance, special conditions, and monitoring programs. The project is located within the Santa Ana Regional Water Quality Control Board Region 8.

All major reconstruction and new construction within Caltrans' right of way must conform to Caltrans' Statewide NPDES Permit No. CAS000003 and to the General NPDES Permit for Construction Activities No. CAS000002. These permits regulate stormwater and non-stormwater discharges associated with year-round maintenance, operation, and construction activities. These permits also limit discharges, set water quality standards, and establish a monitoring program of the waste discharge. Permitting of underground storage tanks and cleanup of waste discharge is also enforced by RWQCB. Grading and trenching during construction of the project would require the limited removal of vegetation and moving of soils. This would temporarily increase the exposure of soils to wind and water erosion and could increase the amount of sediments entering downstream drainages and waterways. Sediments can adversely affect water quality and negatively affect fish, aquatic plants, and other organisms.

The project contractor would be required to apply stormwater pollution control measures during the entire duration of the project and follow the Water Pollution Control Best Management Practices (BMPs) specified in the approved Stormwater

Pollution Prevention Plan (SWPPP) to minimize impacts on receiving waters. Measures must be incorporated to contain all vehicle loads and avoid any tracking of materials that may fall or blow onto Caltrans right of way. The project contractor would be required to develop, implement, and maintain the following:

A SWPPP conforming to the requirements of:

- Caltrans Specification Section 13, "Water Pollution Control"
- SWRCB Resolution No. 2001-046 (the Sampling and Analytical Procedures [SAP] Plan)
- The Section 402 NPDES Statewide Storm Water Permit
- The General NPDES Permit for Construction Activities

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

The depth of groundwater within or near the project area is an average depth of 759.5 feet. Ground water is not anticipated to be affected by the project.

b) No Impact

As the project involves the replacement and/or seismic retrofitting of an existing bridge, implementation of the project would not deplete groundwater supplies or interfere substantially with groundwater recharge that would result in a new deficit in aquifer volume or a lowering of the local groundwater table. The project is not anticipated to affect the amount of water consumed regionally through increased withdrawals from groundwater sources.

c) No Impact

The project would not permanently alter an existing alignment of a stream and should have minimal water quality impacts because the project will maintain the original line and grade, hydraulic capacity, and original purpose of the facility. During construction, the project would implement a water diversion plan that meets the Regional Water Quality Control Board Section 401 permit requirements to avoid any potential impacts.

d) No Impact

This project is located approximately 70 plus miles from the Pacific Ocean. Due to the distance from the Pacific Ocean and other large bodies of water, potential for inundation, seiche, tsunami, or mudflow is considered very unlikely.

e) No Impact

A SWPPP would be prepared and followed throughout the duration of construction. The SWPPP would conform to requirements regarding water quality control.

Avoidance, Minimization, and Mitigation Measures

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

WQ-1: Prior to the start of construction a SWPPP shall be developed by the contractor and be approved by Caltrans to avoid/or minimize potential impacts to water quality.

WQ-2: The SWPPP control measures shall address the following categories: soil stabilization practices; sediment control practices; sediment tracking control practices; wind erosion control practices; and non-storm water management and waste management and disposal control practices.

WQ-3: The contractor shall be required to comply with water pollution control provisions and SWPPP and conform to the requirements of Caltrans' Standard Specifications Section 13, "Water Pollution Control".

WQ-4: If necessary, soil-disturbed areas of the project site will be fully protected using soil stabilization and sediment control Best Management Practices (BMPs) at the end of the day, unless fair weather is predicted.

WQ-5: Validation of Final Spoil Stabilization. Final soil stabilization of the construction site is a condition of the Construction General Permit (CGP). The CGP defines final stabilization (of soil disturbed by construction activity) to be the condition in which a project site does not pose any additional sediment discharge risk than it did prior to beginning project construction. The CGP presents three methods for demonstrating the final soil stabilization criteria stated in the CGP which are stand-alone and at the discretion of the permittee (Caltrans). To qualify for termination of the construction general permit coverage, all the conditions listed in Conditions for Termination of Coverage in Section III.H.4 of the CGP must be met.

WQ-6: A temporary creek diversion system may be utilized for Alternatives 2 and 4 where work would be conducted in the channel area.

2.1.11 Land Use and Planning

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

a) & b) No Impact

Alternative 1

Under Alternative 1, no improvements or modifications to the structure would be performed.

Alternatives 2-4

The varied alternatives would not result in any differences in impacts to Land Use and Planning.

The project site is an existing facility that is currently utilized by the community. After completion of the proposed project, the operation and use would remain the same. Therefore, impacts to Land Use and Planning would not occur as a result of the project.

Avoidance, Minimization, and Mitigation Measures

No measures are proposed for Land Use and Planning.

2.1.12 Mineral Resources

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

a) & b) No Impact

Alternative 1

Under Alternative 1, no improvements or modifications to the structure would be performed.

Alternatives 2-4

The varied alternatives would not result in any differences in Mineral resource impacts.

The proposed project is an existing facility and no new permanent right of way would be acquired.

According to the San Bernardino General Plan, the project site is located within Mineral Source Zone (MRZ) 2 where geologic data indicate that aggregate resources are present. MRZ 2 is where adequate information indicates that significant mineral deposits are present, or a likelihood of their presence and development should be controlled. However, it is not in an area designated as being of regional significance. Therefore, the project would have no impact on any locally important mineral resource recovery sites.

There are no known active mining operations in the immediate vicinity of the project site that would be affected.

Avoidance, Minimization, and Mitigation Measures

No measures are proposed for Mineral Resources.

2.1.13 Noise

Would the project result in:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☐	☒
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

a), b) and c) No Impact

Alternative 1

Under Alternative 1, no improvements or modifications to the structure would be performed.

Alternatives 2-4

The varied alternatives would not result in any differences in Noise impacts.

According to the Federal Highway Administration (FHWA) Noise Analysis and Abatement Guidance, the project is not considered a Type I project because construction of the project would not significantly alter changes in the horizontal or vertical alignment of the existing highway or increase the number of through-traffic lanes.

Noise and ground borne vibration impacts associated with the proposed project are anticipated to be primarily associated with short-term construction-related activities. The project would comply with all applicable local, state and federal noise regulations, including Caltrans Standard Specifications, Section 14-8.02 Noise Control, which states that noise from construction work activities would not exceed 86 decibels (dBA) at 50 feet from the job site from 9:00 pm to 6:00 am.

This project is not located within the vicinity of a private airstrip or an airport land use plan.

Avoidance, Minimization, and Abatement Measures

NOI-1: To minimize any potential construction generated noise impact, the project would comply with Caltrans Standard Specifications, Section 14-8.02 Noise Control, which states that noise from construction work would not exceed 86 decibels (dBA) at 50 feet from the job site from 9:00 pm to 6:00 am.

2.1.14 Population and Housing

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

a) & b) No Impact

Alternative 1

Under Alternative 1, no improvements or modifications to the structure would be performed.

Alternatives 2-4

The varied alternatives would not result in any differences in Population and Housing impacts.

The purpose of the project is to preserve the structural integrity of Lytle Creek Bridge (Bridge No. 54-0422) and the site is an existing facility that is currently utilized by the community. The project is not growth-inducing and would not displace existing people or housing. After completion of the proposed project, the operation and use would remain the same. Therefore, impacts to Population and Housing would not occur as a result of the project.

Avoidance, Minimization, and Mitigation Measures

No measures are proposed for Population and Housing.

2.1.15 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:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Fire protection?	☐	☐	☐	☒
Police protection?	☐	☐	☐	☒
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

a) No Impact

Alternative 1

Under Alternative 1, no improvements or modifications to the structure would be performed.

Alternatives 2-4

The varied alternatives would not result in any differences in Public Service impacts.

The proposed project would have no effect on the provision or need for public services. The project site is an existing facility that is currently utilized by the community, and it would not be altered for a new use or operation.

The completed project would not interfere with any emergency access. However, construction activities have the potential to result in temporary, localized, site-specific disruptions during the construction period. Caltrans would prepare a Transportation Management Plan (TMP) to maintain the flow of traffic during construction and ensure accessibility through the project locations for vehicles and essential services such as Fire and Police protection.

Schools, parks, and public facilities would not be affected by this project.

No impacts are anticipated for Public Services.

Avoidance, Minimization, and Mitigation Measures

Standard Caltrans measure **TRA-1** (see Section 2.1.17 Transportation) would be implemented to minimize traffic delays during construction.

2.1.16 Recreation

	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

a) & b) No Impact

Alternative 1

Under Alternative 1, no improvements or modifications to the structure would be performed.

Alternatives 2-4

The varied alternatives would not result in any differences in Recreation impacts.

Considering the proposed project involves seismic restoration to an existing bridge which would not have the capacity to generate an increase in use of existing neighborhood parks or other recreational facilities, nor would it require construction or the expansion of existing recreational facilities, there are no impacts.

Avoidance, Minimization, and Mitigation Measures

No measures are proposed for Recreation.

2.1.17 Transportation

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

Alternative 1

Under Alternative 1, no improvements or modifications to the structure would be performed.

Alternatives 2-4

The varied alternatives would not result in any differences in Transportation impacts.

a), b) & c) No Impact

The proposed project alternatives involve similar project elements as the current facility. Its use and operation would not be altered after the proposed work is completed.

There is an existing sidewalk on the north side (westbound direction) of the bridge structure that would be maintained.

There are no designated bicycle facilities within the project limits (or on the bridge structure). However, there are striped shoulders on both sides of the roadway continuing through the bridge structure.

During construction, bicycle and pedestrian access across the bridge structure should be provided to ensure that staging and operation of construction equipment would not obstruct the travel of bicyclists and pedestrians through the work zone.

This and any detour plans would be addressed in the Transportation Management Plan.

During construction, there should be coordination with Omnitrans to ensure transit access across the bridge structure or temporary routing of the transit line if necessary. This would be addressed in the Transportation Management Plan.

d) No Impact

The completed project would not interfere with any emergency access. However, construction activities have the potential to result in temporary, localized, site-specific disruptions during the construction period. This would be addressed in the Transportation Management Plan.

Avoidance, Minimization, and/or Mitigation Measures

The following Caltrans Standard Measure would be implemented to minimize potential Transportation impacts:

TRA-1: Prior to construction, a TMP will be prepared to minimize potential impacts on emergency services and commuters during construction.

2.1.18 Tribal Cultural Resources

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☐	☒
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☐	☒

Information from this section was drawn from the Historic Property Survey Report (HPSR) and the Archaeological Survey Report, documents approved for the project by Caltrans in June 2023.

a) & b) No Impact

Alternative 1

Under Alternative 1, no improvements or modifications to the structure would be performed.

Alternatives 2-4

The varied alternatives would not result in any differences in Tribal Cultural impacts.

On November 11, 2022 the Native American Heritage Commission (NAHC) was contacted, requesting a search of the Sacred Lands File and a list of Native American contacts. A list of tribes that should be contacted for the area was provided.

Three consultation letters were sent to Soboba Band of Luiseno Indians on 11/1/22, 12/14/22, and 2/1/23. No response has been received from the Tribe to date.

A consultation letter was sent to Gabrieleno Band of Mission Indians-Kizh Nation on 11/1/22. A response from the tribe was received on 11/7/22 requesting consultation about the project. A copy of the Cultural report was sent to the Tribe for their review and no further response was received.

A consultation letter was sent to Yuhaaviatam of San Manuel Nation on 11/1/22. A response was received stating the area was of importance to the Tribe and that they would like to consult for the project. The cultural report was sent to the Tribe for comments and review. A response was received which concurred with the findings and requested measures to be added to the document, which will be covered within the **CR-1** and **CR-2** listed below.

Avoidance, Minimization, and Mitigation Measures

No mitigation is required. However, the following avoidance and/or minimization measures would be implemented to minimize potential impacts during construction.

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

CR-2: In the event that human remains are found, the county coroner shall be notified and ALL construction activities within 60 feet of the discovery shall stop. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). The person who discovered the remains will contact the District 8 Division of Environmental Planning; Steven Holm, Acting DEBC: (909) 292-3856 and Gary Jones, DNAC: (909) 261-8157. Further provisions of PRC 5097.98 are to be followed as applicable.

2.1.19 Utilities and Service Systems

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☐	☒
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☐	☒
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals??	☐	☐	☐	☒
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

a), b), c), d) & e) No Impact

Alternative 1

Under Alternative 1, no improvements or modifications to the structure would be performed.

Alternatives 2-4

The varied alternatives would not result in any differences in Utilities and Service impacts.

There are two utilities within the existing bridge structure: a 12" City of San Bernardino waterline and a 6" Muscody Municipal Water District waterline. Any relocation needed would be investigated and confirmed during the Plans, Specifications, and Estimates (PS&E) phase of the project. However, we can

anticipate that if Alternative 4 is selected as the preferred alternative, the waterlines would be replaced.

There are also overhead facilities for Southern California Electricity (SCE) that would be protected in place during construction. Further investigation regarding existing utilities is needed during the PS&E phase of the project.

The project is not expected to produce solid waste other than temporary debris related to construction.

Avoidance, Minimization, and/or Mitigation Measures

No measures are proposed for Utilities.

2.1.20 Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

a), b), c) & d) No Impact

Alternative 1

Under Alternative 1, no improvements or modifications to the structure would be performed.

Alternatives 2-4

The varied alternatives would not result in any differences in Wildfire impacts.

According to the Fire Hazard Severity Zones in the State Responsibility Areas (SRA) Map for San Bernardino, the project is not located in an SRA. However, CalFire has identified the project area as near a high fire hazard severity zone.

Per the San Bernardino County General Plan, evacuation routes were chosen with the least number of bridges for the safest roads to travel in the event of an emergency evacuation. Thus, the proposed project is not designated as an evacuation route. San Bernardino County Fire Department is responsible for continued update of emergency evacuation plans. The nearest evacuation route to the project site is State Route 210 which runs parallel to and is located south of the

project. The project would not impair emergency management plans or exacerbate wildfire risks.

Additionally, the project would not require installation of infrastructure that would exacerbate wildfire risks.

The project would not expose people or structures to significant risks due to downslope flooding or landslides as a result of post-fire slope instability or drainage changes.

Construction of the project might have the capacity to interfere with emergency response access. The project would include the implementation of a Transportation Management Plan (**TRA-1**), which would avoid or minimize any potential impacts.

Avoidance, Minimization, and/or Mitigation Measures

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

TRA-1 Prior to construction, a Traffic Management Plan will be developed by Caltrans to minimize potential impacts on emergency services and commuters during construction.

2.1.21 Mandatory Findings of Significance

	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	☒
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☐	☒
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒

Alternative 1

Under Alternative 1, no improvements or modifications to the structure would be performed.

Alternatives 2-4

The varied alternatives would not result in any differences in Mandatory Findings of Significance.

a) No Impact

The project site is in an urbanized area and is part of a well-developed road and street network. The project would not substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal.

b) No Impact

The purpose of the project is to preserve the structural integrity of Lytle Creek Bridge (Bridge No. 54-0422). There are no other Caltrans projects in the vicinity.

There are local development projects being proposed within two miles of the project limits. These proposed projects include an expansion of a park, a warehouse development, a site for retail and commercial use, and development of a water reservoir. These projects would be required to mitigate for any individual impact or contribution to cumulative impacts.

Although the project may potentially impact biological resources, avoidance minimization, and mitigation measures would be implemented. With implementation of the proposed measures, the project would not result in substantial cumulative environmental impacts.

c) No Impact

The project would not have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly.

Avoidance, Minimization, and/or Mitigation Measures

No measures are proposed.

Chapter 3 Climate Change

Climate Change

Climate change refers to long-term changes in temperature, precipitation, wind patterns, and other elements of the Earth's climate system. The Intergovernmental Panel on Climate Change, established by the United Nations and World Meteorological Organization in 1988, is devoted to greenhouse gas (GHG) emissions reduction and climate change research and policy. Climate change in the past has generally occurred gradually over millennia, or more suddenly in response to cataclysmic natural disruptions. The research of the Intergovernmental Panel on Climate Change and other scientists over recent decades, however, has unequivocally attributed an accelerated rate of climatological changes over the past 150 years to GHG emissions generated from the production and use of fossil fuels.

Human activities generate GHGs consisting primarily of carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), tetrafluoromethane, hexafluoroethane, sulfur hexafluoride (SF₆), and various hydrofluorocarbons (HFCs). CO₂ is the most abundant GHG; while it is a naturally occurring and necessary component of Earth's atmosphere, fossil-fuel combustion is the main source of additional, human-generated CO₂ that is the main driver of climate change. In the U.S. and in California, transportation is the largest source of GHG emissions, mostly CO₂.

The impacts of climate change are already being observed in the form of sea level rise, drought, extended and severe fire seasons, and historic flooding from changing storm patterns. The most important strategy to address climate change is to reduce GHG emissions. Additional strategies are necessary to mitigate and adapt to these impacts. In the context of climate change, "mitigation" involves actions to reduce GHG emissions to lessen adverse impacts that are likely to occur. "Adaptation" is planning for and responding to impacts to reduce vulnerability to harm, such as by adjusting transportation design standards to withstand more intense storms, heat, and higher sea levels. This analysis will include a discussion of both in the context of this transportation project.

REGULATORY SETTING

For a full list of laws, regulations, and guidance related to climate change (GHGs and adaptation), please refer to Caltrans' Standard Environmental Reference (SER), Chapter 16, Climate Change.

Federal

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

The National Environmental Policy Act (NEPA) (42 United States Code [USC] Part 4332) requires federal agencies to assess the environmental effects of their proposed actions prior to making a decision on the action or project. In January 2023, the White House Council on Environmental Quality (CEQ) issued updated and expanded interim National Environmental Policy Act Guidance on Consideration of Greenhouse Gas Emissions and Climate Change (88 Fed. Reg. 1196) (CEQ NEPA GHG Guidance), in accordance with EO 14057, *Catalyzing Clean Energy Industries and Jobs Through Federal Sustainability*, 86 FR 70935 (Dec. 13, 2021) and EO 14008, *Tackling the Climate Crisis at Home and Abroad*. The CEQ guidance does not establish numeric thresholds of significance, but emphasizes quantifying reasonably foreseeable lifetime direct and indirect emissions whenever possible. This guidance also emphasizes resilience and environmental justice in project-level climate change and GHG analyses.

The Federal Highway Administration (FHWA) recognizes the threats that extreme weather, sea level rise, and other changes in environmental conditions pose to valuable transportation infrastructure and those who depend on it. FHWA therefore supports a sustainability approach that assesses vulnerability to climate risks and incorporates resilience into planning, asset management, project development and design, and operations and maintenance practices (FHWA 2022). This approach encourages planning for sustainable highways by addressing climate risks while balancing environmental, economic, and social values— “the triple bottom line of sustainability” (FHWA n.d.). Program and project elements that foster sustainability and resilience also support economic vitality and global efficiency, increase safety and mobility, enhance the environment, promote energy conservation, and improve the quality of life.

Early efforts by the federal government to improve fuel economy and energy efficiency to address climate change and its associated effects include The Energy Policy and Conservation Act of 1975 (42 USC Section 6201); and Corporate Average Fuel Economy (CAFE) Standards. The U.S. Department of Transportation’s National Highway Traffic and Safety Administration (NHTSA) sets and enforces corporate average fuel economy (CAFE) standards for on-road motor vehicles sold in the United States. The Environmental Protection Agency (U.S. EPA) calculates average fuel economy levels for manufacturers, and also sets related GHG emissions standards for vehicles under the Clean Air Act. Raising CAFE standards leads automakers to create a more fuel-efficient fleet, which improves our nation’s energy security, saves consumers money at the pump, and reduces GHG emissions (U.S. DOT 2014). These standards are periodically updated and published through the federal rulemaking process.

State

California has been innovative and proactive in addressing GHG emissions and climate change by passing multiple Senate and Assembly bills and executive orders (EOs).

In 2005, EO S-3-05 initially set a goal to reduce California's GHG emissions to 80 percent below year 1990 levels by 2050, with interim reduction targets. Later EOs and Assembly and Senate bills refined interim targets and codified the emissions reduction goals and strategies. The California Air Resources Board (ARB) was directed to create a climate change scoping plan and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases." Ongoing GHG emissions reduction was also mandated in Health and Safety Code (H&SC) Section 38551(b). In 2022, the California Climate Crisis Act was passed, establishing state policy to reduce statewide human-caused GHG emissions by 85 percent below 1990 levels, achieve net zero GHG emissions by 2045, and achieve and maintain negative emissions thereafter.

Beyond GHG reduction, the State maintains a climate adaptation strategy to address the full range of climate change stressors, and passed legislation requiring state agencies to consider protection and management of natural and working lands as an important strategy in meeting the state's GHG reduction goals.

ENVIRONMENTAL SETTING

The proposed project is in a semi-urban area of San Bernardino County with a well-developed road and street network. The project area is a concrete bridge over a wash north of the 210 freeway. The route, in the project area, is heavily used. A Regional Transportation Plan (RTP)/sustainable communities strategy (SCS) by Southern California Association of Governments (SCAG) guides transportation and housing development in the project area. The San Bernardino County Regional Greenhouse Gas Reduction Plan addresses GHGs in the project area.

GHG Inventories

A GHG emissions inventory estimates the amount of GHGs discharged into the atmosphere by specific sources over a period of time. Tracking annual GHG emissions allows countries, states, and smaller jurisdictions to understand how emissions are changing and what actions may be needed to attain emission reduction goals. U.S. EPA is responsible for documenting GHG emissions nationwide, and the ARB does so for the state of California, as required by H&SC Section 39607.4. Cities and other local jurisdictions may also conduct local GHG inventories to inform their GHG reduction or climate action plans.

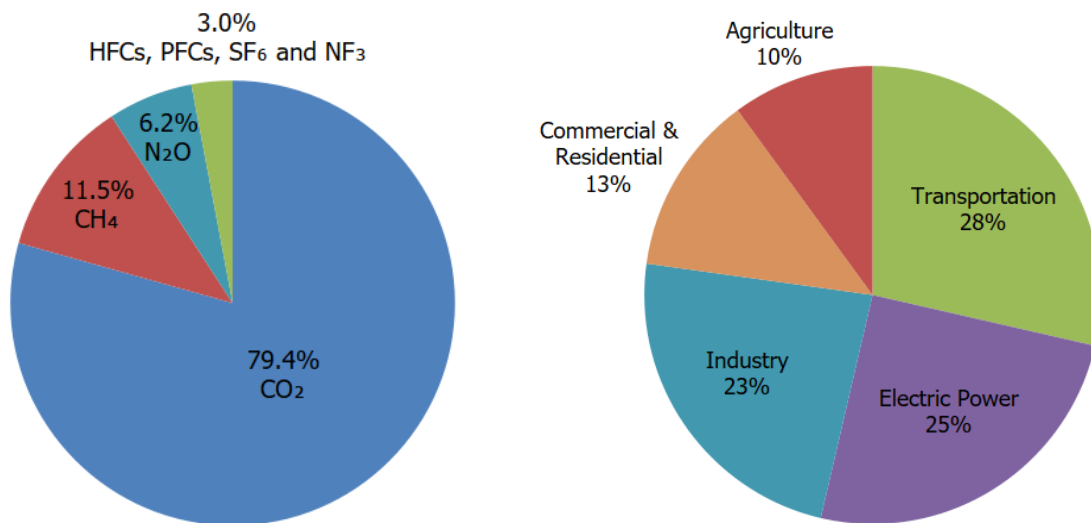
NATIONAL GHG INVENTORY

The annual GHG inventory submitted by the U.S. EPA to the United Nations provides a comprehensive accounting of all human-produced sources of GHGs in the United States. Total national GHG emissions from all sectors in 2021 were 5,586.0 million metric tons (MMT), factoring in deductions for carbon sequestration in the land sector. (Land Use, Land Use Change, and Forestry provide a carbon sink equivalent to 12% of total U.S. emissions in 2021 [U.S. EPA 2023a].) While total GHG emissions in 2021 were 17% below 2005 levels, they increased by 6% over

2020 levels. Of these, 79.4% were CO₂, 11.5% were CH₄, and 6.2% were N₂O; the balance consisted of fluorinated gases. From 1990 to 2021, CO₂ emissions decreased by only 2% (U.S. EPA 2023a).

The transportation sector's share of total GHG emissions increased to 28% in 2021 and remains the largest contributing sector (Figure 3). Transportation fossil fuel combustion accounted for 92% of all CO₂ emissions in 2021. This is an increase of 7% over 2020, largely due to the rebound in economic activity following the COVID-19 pandemic (U.S. EPA 2023a, 2023b).

Figure 3. U.S. 2021 Greenhouse Gas Emissions

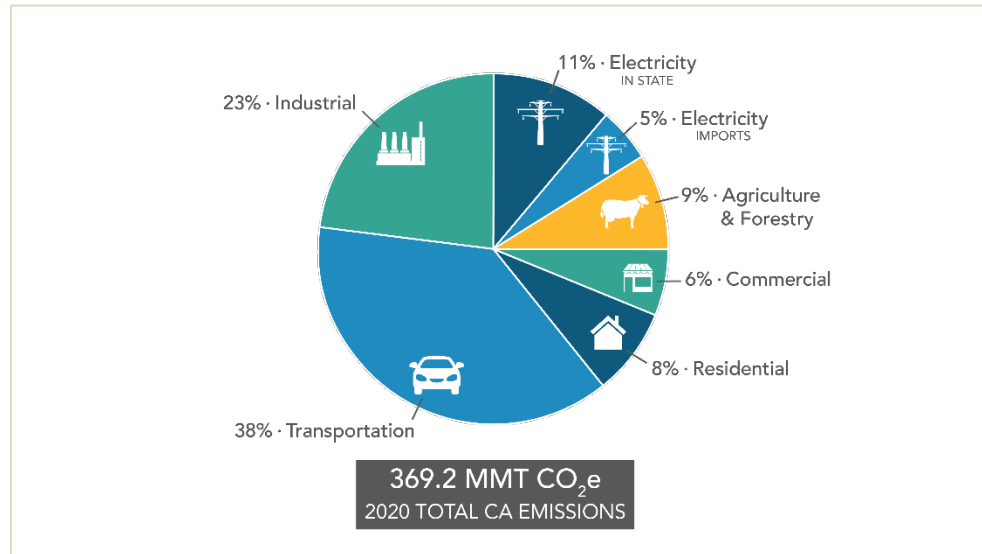


(Source: U.S. EPA 2023b)

STATE GHG INVENTORY

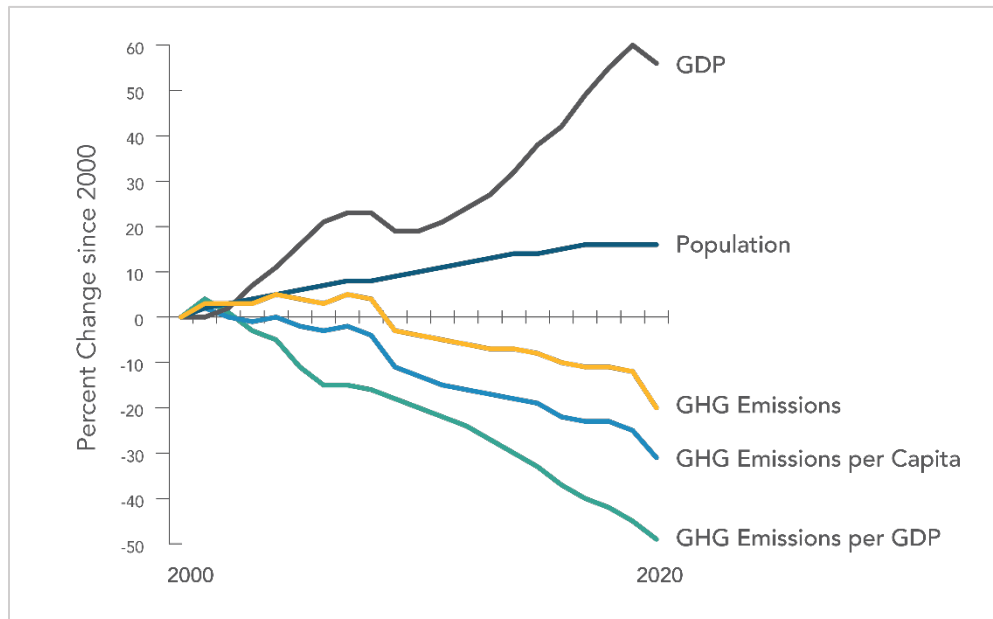
ARB collects GHG emissions data for transportation, electricity, commercial/residential, industrial, agricultural, and waste management sectors each year. It then summarizes and highlights major annual changes and trends to demonstrate the state's progress in meeting its GHG reduction goals. Overall statewide GHG emissions declined from 2000 to 2020 despite growth in population and state economic output (Figure 4 and Figure 5) (ARB 2022a).

Figure 4. California 2020 Greenhouse Gas Emissions by Economic Sector



(Source: ARB 2022a)

Figure 5. Change in California GDP, Population, and GHG Emissions since 2000



(Source: ARB 2022a)

AB 32 required ARB to develop a Scoping Plan that describes the approach California will take to achieve the goal of reducing GHG emissions to 1990 levels by 2020, and to update it every 5 years. The AB 32 Scoping Plan and the subsequent

updates contain the main strategies California will use to reduce GHG emissions. ARB adopted the first scoping plan in 2008. The second updated plan, California's 2017 Climate Change Scoping Plan, adopted on December 14, 2017, reflects the 2030 target established in EO B-30-15 and SB 32. The *2022 Scoping Plan for Achieving Carbon Neutrality*, adopted September 2022, assesses progress toward the statutory 2030 reduction goal and defines a path to reduce human-caused emissions to 85 percent below 1990 levels and achieve carbon neutrality no later than 2045, in accordance with AB 1279 (ARB 2022b).

Regional Plans

As required by *The Sustainable Communities and Climate Protection Act of 2008*, ARB sets regional GHG reduction targets for California's 18 metropolitan planning organizations (MPOs) to achieve through planning future projects that will cumulatively achieve those goals, and reporting how they will be met in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Targets are set at a percent reduction of passenger vehicle GHG emissions per person from 2005 levels. The proposed project is included in the RTP/SCS for Southern California Association of Governments (SCAG). The regional reduction target for SCAG is 19 percent by 2035 (ARB 2022c).

Regional and Local Greenhouse Gas Reduction Plans

Title	GHG Reduction Policies or Strategies
Southern California Association of Governments 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (September 3, 2020)	• The SCS prepared as part of Connect SoCal complies with the emission reduction targets established by ARB and meets the requirements of SB 375 by achieving GHG emission reductions at 8% below 2005 per capita emissions levels by 2020 and 19% below 2005 per capita emissions levels by 2035. The RTP/SCS includes the following goals: • Improve mobility, accessibility, reliability, and travel safety for people and goods • Enhance the preservation, security, and resilience of the regional transportation system • Reduce greenhouse gas emissions and improve air quality • Adapt to a changing climate and support an integrated regional development pattern and transportation network • Increase person and goods movement and travel choices within the transportation system • Leverage new transportation technologies and data-driven solutions that result in more efficient travel

	• Encourage development of diverse housing types in areas that are supported by multiple transportation options
<i>San Bernardino Countywide Plan</i> (September 2022)	• Policy NR-1.7: Greenhouse gas reduction targets. We strive to meet the 2040 and 2050 greenhouse gas emission reduction targets in accordance with state law. • Policy NR-1.8: Construction and operations. We invest in County facilities and fleet vehicles to improve energy efficiency and reduce emissions. We encourage County contractors and other builders and developers to use low-emission construction vehicles and equipment to improve air quality and reduce emissions.
<i>San Bernardino County Regional Greenhouse Gas Reduction Plan</i> (March 2021)	• OnRoad-1 Alternative Fueled Transit Fleets • OnRoad-2 Encourage Use of Mass Transit • OnRoad-3 Transportation Demand Management and Synchronization • OnRoad-4 Expand Bike Routes • OnRoad-5 Community Fleet Electrification • OffRoad-2 Idling Ordinance

PROJECT ANALYSIS

GHG emissions from transportation projects can be divided into those produced during operation and use of the State Highway System (SHS) (operational emissions) and those produced during construction. The primary GHGs produced by the transportation sector are CO₂, CH₄, N₂O, and HFCs. CO₂ emissions are a product of burning gasoline or diesel fuel in internal combustion engines, along with relatively small amounts of CH₄ and N₂O. A small amount of HFC emissions related to refrigeration is also included in the transportation sector. (GHGs differ in how much heat each traps in the atmosphere, called global warming potential, or GWP. CO₂ is the most important GHG, so amounts of other gases are expressed relative to CO₂, using a metric called “carbon dioxide equivalent”, or CO₂e. The global warming potential of CO₂ is assigned a value of 1, and the GWP of other gases is assessed as multiples of CO₂.)

The CEQA Guidelines generally address greenhouse gas emissions as a cumulative impact due to the global nature of climate change (Pub. Resources Code, § 21083(b)(2)). As the California Supreme Court explained, “because of the global scale of climate change, any one project’s contribution is unlikely to be significant by itself.” (Cleveland National Forest Foundation v. San Diego Assn. of Governments (2017) 3 Cal.5th 497, 512.) In assessing cumulative impacts, it must be determined

if a project's incremental effect is "cumulatively considerable" (CEQA Guidelines Sections 15064(h)(1) and 15130).

To make this determination, the incremental impacts of the project must be compared with the effects of past, current, and probable future projects. Although climate change is ultimately a cumulative impact, not every individual project that emits greenhouse gases must necessarily be found to contribute to a significant cumulative impact on the environment.

Operational Emissions

The purpose of the proposed project is to preserve the structural integrity of Lytle Creek Bridge (Bridge No. 54-0422) and will not increase the vehicle capacity of the roadway. This type of project generally causes minimal or no increase in operational GHG emissions. Because the project would not increase the number of travel lanes on SR-210, no increase in vehicle miles traveled (VMT) would occur. While some GHG emissions during the construction period would be unavoidable, no increase in operational GHG emissions is expected.

Construction Emissions

Construction GHG emissions would result from material processing and transportation, on-site construction equipment, and 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. While construction GHG emissions are only produced for a short time, they have long-term effects in the atmosphere, so cannot be considered "temporary" in the same way as criteria pollutants that subside after construction is completed.

Use of long-life pavement, improved traffic management plans, and changes in materials can also help offset GHG emissions produced during construction by allowing longer intervals between maintenance and rehabilitation activities.

Construction emissions were estimated using the Caltrans Construction Emissions Tool (CAL-CET). Construction emissions for Alternatives 2, 3, and 4 are summarized below in Table 3-1.

Table 3-1 Construction Emissions

Alternative	Total Construction Days	Construction Emissions (metric tons of CO _{2e})
Alternative 1 – No Build	n/a	n/a
Alternative 2 – Seismic Gates	65	73 Tons
Alternative 3 – Seismic Retrofit	109	139 Tons
Alternative 4 – Bridge Replacement (Accelerate Bridge Construction)	120	661 Tons

All construction contracts include Caltrans Standard Specifications related to air quality. Section 7-1.02A and 7-1.02C, Emissions Reduction, requires contractors to comply with all laws applicable to the project and to certify they are aware of and will comply with all ARB emission reduction regulations. Section 14-9.02, Air Pollution Control, requires contractors to comply with all air pollution control rules, regulations, ordinances, and statutes. Certain common regulations, such as equipment idling restrictions, that reduce construction vehicle emissions also help reduce GHG emissions.

CEQA Conclusion

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

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

GREENHOUSE GAS REDUCTION STRATEGIES

Statewide Efforts

In response to Assembly Bill 32, the Global Warming Solutions Act, California is implementing measures to achieve emission reductions of GHGs that cause climate change. Climate change programs in California are effectively reducing GHG emissions from all sectors of the economy. These programs include regulations, market programs, and incentives that will transform transportation, industry, fuels, and other sectors to take California into a sustainable, cleaner, low-carbon future, while maintaining a robust economy (ARB 2022c).

Major sectors of the California economy, including transportation, will need to reduce emissions to meet 2030 and 2050 GHG emissions targets. The Governor's Office of

Planning and Research identified five sustainability pillars in a 2015 report: (1) Increasing the share of renewable energy in the State's energy mix to at least 50 percent by 2030; (2) Reducing petroleum use by up to 50 percent by 2030; (3) Increasing the energy efficiency of existing buildings by 50 percent by 2030; (4) Reducing emissions of short-lived climate pollutants; and (5) Stewarding natural resources, including forests, working lands, and wetlands, to ensure that they store carbon, are resilient, and enhance other environmental benefits (OPR 2015).

The transportation sector is integral to the people and economy of California. To achieve GHG emission reduction goals, it is vital that the state build on past successes in reducing criteria and toxic air pollutants from transportation and goods movement. GHG emission reductions will come from cleaner vehicle technologies, lower-carbon fuels, and reduction of vehicle miles traveled (VMT). Reducing today's petroleum use in cars and trucks is a key state goal for reducing greenhouse gas emissions by 2030 (California Environmental Protection Agency 2015).

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

Subsequently, Governor Gavin Newsom issued Executive Order N-82-20 to combat the crises in climate change and biodiversity. It instructs state agencies to use existing authorities and resources to identify and implement near- and long-term actions to accelerate natural removal of carbon and build climate resilience in our forests, wetlands, urban greenspaces, agricultural soils, and land conservation activities in ways that serve all communities and in particular low-income, disadvantaged, and vulnerable communities. To support this order, the California Natural Resources Agency released *Natural and Working Lands Climate Smart Strategy* (California Natural Resources Agency 2022).

Caltrans Activities

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

CLIMATE ACTION PLAN FOR TRANSPORTATION INFRASTRUCTURE

The California Action Plan for Transportation Infrastructure (CAPTI) builds on executive orders signed by Governor Newsom in 2019 and 2020 targeted at reducing GHG emissions in transportation, which account for more than 40 percent of all polluting emissions, to reach the state's climate goals. Under CAPTI, where

feasible and within existing funding program structures, the state will invest discretionary transportation funds in sustainable infrastructure projects that align with its climate, health, and social equity goals (California State Transportation Agency 2021).

CALIFORNIA TRANSPORTATION PLAN

The California Transportation Plan (CTP) is a statewide, long-range transportation plan to meet our future mobility needs and reduce GHG emissions. It serves as an umbrella document for all the other statewide transportation planning documents. The CTP 2050 presents a vision of a safe, resilient, and universally accessible transportation system that supports vibrant communities, advances racial and economic justice, and improves public and environmental health. The plan's climate goal is to achieve statewide GHG emissions reduction targets and increase resilience to climate change. It demonstrates how GHG emissions from the transportation sector can be reduced through advancements in clean fuel technologies; continued shifts toward active travel, transit, and shared mobility; more efficient land use and development practices; and continued shifts to telework (Caltrans 2021a).

CALTRANS STRATEGIC PLAN

The *Caltrans 2020–2024 Strategic Plan* includes goals of stewardship, climate action, and equity. Climate action strategies include developing and implementing a Caltrans Climate Action Plan; a robust program of climate action education, training, and outreach; partnership and collaboration; a VMT monitoring and reduction program; and engaging with the most vulnerable communities in developing and implementing Caltrans climate action activities (Caltrans 2021b).

CALTRANS POLICY DIRECTIVES AND OTHER INITIATIVES

Caltrans Director's Policy 30 (DP-30) Climate Change (June 22, 2012) established a policy to ensure coordinated efforts to incorporate climate change into Caltrans decisions and activities. Other Director's policies promote energy efficiency, conservation, and climate change, and commit Caltrans to sustainability practices in all planning, maintenance, and operations. *Caltrans Greenhouse Gas Emissions and Mitigation Report* (Caltrans 2020) provides a comprehensive overview of Caltrans' emissions and current Caltrans procedures and activities that track and reduce GHG emissions. It identifies additional opportunities for further reducing GHG emissions from Department-controlled emission sources, in support of Caltrans and State goals.

Project-Level GHG Reduction Strategies

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

GHG-1: The project will incorporate the use of energy efficient lighting.

GHG-2: Bids will be solicited that include use of energy and fuel-efficient fleets in accordance with current practices.

GHG-3: The project will maintain equipment in proper tune and working condition.

ADAPTATION

Reducing GHG emissions is only one part of an approach to addressing climate change. Caltrans must plan for the effects of climate change on the state's transportation infrastructure and strengthen or protect the facilities from damage. Climate change is expected to produce increased variability in precipitation, rising temperatures, rising sea levels, variability in storm surges and their intensity, and in the frequency and intensity of wildfires. Flooding and erosion can damage or wash out roads; longer periods of intense heat can buckle pavement and railroad tracks; storm surges combined with a rising sea level can inundate highways. Wildfire can directly burn facilities and indirectly cause damage when rain falls on denuded slopes that landslide after a fire. Effects will vary by location and may, in the most extreme cases, require that a facility be relocated or redesigned. Furthermore, the combined effects of transportation projects and climate stressors can exacerbate the impacts of both on vulnerable communities in a project area. Accordingly, Caltrans must consider these types of climate stressors in how highways are planned, designed, built, operated, and maintained.

Federal Efforts

Under NEPA Assignment, Caltrans is obligated to comply with all applicable federal environmental laws and FHWA NEPA regulations, policies, and guidance. Caltrans practices generally align with the 2023 CEQ interim Guidance on Consideration of Greenhouse Gas Emissions and Climate Change, which offers recommendations for additional ways of evaluating project effects related to GHG emissions and climate change. These recommendations are not regulatory requirements.

The *Fifth National Climate Assessment*, published in 2023, presents the most recent science and “analyzes the effects of global change on the natural environment, agriculture, energy production and use, land and water resources, transportation, human health and welfare, human social systems, and biological diversity; [It] analyzes current trends in global change, both human-induced and natural, and projects major trends for the subsequent 25 to 100 years ... to support informed decision-making across the United States.” Building on previous assessments, it continues to advance “an inclusive, diverse, and sustained process for assessing and communicating scientific knowledge on the impacts, risks, and vulnerabilities associated with a changing global climate” (U.S. Global Change Research Program 2023).

The U.S. Department of Transportation recognizes the transportation sector's major contribution of GHGs that cause climate change and has made climate action one of the department's top priorities (U.S. DOT 2023). FHWA's policy is to strive to identify the risks of climate change and extreme weather events to current and planned transportation systems. FHWA has developed guidance and tools for transportation planning that fosters resilience to climate effects and sustainability at the federal, state, and local levels (FHWA 2022).

The National Oceanic and Atmospheric Administration provides sea level rise projections for all U.S. coastal waters to help communities and decision makers assess their risk from sea level rise. Updated projections through 2150 were released in 2022 in a report and online tool (NOAA 2022).

State Efforts

Climate change adaptation for transportation infrastructure involves long-term planning and risk management to address vulnerabilities in the transportation system. A number of state policies and tools have been developed to guide adaptation efforts.

California's Fourth Climate Change Assessment (Fourth Assessment) (2018) provides information to help decision makers across sectors and at state, regional, and local scales protect and build the resilience of the state's people, infrastructure, natural systems, working lands, and waters. The Fourth Assessment reported that if no measures are taken to reduce GHG emissions by 2021 or sooner, the state is projected to experience an up to 8.8 degrees Fahrenheit increase in average annual maximum daily temperatures; a two-thirds decline in water supply from snowpack resulting in water shortages; a 77% increase in average area burned by wildfire; and large-scale erosion of up to 67% of Southern California beaches due to sea level rise. These effects will have profound impacts on infrastructure, agriculture, energy demand, natural systems, communities, and public health (State of California 2018).

Sea level rise is a particular concern for transportation infrastructure in the coastal zone. Major urban airports will be at risk of flooding from sea level rise combined with storm surge as early as 2040; San Francisco airport is already at risk. Miles of coastal highways vulnerable to flooding in a 100-year storm event will triple to 370 by 2100, and 3,750 miles will be exposed to temporary flooding. The Fourth Assessment's findings highlight the need for proactive action to address these current and future impacts of climate change.

To help actors throughout the state address the findings of California's Fourth Climate Change Assessment, AB 2800's multidisciplinary Climate-Safe Infrastructure Working Group published *Paying it Forward: The Path Toward Climate-Safe Infrastructure in California*. This report provides guidance on assessing risk in the face of inherent uncertainties still posed by the best available climate change science. It also examines how state agencies can use infrastructure planning, design, and implementation processes to respond to the observed and

anticipated climate change impacts (Climate-Safe Infrastructure Working Group 2018).

EO S-13-08, issued in 2008, directed state agencies to consider sea level rise scenarios for 2050 and 2100 during planning to assess project vulnerabilities, reduce risks, and increase resilience to sea level rise. It gave rise to the 2009 *California Climate Adaptation Strategy*, the Safeguarding California Plan, and a series of technical reports on statewide sea level rise projections and risks, including the *State of California Sea-Level Rise Guidance Update* in 2018. The reports addressed the full range of climate change impacts and recommended adaptation strategies. The current *California Climate Adaptation Strategy* incorporates key elements of the latest sector-specific plans such as the *Natural and Working Lands Climate Smart Strategy*, *Wildfire and Forest Resilience Action Plan*, *Water Resilience Portfolio*, and the CAPTI (described above). Priorities in the 2023 *California Climate Adaptation Strategy* include acting in partnership with California Native American Tribes, strengthening protections for climate-vulnerable communities that lack capacity and resources, implementing nature-based climate solutions, using best available climate science, and partnering and collaboration to best leverage resources (California Natural Resources Agency 2023).

EO B-30-15 recognizes that effects of climate change threaten California's infrastructure and requires state agencies to factor climate change into all planning and investment decisions. Under this EO, the Office of Planning and Research published *Planning and Investing for a Resilient California: A Guidebook for State Agencies*, to encourage a uniform and systematic approach to building resilience.

SB 1 Coastal Resources: Sea Level Rise (Atkins 2021) established statewide goals to “anticipate, assess, plan for, and, to the extent feasible, avoid, minimize, and mitigate the adverse environmental and economic effects of sea level rise within the coastal zone.” As the legislation directed, the Ocean Protection Council collaborated with 17 state planning and coastal management agencies to develop the *State Agency Sea-Level Rise Action Plan for California* in February 2022. This plan promotes coordinated actions by state agencies to enhance California's resilience to the impacts of sea level rise (California Ocean Protection Council 2022).

Caltrans Adaptation Efforts

CALTRANS VULNERABILITY ASSESSMENTS

Caltrans completed climate change vulnerability assessments to identify segments of the State Highway System vulnerable to climate change effects of precipitation, temperature, wildfire, storm surge, and sea level rise.

The climate change data in the assessments were developed in coordination with climate change scientists and experts at federal, state, and regional organizations at the forefront of climate science. The findings of the vulnerability assessments guide

analysis of at-risk assets and development of Adaptation Priority Reports as a method to make capital programming decisions to address identified risks.

CALTRANS SUSTAINABILITY PROGRAMS

The Director's Office of Equity, Sustainability and Tribal Affairs supports implementation of sustainable practices at Caltrans. The *Sustainability Roadmap* is a periodic progress report and plan for meeting the Governor's sustainability goals related to EOs B-16-12, B-18-12, and B-30-15. The Roadmap includes designing new buildings for climate change resilience and zero-net energy, and replacing fleet vehicles with zero-emission vehicles (Caltrans 2023).

Project Adaptation Analysis

SEA LEVEL RISE

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

The following discussions of climate change risks for precipitation, temperature, and wildfire are based on the District 8 Caltrans Climate Change Vulnerability Assessments (June 2019).

PRECIPITATION AND FLOODING

The project vicinity is identified as a FEMA flood zone A. These are areas subject to inundation by the 1% annual-chance flood event.

The project would not affect any drainages.

According to the District 8 Climate Vulnerability Assessment, Percent Change in 100-year Precipitation Depth for 2055 could increase by 6.8%, and 5.7% by 2085. While this isn't much of an increase, projections indicate that the precipitation in California is likely to change so that total precipitation will be less, but rainfall events will be heavier.

WILDFIRE

Per CALFIRE's Fire Hazard Severity Zone Mapping Tool, the project is not in a State Responsibility Area. However, the project is in an area designated, in the Caltrans D8 Vulnerability Assessment Mapping Tool, as a moderate level of concern for wildfire exposure. The project consists of an existing transportation facility currently in use and neither construction nor operation of the project would introduce new users or structures. However, Caltrans District 8 would minimize wildfire risk by using fire-resistant materials, maintaining defensible space, using fire-safe

landscaping, and paving under guardrails to reduce weeds which will reduce the area of flammable vegetation to the roadway.

TEMPERATURE

Based on the Caltrans District 8 Climate Change Vulnerability Assessment Map (Caltrans 2019), the average minimum air temperature in the project area is projected to increase 4.7 degrees Fahrenheit by 2055, and by 8.0 degrees Fahrenheit by 2085. The average 7-day maximum temperature in the project area will increase by up to 6.42 degrees Fahrenheit by 2055 and by up to 10.1 degrees Fahrenheit by 2085.

Under Caltrans Design standards, the materials used for bridge projects are intended for sustainability and erosion control. Additionally, the asphalt concrete (AC) and portland cement concrete used are resilient to temperature changes.

Chapter 4 Public Involvement and Draft IS Circulation

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

U.S. Fish and Wildlife Service

A list of threatened and endangered species was obtained from USFWS on December 13, 2023.

Native American Tribes

Three Native American tribes were contacted under AB 52. Letters were sent in November of 2022: to Soboba Band of Luiseno Indians, Gabrieleno Band of Mission Indians-Kizh Nation, and to Yuhaaviatam of San Manuel Nation. Refer to Section V, *Cultural Resources*, for a detailed description of correspondence with Native American tribes.

Public Participation

This Draft Initial Study has been prepared for the project and is being circulated for public review and comment between July 5, 2024 and August 5, 2024. The Notice of Availability for this Draft Initial Study has been distributed to the federal, state, regional, and local agencies and elected officials, as well as interested groups, organizations, and individuals, as listed in Appendix D, Distribution List.

Chapter 5 References

- California Air Resources Board (ARB). 2008. *Climate Change Scoping Plan Appendices. Volume II: Analysis and Documentation*. Appendix I, p. I-19. December.
<https://ww3.arb.ca.gov/cc/scopingplan/document/scopingplandocument.htm>. Accessed: November 13, 2023.
- _____. 2021. *SB 375 Regional Plan Climate Targets*. <https://ww2.arb.ca.gov/our-work/programs/sustainable-communities-program/regional-plan-targets>. Accessed: November 13, 2023.
- _____. 2022a. *California Greenhouse Gas Emissions Inventory Data—2022 Edition, 2000-2020*. <https://ww2.arb.ca.gov/ghg-inventory-data>. Accessed: November 13, 2023.
- _____. 2022b. *2022 Scoping Plan for Achieving Carbon Neutrality*. Executive Summary. <https://ww2.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan/2022-scoping-plan-documents>. Accessed: November 13, 2023.
- _____. 2022c. *Climate Change*. <https://ww2.arb.ca.gov/our-work/topics/climate-change>. Accessed: November 13, 2023.
- California Department of Transportation (Caltrans). 2019. *Caltrans Climate Change Vulnerability Assessments. District 8 Technical Report*. June. Prepared by WSP. <https://dot.ca.gov/programs/transportation-planning/2019-climate-change-vulnerability-assessments>.
- _____. 2020. *Caltrans Greenhouse Gas Emissions and Mitigation Report*. Final. August. Prepared by ICF, Sacramento, CA.
<https://dot.ca.gov/programs/public-affairs/mile-marker/summer-2021/ghg>. Accessed: November 13, 2023.
- _____. 2021a. *California Transportation Plan 2050*. February.
<https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/state-planning-equity-and-engagement/california-transportation-plan>. Accessed: November 13, 2023.
- _____. 2021b. *Caltrans 2020-2024 Strategic Plan*.
<https://storymaps.arcgis.com/stories/f190b9755a184b268719dac9a11153f7>. Accessed: November 13, 2023.
- _____. 2023. *Sustainable Operations at Caltrans*.
<https://dot.ca.gov/programs/esta/sustainable-caltrans>. Accessed: November 13, 2023.

- California Governor's Office of Planning and Research (OPR). 2015. *A Strategy for California @ 50 Million*. November. <https://opr.ca.gov/planning/environmental-goals/>. Accessed: November 13, 2023.
- California Natural Resources Agency. 2022. *Nature-Based Climate Solutions: Natural and Working Lands Climate Smart Strategy*. <https://resources.ca.gov/Initiatives/Expanding-Nature-Based-Solutions>. Accessed: November 13, 2023.
- _____. 2023. *California Climate Adaptation Strategy*. <https://resources.ca.gov/Initiatives/Building-Climate-Resilience/2021-State-Adaptation-Strategy-Update>. Accessed: November 13, 2023.
- California Ocean Protection Council. 2022. *State Agency Sea-Level Rise Action Plan for California*. February. <https://www.opc.ca.gov/climate-change/sea-level-rise-2/>. Accessed: November 13, 2023.
- California State Transportation Agency. 2021. *Climate Action Plan for Transportation Infrastructure (CAPTI)*. <https://calsta.ca.gov/subject-areas/climate-action-plan>. Accessed: November 13, 2023.
- Climate-Safe Infrastructure Working Group. 2018. *Paying it Forward: The Path Toward Climate-Safe Infrastructure in California*. September. https://resources.ca.gov/CNRALegacyFiles/docs/climate/ab2800/AB2800_Climate-SafeInfrastructure_FinalNoAppendices.pdf. Accessed: November 13, 2023.
- Federal Highway Administration (FHWA). 2022. *Sustainability*. <https://www.fhwa.dot.gov/environment/sustainability/resilience/>. Last updated July 29, 2022. Accessed: November 13, 2023.
- _____. No date. *Sustainable Highways Initiative*. <https://www.fhwa.dot.gov/environment/sustainability/initiative/>. Accessed: November 13, 2023.
- National Oceanic and Atmospheric Administration (NOAA). 2022. *2022 Sea Level Rise Technical Report*. <https://oceanservice.noaa.gov/hazards/sealevelrise/sealevelrise-tech-report.html>. Accessed: November 13, 2023.
- State of California. 2018. *California's Fourth Climate Change Assessment*. <http://www.climateassessment.ca.gov/>. Accessed: November 13, 2023.
- U.S. Department of Transportation (U.S. DOT). 2014. *Corporate Average Fuel Economy (CAFE) Standards*. <https://www.transportation.gov/mission/sustainability/corporate-average-fuel-economy-cafe-standards>. Accessed: November 13, 2023.

- _____. 2023. *Climate Action*. January.
<https://www.transportation.gov/priorities/climate-and-sustainability/climate-action>. Accessed: November 13, 2023.
- U.S. Environmental Protection Agency (U.S. EPA). 2021. *Final Rule to Revise Existing National GHG Emissions Standards for Passenger Cars and Light Trucks Through Model Year 2026*. December.
<https://www.epa.gov/regulations-emissions-vehicles-and-engines/final-rule-revise-existing-national-ghg-emissions>. Accessed: November 13, 2023.
- _____. 2023a. *Data Highlights*. Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2021. <https://www.epa.gov/ghgemissions/inventory-us-greenhouse-gas-emissions-and-sinks>. Accessed: November 13, 2023.
- _____. 2023b. *Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2021*. <https://www.epa.gov/ghgemissions/inventory-us-greenhouse-gas-emissions-and-sinks>. Accessed: November 13, 2023.
- U.S. Global Change Research Program. 2023. *Fifth National Climate Assessment*. <https://nca2023.globalchange.gov/chapter/front-matter/>. Accessed: November 21, 2023.

Appendix A List of Preparers

The following personnel contributed to the preparation of this document:

California Department of Transportation

- Antonia Toledo, Environmental Studies D, Branch Chief
- Todd Kindred, Staff Transportation Engineer
- Fatima Islam, Transportation Engineer/Environmental Engineering
- Donald Cheng, Transportation Engineer/Environmental Engineering
- Farhana Islam, Transportation Engineer/Environmental Engineering
- Olufemi Odufalu, Environmental Engineering Branch Chief
- Jeanine Porter, Associate Environmental Planner
- Michael Grimes, Environmental Scientist, Biological Studies
- Tyrha Delgar, Environmental Scientist, Acting Sr., Biological Studies
- Maria Hamlett, Biological Studies, Permit Coordinator
- Ashley Bowman, Associate Environmental Planner/Archaeologist
- Bahram Karimi, Paleo Specialist

Appendix B Title VI Policy Statement

CALIFORNIA STATE TRANSPORTATION AGENCY

CAVIN NEWSOM, GOVERNOR

California Department of Transportation

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



September 2023

NON-DISCRIMINATION POLICY STATEMENT

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

Caltrans will make every effort to ensure nondiscrimination in all of its services, programs and activities, whether they are federally funded or not, and that services and benefits are fairly distributed to all people, regardless of race, color, or national origin. In addition, Caltrans will facilitate meaningful participation in the transportation planning process in a non-discriminatory manner.

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

For information or guidance on how to file a complaint, or obtain more information regarding Title VI, please contact the Title VI Branch Manager at (916) 639-6392 or visit the following web page: <https://dot.ca.gov/programs/civil-rights/title-vi>.

To obtain this information in an alternate format such as Braille or in a language other than English, please contact the California Department of Transportation, Office of Civil Rights, at PO Box 942874, MS-79, Sacramento, CA 94274-0001; (916) 879-6768 (TTY 711); or at Title.VI@dot.ca.gov.

A handwritten signature in black ink, appearing to read 'Tony Tavares'.

TONY TAVARES
Director

"Provide a safe and reliable transportation network that serves all people and respects the environment"

Appendix C Environmental Commitments Record

In order to be sure that all of the environmental measures identified in this document are executed at the appropriate times, the following mitigation program (as articulated on the proposed Environmental Commitments Record (ECR) which follows) would be implemented. During project design, avoidance, minimization, and/or mitigation measures will be incorporated into the project's final plans, specifications, and cost estimates, as appropriate. All permits will be obtained prior to implementation of the project. During construction, environmental and construction/engineering staff will ensure that the commitments contained in this ECR are fulfilled. Following construction and appropriate phases of project delivery, long-term mitigation maintenance and monitoring will take place, as applicable. As the following ECR is a draft, some fields have not been completed, and will be filled out as each of the measures is implemented. Note: Some measures may apply to more than one resource area. Duplicative or redundant measures have not been included in this ECR.

Permit Type	Agency	Date Received	Expiration	Notes
1600	California Department of Fish & Wildlife			Needed by October, 2025
401	Regional Water Quality Control Board			Needed by October, 2025
404	US Army Corps of Engineers			Needed by October, 2025
BO	US Fish and Wildlife			Needed by December 2024

Date of ECR: June 2024
Date of approved DED: June 2024

ENVIRONMENTAL COMMITMENTS RECORD

(State Route-210U Frontage Road Lytle Creek Bridge Seismic Retrofit)

08-SBd-210
PM 20.8/20.8

Project Phase:

- ☒ PAVED (DED)
☐ PS&E Submittal _____ %
☐ Construction

EA 08-1L520
PN
080000090
Generalist:
JeaninePorter
ECL: TBD

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmental Analysis Source	Responsible for Development and/or Implementation of Measure	Timing/ Phase	SSP or NSSP:	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Mitigation for significant impacts under CEQA?	
							Date / Initials	YES	N O
AQ-1: The project would be constructed in compliance with Caltrans' Standard Specifications, Section 14-9 "Air Quality" and Caltrans' specifications for the control of construction-generated emissions.	12	Draft IS Air Quality CEQA Evaluation Section	District/Design/ District Environmental Engineering/ Resident Engineer/ Contractor	Final Design, Construction	SSP 14-9				X

Date of ECR: June 2024
Date of approved DED: June 2024

ENVIRONMENTAL COMMITMENTS RECORD (State Route-210U Frontage Road Lytle Creek Bridge Seismic Retrofit)

08-SBd-210
PM 20.8/20.8

Project Phase:
☒ PA/ED (DED)
☐ PS&E Submittal _____ %
☐ Construction

EA 08-1L520
PN
080000090
Generalist:
JeaninePorter
ECL: TBD

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmental Analysis Source	Responsible for Development and/or Implementation of Measure	Timing/ Phase	SSP or NSSP:	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Mitigation for significant impacts under CEQA?	
							Date / Initials	YES	N O
Additional measures may be developed in coordination with the South Coast Air Quality Management District (SCAQMD) to minimize potential impacts.									
CUL-1: Stop work if buried cultural resources are encountered during construction until a qualified archaeologist can evaluate the nature and significance of the find. In the event that human remains,	N/A	District Environmental Cultural Resources	District Cultural Studies/District Design/Resident Engineer/Contract or	Design/ Construction					X

Date of ECR: June 2024
 Date of approved DED: June 2024

ENVIRONMENTAL COMMITMENTS RECORD (State Route-210U Frontage Road Lytle Creek Bridge Seismic Retrofit)

08-SBd-210
 PM 20.8/20.8

Project Phase:
☒ PA/ED (DED)
☐ PS&E Submittal _____ %
☐ Construction

EA 08-1L520
 PN
 080000090
 Generalist:
 JeaninePorter
 ECL: TBD

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmental Analysis Source	Responsible for Development and/or Implementation of Measure	Timing/ Phase	SSP or NSSP:	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Mitigation for significant impacts under CEQA?	
							Date / Initials	YES	N O
including isolated, disarticulated bones or fragments, are discovered during construction-related activity, cease in the vicinity of the human remains.									
CUL-2: In the event that human remains are found, the county coroner shall be notified and ALL construction activities within 50 feet of the discovery shall stop. Pursuant to Public Resources Code Section 5097.98, if	N/A	District Environmental Cultural Resources	District Cultural Studies/District Design/Resident Engineer/Contract or	Final Design, Construction					X

Date of ECR: June 2024
 Date of approved DED: June 2024

ENVIRONMENTAL COMMITMENTS RECORD (State Route-210U Frontage Road Lytle Creek Bridge Seismic Retrofit)

08-SBd-210
 PM 20.8/20.8

Project Phase:
☒ PA/ED (DED)
☐ PS&E Submittal _____ %
☐ Construction

EA 08-1L520
 PN
 080000090
 Generalist:
 JeaninePorter
 ECL: TBD

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmental Analysis Source	Responsible for Development and/or Implementation of Measure	Timing/ Phase	SSP or NSSP:	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Mitigation for significant impacts under CEQA?	
							Date / Initials	YES	N O
the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). The person who discovered the remains will contact the District 8 Division of Environmental Planning; Steven Holm, Acting DEBC: (909) 292-3856 and Gary Jones, DNAC: (909) 261-8157.									

Date of ECR: June 2024
Date of approved DED: June 2024

ENVIRONMENTAL COMMITMENTS RECORD (State Route-210U Frontage Road Lytle Creek Bridge Seismic Retrofit)

08-SBd-210
PM 20.8/20.8

Project Phase:
☒ PA/ED (DED)
☐ PS&E Submittal _____ %
☐ Construction

EA 08-1L520
PN
080000090
Generalist:
JeaninePorter
ECL: TBD

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmental Analysis Source	Responsible for Development and/or Implementation of Measure	Timing/ Phase	SSP or NSSP:	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Mitigation for significant impacts under CEQA?	
							Date / Initials	YES	N O
Further provisions of PRC 5097.98 are to be followed as applicable.									
BIO-1: All staging, storing, and borrow sites require the approval of the Caltrans biologist.	85	NESMI Approved January 2024	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Construction	SSP or NSSP				X
BIO-2: If compensatory mitigation is determined necessary for impacts to jurisdictional waters, it will be addressed, concurrently with	85	NESMI Approved January 2024	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Construction	SSP or NSSP				X

Date of ECR: June 2024
 Date of approved DED: June 2024

ENVIRONMENTAL COMMITMENTS RECORD (State Route-210U Frontage Road Lytle Creek Bridge Seismic Retrofit)

08-SBd-210
 PM 20.8/20.8

Project Phase:
☒ PA/ED (DED)
☐ PS&E Submittal _____ %
☐ Construction

EA 08-1L520
 PN
 080000090
 Generalist:
 JeaninePorter
 ECL: TBD

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmental Analysis Source	Responsible for Development and/or Implementation of Measure	Timing/ Phase	SSP or NSSP:	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Mitigation for significant impacts under CEQA?	
							Date / Initials	YES	N O
resource agency consultation and approval, through on-site restoration activities, permittee-responsible mitigation, suitable mitigation/conservation bank credits, suitable in-lieu fee program credits, and/or other mitigation acceptable to the resource agencies involved.									
BIO-3: To address impacts to CDFW Sensitive Natural Communities, this	85	NESMI Approved January 2024	District Design / District Environmental	Final Design,	SSP or NSSP				X

Date of ECR: June 2024
Date of approved DED: June 2024

ENVIRONMENTAL COMMITMENTS RECORD (State Route-210U Frontage Road Lytle Creek Bridge Seismic Retrofit)

08-SBd-210
PM 20.8/20.8

Project Phase:
☒ PA/ED (DED)
☐ PS&E Submittal _____ %
☐ Construction

EA 08-1L520
PN
080000090
Generalist:
JeaninePorter
ECL: TBD

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmental Analysis Source	Responsible for Development and/or Implementation of Measure	Timing/ Phase	SSP or NSSP:	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Mitigation for significant impacts under CEQA?	
							Date / Initials	YES	N O
area would be delineated as an ESA in the plans and/or described in the specifications.			Planning / Resident Engineer / Contractor	Construction					
BIO-4: If the CDFW Sensitive Natural Communities cannot be avoided, then this habitat will be restored on site via planting and/or seed mix.	85	NESMI Approved January 2024	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Construction	SSP or NSSP				X
BIO-5: A qualified biologist must present a biological resource information program/WEAP for San Bernardino	85	NESMI Approved January 2024	District Design / District Environmental Planning /	Final Design, Construction	SSP or NSSP				X

Date of ECR: June 2024
Date of approved DED: June 2024

ENVIRONMENTAL COMMITMENTS RECORD (State Route-210U Frontage Road Lytle Creek Bridge Seismic Retrofit)

08-SBd-210
PM 20.8/20.8

Project Phase:
☒ PA/ED (DED)
☐ PS&E Submittal _____ %
☐ Construction

EA 08-1L520
PN
080000090
Generalist:
JeaninePorter
ECL: TBD

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmental Analysis Source	Responsible for Development and/or Implementation of Measure	Timing/ Phase	SSP or NSSP:	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Mitigation for significant impacts under CEQA?	
							Date / Initials	YES	N O
Kangaroo Rat, bat species, sensitive plants, and nesting birds prior to Project activities to all personnel that will be present within the Project limits for longer than 30 minutes at any given time.			Resident Engineer / Contractor						
BIO-6: Within the Spring season prior to construction, a preconstruction survey must be conducted by a qualified biologist for special status plant	85	NESMI Approved January 2024	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Construction	SSP or NSSP				X

Date of ECR: June 2024
 Date of approved DED: June 2024

ENVIRONMENTAL COMMITMENTS RECORD (State Route-210U Frontage Road Lytle Creek Bridge Seismic Retrofit)

08-SBd-210
 PM 20.8/20.8

Project Phase:
☒ PA/ED (DED)
☐ PS&E Submittal _____ %
☐ Construction

EA 08-1L520
 PN
 080000090
 Generalist:
 JeaninePorter
 ECL: TBD

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmental Analysis Source	Responsible for Development and/or Implementation of Measure	Timing/ Phase	SSP or NSSP:	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Mitigation for significant impacts under CEQA?	
							Date / Initials	YES	N O
species within the Project limits. Special status plant species must be flagged for visual identification to construction personnel for work avoidance. Special status plant species detected that feature multiple plants in a single location must be fenced with ESA fencing.									
BIO-7: If a special status plant species is found within the job site and cannot be fenced, but can	85	NESMI Approved January 2024	District Design / District Environmental Planning /	Final Design, Construction	SSP or NSSP				X

Date of ECR: June 2024
Date of approved DED: June 2024

ENVIRONMENTAL COMMITMENTS RECORD (State Route-210U Frontage Road Lytle Creek Bridge Seismic Retrofit)

08-SBd-210
PM 20.8/20.8

Project Phase:
☒ PA/ED (DED)
☐ PS&E Submittal _____ %
☐ Construction

EA 08-1L520
PN
080000090
Generalist:
JeaninePorter
ECL: TBD

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmental Analysis Source	Responsible for Development and/or Implementation of Measure	Timing/ Phase	SSP or NSSP:	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Mitigation for significant impacts under CEQA?	
							Date / Initials	YES	N O
survive transplantation, the qualified biologist must contact the Caltrans biologist to determine the time and suitable translocation area for the plant species to be moved. Additional requirements and actions must be determined at the time if such a situation occurs.			Resident Engineer / Contractor						
BIO-8: To address impacts to SBKR habitat, special status plants, and CDFW	85	NESMI Approved January 2024	District Design / District Environmental	Final Design,	SSP or NSSP				X

Date of ECR: June 2024
Date of approved DED: June 2024

ENVIRONMENTAL COMMITMENTS RECORD (State Route-210U Frontage Road Lytle Creek Bridge Seismic Retrofit)

08-SBd-210
PM 20.8/20.8

Project Phase:
☒ PA/ED (DED)
☐ PS&E Submittal _____ %
☐ Construction

EA 08-1L520
PN
080000090
Generalist:
JeaninePorter
ECL: TBD

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmental Analysis Source	Responsible for Development and/or Implementation of Measure	Timing/ Phase	SSP or NSSP:	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Mitigation for significant impacts under CEQA?	
							Date / Initials	YES	N O
Sensitive Natural Communities, this area would be delineated as an ESA in the plans and/or described in the specifications.			Planning / Resident Engineer / Contractor	Constru ction					
BIO-9: To address impacts to special status wildlife species, including but not limited to SBKR, artificial lighting shall be directed at the job site to minimize light spillover onto the Lytle Creek Wash.	85	NESMI Approved January 2024	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Construc tion	SSP or NSSP				X

Date of ECR: June 2024
Date of approved DED: June 2024

ENVIRONMENTAL COMMITMENTS RECORD (State Route-210U Frontage Road Lytle Creek Bridge Seismic Retrofit)

08-SBd-210
PM 20.8/20.8

Project Phase:

- ☒ PA/ED (DED)
☐ PS&E Submittal _____ %
☐ Construction

EA 08-1L520
PN
080000090
Generalist:
JeaninePorter
ECL: TBD

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmental Analysis Source	Responsible for Development and/or Implementation of Measure	Timing/ Phase	SSP or NSSP:	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Mitigation for significant impacts under CEQA?	
							Date / Initials	YES	N O
BIO-10: To address impacts to SBKR and their critical habitat, avoid construction activities outside of designated work areas and within critical habitat.	85	NESMI Approved January 2024	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Construction	SSP or NSSP				X
BIO-11: If during Project activities a SBKR is discovered within the Project site, all construction activities must stop and the Caltrans biologist and Resident Engineer must be notified. Coordination with appropriate	85	NESMI Approved January 2024	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Construction	SSP or NSSP				X

Date of ECR: June 2024
 Date of approved DED: June 2024

ENVIRONMENTAL COMMITMENTS RECORD (State Route-210U Frontage Road Lytle Creek Bridge Seismic Retrofit)

08-SBd-210
 PM 20.8/20.8

Project Phase:
☒ PA/ED (DED)
☐ PS&E Submittal _____ %
☐ Construction

EA 08-1L520
 PN
 080000090
 Generalist:
 JeaninePorter
 ECL: TBD

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmental Analysis Source	Responsible for Development and/or Implementation of Measure	Timing/ Phase	SSP or NSSP:	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Mitigation for significant impacts under CEQA?	
							Date / Initials	YES	N O
agencies may be required prior to restarting activities.									
BIO-12: To prevent inadvertent entrapment of animal species during project activities, all excavated steep-walled holes or trenches more than 24-inches must be covered at the close of each working day by plywood (or similar material) or provided with one or more escape ramps constructed of earth	85	NESMI Approved January 2024	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Construction	SSP or NSSP				X

Date of ECR: June 2024
Date of approved DED: June 2024

ENVIRONMENTAL COMMITMENTS RECORD (State Route-210U Frontage Road Lytle Creek Bridge Seismic Retrofit)

08-SBd-210
PM 20.8/20.8

Project Phase:

- ☒ PA/ED (DED)
☐ PS&E Submittal _____ %
☐ Construction

EA 08-1L520
PN
080000090
Generalist:
JeaninePorter
ECL: TBD

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmental Analysis Source	Responsible for Development and/or Implementation of Measure	Timing/ Phase	SSP or NSSP:	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Mitigation for significant impacts under CEQA?	
							Date / Initials	YES	N O
fill or wooden planks. At the beginning of each working day, all such holes or trenches must be inspected to ensure no animals have been trapped during the previous night. Before such holes or trenches are filled, they must be thoroughly inspected for trapped animals. Trapped animals must be released by the biological monitor.									
BIO-13: If feasible, the Project will avoid	85	NESMI Approved January 2024	District Design / District	Final Design,	SSP or NSSP				X

Date of ECR: June 2024
Date of approved DED: June 2024

ENVIRONMENTAL COMMITMENTS RECORD (State Route-210U Frontage Road Lytle Creek Bridge Seismic Retrofit)

08-SBd-210
PM 20.8/20.8

Project Phase:
☒ PA/ED (DED)
☐ PS&E Submittal _____ %
☐ Construction

EA 08-1L520
PN
080000090
Generalist:
JeaninePorter
ECL: TBD

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmental Analysis Source	Responsible for Development and/or Implementation of Measure	Timing/ Phase	SSP or NSSP:	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Mitigation for significant impacts under CEQA?	
							Date / Initials	YES	N O
performing ground-disturbing activities (including vegetation removal and fence installation) during the peak SBKR breeding season (January 15 through May 15).			Environmental Planning / Resident Engineer / Contractor	Construction					
BIO-14: Temporary SBKR exclusion fencing shall be constructed around the PIA as determined by the qualified biologist in coordination with the Resident Engineer (including ingress/egress routes	85	NESMI Approved January 2024	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Construction	SSP or NSSP				X

Date of ECR: June 2024
 Date of approved DED: June 2024

ENVIRONMENTAL COMMITMENTS RECORD (State Route-210U Frontage Road Lytle Creek Bridge Seismic Retrofit)

08-SBd-210
 PM 20.8/20.8

Project Phase:
☒ PA/ED (DED)
☐ PS&E Submittal _____ %
☐ Construction

EA 08-1L520
 PN
 080000090
 Generalist:
 JeaninePorter
 ECL: TBD

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmental Analysis Source	Responsible for Development and/or Implementation of Measure	Timing/ Phase	SSP or NSSP:	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Mitigation for significant impacts under CEQA?	
							Date / Initials	YES	N O
and staging areas) during Project construction within suitable habitat where there is no barrier to SBKR movement (e.g., rip rap). No Project activities will be allowed outside of the SBKR exclusionary fencing. The fencing will be made of a smooth-faced material to prevent animals from climbing into the excluded areas, such as Aqua 30 coextruded									

Date of ECR: June 2024
 Date of approved DED: June 2024

ENVIRONMENTAL COMMITMENTS RECORD (State Route-210U Frontage Road Lytle Creek Bridge Seismic Retrofit)

08-SBd-210
 PM 20.8/20.8

Project Phase:
☒ PA/ED (DED)
☐ PS&E Submittal _____ %
☐ Construction

EA 08-1L520
 PN
 080000090
 Generalist:
 JeaninePorter
 ECL: TBD

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmental Analysis Source	Responsible for Development and/or Implementation of Measure	Timing/ Phase	SSP or NSSP:	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Mitigation for significant impacts under CEQA?	
							Date / Initials	YES	N O
polyethylene liner, Animex™ fencing, or similar material. The fencing will be installed at least 12 to 18 inches underground and extend at least three feet straight above ground, reinforced with metal T posts or similar support materials. If underground installation is not possible due to extremely rocky soils, then the bottom 12 to 18 inches of the									

Date of ECR: June 2024
 Date of approved DED: June 2024

ENVIRONMENTAL COMMITMENTS RECORD (State Route-210U Frontage Road Lytle Creek Bridge Seismic Retrofit)

08-SBd-210
 PM 20.8/20.8

Project Phase:
☒ PA/ED (DED)
☐ PS&E Submittal _____ %
☐ Construction

EA 08-1L520
 PN
 080000090
 Generalist:
 JeaninePorter
 ECL: TBD

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmental Analysis Source	Responsible for Development and/or Implementation of Measure	Timing/ Phase	SSP or NSSP:	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Mitigation for significant impacts under CEQA?	
							Date / Initials	YES	N O
fencing will be folded out and sandbags placed on the edges of the fencing. Installation of the exclusion fencing shall be overseen by a qualified SBKR biologist or biological monitor. Inspections of the exclusion fence shall be conducted daily, and any required maintenance shall be performed immediately upon discovery or no later than one hour before dusk on the day it was									

Date of ECR: June 2024
 Date of approved DED: June 2024

ENVIRONMENTAL COMMITMENTS RECORD (State Route-210U Frontage Road Lytle Creek Bridge Seismic Retrofit)

08-SBd-210
 PM 20.8/20.8

Project Phase:
☒ PA/ED (DED)
☐ PS&E Submittal _____ %
☐ Construction

EA 08-1L520
 PN
 080000090
 Generalist:
 JeaninePorter
 ECL: TBD

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmental Analysis Source	Responsible for Development and/or Implementation of Measure	Timing/ Phase	SSP or NSSP:	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Mitigation for significant impacts under CEQA?	
							Date / Initials	YES	N O
discovered. Once construction activities are complete, the fencing will be removed. Fence installation and removal activities will be overseen by a qualified SBKR biologist or biological monitor. If potential SBKR burrows are found within the proposed pathway of the exclusion fencing construction, then the qualified SBKR biologist will either help the fencing crew									

Date of ECR: June 2024
 Date of approved DED: June 2024

ENVIRONMENTAL COMMITMENTS RECORD (State Route-210U Frontage Road Lytle Creek Bridge Seismic Retrofit)

08-SBd-210
 PM 20.8/20.8

Project Phase:
☒ PA/ED (DED)
☐ PS&E Submittal _____ %
☐ Construction

EA 08-1L520
 PN
 080000090
 Generalist:
 JeaninePorter
 ECL: TBD

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmental Analysis Source	Responsible for Development and/or Implementation of Measure	Timing/ Phase	SSP or NSSP:	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Mitigation for significant impacts under CEQA?	
							Date / Initials	YES	N O
identify an alternate route to avoid potential burrows and one that does not negatively affect Project construction, or they will hand-excavate potential SBKR burrows at least 200 feet in advance of the fence installation crew/equipment. Any SBKR found during burrow excavation activities will be released outside of the exclusion area into suitable habitat									

Date of ECR: June 2024
Date of approved DED: June 2024

ENVIRONMENTAL COMMITMENTS RECORD (State Route-210U Frontage Road Lytle Creek Bridge Seismic Retrofit)

08-SBd-210
PM 20.8/20.8

Project Phase:
☒ PA/ED (DED)
☐ PS&E Submittal _____ %
☐ Construction

EA 08-1L520
PN
080000090
Generalist:
JeaninePorter
ECL: TBD

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmental Analysis Source	Responsible for Development and/or Implementation of Measure	Timing/ Phase	SSP or NSSP:	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Mitigation for significant impacts under CEQA?	
							Date / Initials	YES	N O
by the SBKR biologist.									
BIO-15: Following installation of the exclusionary fence, and prior to initial ground disturbance (i.e., clearing and grading), the fenced Project impact area will be trapped by a biologist in possession of a federal 10(a)(1)(A) permit and a Memorandum of Understanding (MOU) with CDFW to	85	NESMI Approved January 2024	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Construction	SSP or NSSP				X

Date of ECR: June 2024
 Date of approved DED: June 2024

ENVIRONMENTAL COMMITMENTS RECORD (State Route-210U Frontage Road Lytle Creek Bridge Seismic Retrofit)

08-SBd-210
 PM 20.8/20.8

Project Phase:
☒ PA/ED (DED)
☐ PS&E Submittal _____ %
☐ Construction

EA 08-1L520
 PN
 080000090
 Generalist:
 JeaninePorter
 ECL: TBD

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmental Analysis Source	Responsible for Development and/or Implementation of Measure	Timing/ Phase	SSP or NSSP:	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Mitigation for significant impacts under CEQA?	
							Date / Initials	YES	N O
conduct trapping studies for SBKR, and any small mammals captured, including SBKR, will be released into adjacent suitable habitat outside of the fence on the side nearest to the point of capture. The biologist will live-trap and remove as many SBKR as possible from within the enclosed construction area. Trapping will be conducted for at least five consecutive									

Date of ECR: June 2024
 Date of approved DED: June 2024

ENVIRONMENTAL COMMITMENTS RECORD (State Route-210U Frontage Road Lytle Creek Bridge Seismic Retrofit)

08-SBd-210
 PM 20.8/20.8

Project Phase:
☒ PA/ED (DED)
☐ PS&E Submittal _____ %
☐ Construction

EA 08-1L520
 PN
 080000090
 Generalist:
 JeaninePorter
 ECL: TBD

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmental Analysis Source	Responsible for Development and/or Implementation of Measure	Timing/ Phase	SSP or NSSP:	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Mitigation for significant impacts under CEQA?	
							Date / Initials	YES	N O
nights. If SBKR are captured on the fourth or fifth night, trapping will continue until there have been two consecutive nights of trapping with no SBKR captures, or until the USFWS and CDFW have provided written approval to discontinue trapping. The biologist will create a temporary marking on all captured SBKR on the chest with a non-toxic marker to identify any SBKR									

Date of ECR: June 2024
 Date of approved DED: June 2024

ENVIRONMENTAL COMMITMENTS RECORD (State Route-210U Frontage Road Lytle Creek Bridge Seismic Retrofit)

08-SBd-210
 PM 20.8/20.8

Project Phase:
☒ PA/ED (DED)
☐ PS&E Submittal _____ %
☐ Construction

EA 08-1L520
 PN
 080000090
 Generalist:
 JeaninePorter
 ECL: TBD

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmental Analysis Source	Responsible for Development and/or Implementation of Measure	Timing/ Phase	SSP or NSSP:	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Mitigation for significant impacts under CEQA?	
							Date / Initials	YES	N O
that reenter the exclusion area during the trapping effort. If there are recaptures, the exclusion fence will be examined, repaired as necessary, and trapping will be conducted until there are two consecutive nights with no SBKR captures, or until the USFWS and CDFW have provided written approval to discontinue trapping. Once the trapping effort has been									

Date of ECR: June 2024
Date of approved DED: June 2024

ENVIRONMENTAL COMMITMENTS RECORD (State Route-210U Frontage Road Lytle Creek Bridge Seismic Retrofit)

08-SBd-210
PM 20.8/20.8

Project Phase:
☒ PA/ED (DED)
☐ PS&E Submittal _____ %
☐ Construction

EA 08-1L520
PN
080000090
Generalist:
JeaninePorter
ECL: TBD

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmental Analysis Source	Responsible for Development and/or Implementation of Measure	Timing/ Phase	SSP or NSSP:	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Mitigation for significant impacts under CEQA?	
							Date / Initials	YES	N O
complete, Project activities may commence within the excluded areas. Inspections of the exclusion fence shall be conducted on a daily basis and any required maintenance shall be performed immediately upon discovery or no later than one hour before dusk on the day it was discovered.									
BIO-16: As part of the SBKR trapping effort, seed shall be broadcast at release	85	NESMI Approved January 2024	District Design / District Environmental	Final Design,	SSP or NSSP				X

Date of ECR: June 2024
 Date of approved DED: June 2024

ENVIRONMENTAL COMMITMENTS RECORD (State Route-210U Frontage Road Lytle Creek Bridge Seismic Retrofit)

08-SBd-210
 PM 20.8/20.8

Project Phase:
☒ PA/ED (DED)
☐ PS&E Submittal _____ %
☐ Construction

EA 08-1L520
 PN
 080000090
 Generalist:
 JeaninePorter
 ECL: TBD

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmental Analysis Source	Responsible for Development and/or Implementation of Measure	Timing/ Phase	SSP or NSSP:	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Mitigation for significant impacts under CEQA?	
							Date / Initials	YES	N O
sites where SBKR are relocated outside of the exclusion fencing to provide supplemental forage for relocated individuals. Seed shall be broadcast at the release site 3 evenings per week for the first month following relocation activities. Seeds will be microwaved for 1 to 3 minutes before broadcast at the release site to prevent seed germination and alteration of the native			Planning / Resident Engineer / Contractor	Construction					

Date of ECR: June 2024
Date of approved DED: June 2024

ENVIRONMENTAL COMMITMENTS RECORD (State Route-210U Frontage Road Lytle Creek Bridge Seismic Retrofit)

08-SBd-210
PM 20.8/20.8

Project Phase:
☒ PA/ED (DED)
☐ PS&E Submittal _____ %
☐ Construction

EA 08-1L520
PN
080000090
Generalist:
JeaninePorter
ECL: TBD

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmental Analysis Source	Responsible for Development and/or Implementation of Measure	Timing/ Phase	SSP or NSSP:	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Mitigation for significant impacts under CEQA?	
							Date / Initials	YES	N O
vegetation community.									
BIO-17: A qualified biologist or biological monitor with SBKR expertise, subject to USFWS approval, will be present when construction or ground-disturbing activities (including exclusion fence or ESA fencing installation and removal) that could result in take of SBKR occurs in or adjacent to habitat for SBKR. Following removal of	85	NESMI Approved January 2024	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Construction	SSP or NSSP				X

Date of ECR: June 2024
Date of approved DED: June 2024

ENVIRONMENTAL COMMITMENTS RECORD (State Route-210U Frontage Road Lytle Creek Bridge Seismic Retrofit)

08-SBd-210
PM 20.8/20.8

Project Phase:
☒ PA/ED (DED)
☐ PS&E Submittal _____ %
☐ Construction

EA 08-1L520
PN
080000090
Generalist:
JeaninePorter
ECL: TBD

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmental Analysis Source	Responsible for Development and/or Implementation of Measure	Timing/ Phase	SSP or NSSP:	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Mitigation for significant impacts under CEQA?	
							Date / Initials	YES	N O
SBKR habitat within the areas inside the exclusion fence, the presence of the qualified biologist or biological monitor may reduce to one or more days per week.									
BIO-18: Trash will be either removed from the Project site on a daily basis or will be deposited in wildlife-proof containers on site to prevent attraction of potential predators to the SBKR.	85	NESMI Approved January 2024	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Construction	SSP or NSSP				X

Date of ECR: June 2024
Date of approved DED: June 2024

ENVIRONMENTAL COMMITMENTS RECORD (State Route-210U Frontage Road Lytle Creek Bridge Seismic Retrofit)

08-SBd-210
PM 20.8/20.8

Project Phase:
☒ PA/ED (DED)
☐ PS&E Submittal _____ %
☐ Construction

EA 08-1L520
PN
080000090
Generalist:
JeaninePorter
ECL: TBD

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmental Analysis Source	Responsible for Development and/or Implementation of Measure	Timing/ Phase	SSP or NSSP:	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Mitigation for significant impacts under CEQA?	
							Date / Initials	YES	N O
BIO-19: Pipes or conduit 1.5 inches or larger in diameter and any unfilled holes and trenches will be inspected for SBKR each morning prior to the start of daily construction activities. Unburied pipes or conduit laid in trenches overnight will be capped. Uncapped pipes or conduits will be thoroughly inspected for the presence of SBKR before the pipe is subsequently buried,	85	NESMI Approved January 2024	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Construction	SSP or NSSP				X

Date of ECR: June 2024
 Date of approved DED: June 2024

ENVIRONMENTAL COMMITMENTS RECORD (State Route-210U Frontage Road Lytle Creek Bridge Seismic Retrofit)

08-SBd-210
 PM 20.8/20.8

Project Phase:
☒ PA/ED (DED)
☐ PS&E Submittal _____ %
☐ Construction

EA 08-1L520
 PN
 080000090
 Generalist:
 JeaninePorter
 ECL: TBD

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmental Analysis Source	Responsible for Development and/or Implementation of Measure	Timing/ Phase	SSP or NSSP:	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Mitigation for significant impacts under CEQA?	
							Date / Initials	YES	N O
capped, or otherwise used or moved in any way. If SBKR are found trapped inside the pipe, conduit, hole, or trench, then a biologist in possession of a 10(a)(1)(A) federal recovery permit and MOU with CDFW to trap and handle SBKR will remove and relocate the individual(s) to suitable habitat outside the Project impact area.									

Date of ECR: June 2024
Date of approved DED: June 2024

ENVIRONMENTAL COMMITMENTS RECORD (State Route-210U Frontage Road Lytle Creek Bridge Seismic Retrofit)

08-SBd-210
PM 20.8/20.8

Project Phase:
☒ PA/ED (DED)
☐ PS&E Submittal _____ %
☐ Construction

EA 08-1L520
PN
080000090
Generalist:
JeaninePorter
ECL: TBD

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmental Analysis Source	Responsible for Development and/or Implementation of Measure	Timing/ Phase	SSP or NSSP:	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Mitigation for significant impacts under CEQA?	
							Date / Initials	YES	N O
BIO-20: If a SBKR is injured as a result of Project-related activities, the permitted SBKR biologist will immediately take it to an agency-approved wildlife rehabilitation or veterinary facility that has been identified before starting Project activities. Project related injury or mortality of SBKR will be reported to USFWS immediately via phone call or	85	NESMI Approved January 2024	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Construction	SSP or NSSP				X

Date of ECR: June 2024
 Date of approved DED: June 2024

ENVIRONMENTAL COMMITMENTS RECORD (State Route-210U Frontage Road Lytle Creek Bridge Seismic Retrofit)

08-SBd-210
 PM 20.8/20.8

Project Phase:
☒ PA/ED (DED)
☐ PS&E Submittal _____ %
☐ Construction

EA 08-1L520
 PN
 080000090
 Generalist:
 JeaninePorter
 ECL: TBD

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmental Analysis Source	Responsible for Development and/or Implementation of Measure	Timing/ Phase	SSP or NSSP:	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Mitigation for significant impacts under CEQA?	
							Date / Initials	YES	N O
email and a written report will be submitted to USFWS within three working days. Notification will include date, time, location of incident or discovery of dead or injured animal, and any other pertinent information.									
BIO-21: An annual report will be prepared by the SBKR biologist for submittal to USFWS that documents the Project's compliance with the SBKR-	85	NESMI Approved January 2024	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Construction	SSP or NSSP				X

Date of ECR: June 2024
 Date of approved DED: June 2024

ENVIRONMENTAL COMMITMENTS RECORD (State Route-210U Frontage Road Lytle Creek Bridge Seismic Retrofit)

08-SBd-210
 PM 20.8/20.8

Project Phase:
☒ PA/ED (DED)
☐ PS&E Submittal _____ %
☐ Construction

EA 08-1L520
 PN
 080000090
 Generalist:
 JeaninePorter
 ECL: TBD

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmental Analysis Source	Responsible for Development and/or Implementation of Measure	Timing/ Phase	SSP or NSSP:	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Mitigation for significant impacts under CEQA?	
							Date / Initials	YES	N O
specific avoidance, minimization, and mitigation measures, effectiveness and practicality of such measures, and as-needed recommendations for modification of the existing measures to ensure continued protection of SBKR during Project activities. The report will also provide summaries of WEAP trainings given, exclusion trapping results, monitoring									

Date of ECR: June 2024
Date of approved DED: June 2024

ENVIRONMENTAL COMMITMENTS RECORD (State Route-210U Frontage Road Lytle Creek Bridge Seismic Retrofit)

08-SBd-210
PM 20.8/20.8

Project Phase:
☒ PA/ED (DED)
☐ PS&E Submittal _____ %
☐ Construction

EA 08-1L520
PN
080000090
Generalist:
JeaninePorter
ECL: TBD

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmental Analysis Source	Responsible for Development and/or Implementation of Measure	Timing/ Phase	SSP or NSSP:	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Mitigation for significant impacts under CEQA?	
							Date / Initials	YES	N O
activities, and any observed SBKR, including injuries and mortalities.									
BIO-22: Caltrans will create and/or preserve lands suitable for SBKR through contributions to the Vulcan Bank or other approved SBKR bank at ratio determined in consultation with USFWS and CDFW. Final mitigation for this species will be determined through Section 7 consultation	85	NESMI Approved January 2024	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Construction	SSP or NSSP				X

Date of ECR: June 2024
Date of approved DED: June 2024

ENVIRONMENTAL COMMITMENTS RECORD (State Route-210U Frontage Road Lytle Creek Bridge Seismic Retrofit)

08-SBd-210
PM 20.8/20.8

Project Phase:
☒ PA/ED (DED)
☐ PS&E Submittal _____ %
☐ Construction

EA 08-1L520
PN
080000090
Generalist:
JeaninePorter
ECL: TBD

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmental Analysis Source	Responsible for Development and/or Implementation of Measure	Timing/ Phase	SSP or NSSP:	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Mitigation for significant impacts under CEQA?	
							Date / Initials	YES	N O
with USFWS, and likewise, with CDFW pursuant to an Incidental Take Permit (ITP).									
BIO-23: If work must be scheduled during the bat maternity season (Apr 1–Aug 31), then prior to construction start, a CDFW approved bat biologist must conduct a survey to determine if bats are roosting on the bridge, and implement exclusion/eviction	85	NESMI Approved January 2024	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Construction	SSP or NSSP				X

Date of ECR: June 2024
Date of approved DED: June 2024

ENVIRONMENTAL COMMITMENTS RECORD (State Route-210U Frontage Road Lytle Creek Bridge Seismic Retrofit)

08-SBd-210
PM 20.8/20.8

Project Phase:
☒ PA/ED (DED)
☐ PS&E Submittal _____ %
☐ Construction

EA 08-1L520
PN
080000090
Generalist:
JeaninePorter
ECL: TBD

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmental Analysis Source	Responsible for Development and/or Implementation of Measure	Timing/ Phase	SSP or NSSP:	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Mitigation for significant impacts under CEQA?	
							Date / Initials	YES	N O
measures as appropriate.									
BIO-24: Should pre-construction bat habitat assessments warrant further surveys and require a Bat Management & Mitigation Plan (BMMP), then a BMMP must be developed and implemented in accordance with CDFW guidelines. A qualified bat biologist must perform a humane eviction/exclusion of	85	NESMI Approved January 2024	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Construction	SSP or NSSP				X

Date of ECR: June 2024
 Date of approved DED: June 2024

ENVIRONMENTAL COMMITMENTS RECORD (State Route-210U Frontage Road Lytle Creek Bridge Seismic Retrofit)

08-SBd-210
 PM 20.8/20.8

Project Phase:
☒ PA/ED (DED)
☐ PS&E Submittal _____ %
☐ Construction

EA 08-1L520
 PN
 080000090
 Generalist:
 JeaninePorter
 ECL: TBD

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmental Analysis Source	Responsible for Development and/or Implementation of Measure	Timing/ Phase	SSP or NSSP:	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Mitigation for significant impacts under CEQA?	
							Date / Initials	YES	N O
roosting bats from the bridge before the hibernation season (Sept 1 – Oct 31) in the year before the initiation of construction. The CDFW approved bat biologist must inspect daily to verify all bats are excluded from the bridge structure and joints and to verify the integrity of the exclusionary material, which must be maintained during construction activities and removed at the									

Date of ECR: June 2024
Date of approved DED: June 2024

ENVIRONMENTAL COMMITMENTS RECORD (State Route-210U Frontage Road Lytle Creek Bridge Seismic Retrofit)

08-SBd-210
PM 20.8/20.8

Project Phase:
☒ PA/ED (DED)
☐ PS&E Submittal _____ %
☐ Construction

EA 08-1L520
PN
080000090
Generalist:
JeaninePorter
ECL: TBD

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmental Analysis Source	Responsible for Development and/or Implementation of Measure	Timing/ Phase	SSP or NSSP:	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Mitigation for significant impacts under CEQA?	
							Date / Initials	YES	N O
completion of construction.									
BIO-25: To address impacts to nesting birds and roosting bats, artificial lighting must be directed at the work site to minimize light spillover outside of the construction footprint if Project activities occur at night.	85	NESMI Approved January 2024	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Construction	SSP or NSSP				X
BIO-26: The qualified biologist must monitor Project activities daily to ensure that measures are being		NESMI Approved January 2024	District Design / District Environmental Planning /	Final Design, Construction	SSP or NSSP				X

Date of ECR: June 2024
Date of approved DED: June 2024

ENVIRONMENTAL COMMITMENTS RECORD (State Route-210U Frontage Road Lytle Creek Bridge Seismic Retrofit)

08-SBd-210
PM 20.8/20.8

Project Phase:
☒ PA/ED (DED)
☐ PS&E Submittal _____ %
☐ Construction

EA 08-1L520
PN
080000090
Generalist:
JeaninePorter
ECL: TBD

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmental Analysis Source	Responsible for Development and/or Implementation of Measure	Timing/ Phase	SSP or NSSP:	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Mitigation for significant impacts under CEQA?	
							Date / Initials	YES	N O
implemented and documented.			Resident Engineer / Contractor						
BIO-27: A qualified biologist must present a biological resource information program/WEAP for special status species/habitat prior to Project activities to all personnel that will be present within the Project limits for longer than 30 minutes at any given time.	85	NESMI Approved January 2024	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Construction	SSP or NSSP				X
BIO-28: If during Project activities	85	NESMI Approved January 2024	District Design / District	Final Design,	SSP or NSSP				X

Date of ECR: June 2024
 Date of approved DED: June 2024

ENVIRONMENTAL COMMITMENTS RECORD (State Route-210U Frontage Road Lytle Creek Bridge Seismic Retrofit)

08-SBd-210
 PM 20.8/20.8

Project Phase:
☒ PA/ED (DED)
☐ PS&E Submittal _____ %
☐ Construction

EA 08-1L520
 PN
 080000090
 Generalist:
 JeaninePorter
 ECL: TBD

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmental Analysis Source	Responsible for Development and/or Implementation of Measure	Timing/ Phase	SSP or NSSP:	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Mitigation for significant impacts under CEQA?	
							Date / Initials	YES	N O
Southwestern Willow Flycatcher, Least Bell's vireo, or Coastal California Gnatcatcher, or listed avian species is discovered within the Project site, all construction activities must stop within up to 500 ft for listed avian species, and the Caltrans biologist and Resident Engineer must be notified. Coordination with CDFW, and/or USFWS will be required prior to			Environmental Planning / Resident Engineer / Contractor	Construction					

Date of ECR: June 2024
Date of approved DED: June 2024

ENVIRONMENTAL COMMITMENTS RECORD (State Route-210U Frontage Road Lytle Creek Bridge Seismic Retrofit)

08-SBd-210
PM 20.8/20.8

Project Phase:
☒ PA/ED (DED)
☐ PS&E Submittal _____ %
☐ Construction

EA 08-1L520
PN
080000090
Generalist:
JeaninePorter
ECL: TBD

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmental Analysis Source	Responsible for Development and/or Implementation of Measure	Timing/ Phase	SSP or NSSP:	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Mitigation for significant impacts under CEQA?	
							Date / Initials	YES	N O
restarting activities in the vicinity of the observation.									
BIO-29: If Project activities cannot avoid the nesting season, generally regarded as Feb 1 – Sept 30, then preconstruction nesting bird surveys must be conducted 3 days prior to construction by a qualified biologist to locate and avoid nesting birds. If an active avian nest is located, a no construction buffer	85	NESMI Approved January 2024	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Construction	SSP or NSSP				X

Date of ECR: June 2024
Date of approved DED: June 2024

ENVIRONMENTAL COMMITMENTS RECORD (State Route-210U Frontage Road Lytle Creek Bridge Seismic Retrofit)

08-SBd-210
PM 20.8/20.8

Project Phase:
☒ PA/ED (DED)
☐ PS&E Submittal _____ %
☐ Construction

EA 08-1L520
PN
080000090
Generalist:
JeaninePorter
ECL: TBD

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmental Analysis Source	Responsible for Development and/or Implementation of Measure	Timing/ Phase	SSP or NSSP:	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Mitigation for significant impacts under CEQA?	
							Date / Initials	YES	N O
(100 feet for non-passerine, 300 feet for passerine, and 500 feet for raptors) may be established and monitored by the qualified biologist and may be demarcated by flagging, staking, or fencing.									
GHG-1: The contractor must comply with SCAQMD's rules, ordinances, and regulations regarding air quality restrictions.	29	Draft IS GHG CEQA Evaluation Section and Climate Change Section (Ch 3)							X
GHG-2: The project will incorporate the	29	Draft IS GHG CEQA Evaluation Section and							X

Date of ECR: June 2024
Date of approved DED: June 2024

ENVIRONMENTAL COMMITMENTS RECORD

(State Route-210U Frontage Road Lytle Creek Bridge Seismic Retrofit)

08-SBd-210
PM 20.8/20.8

Project Phase:
☒ PA/ED (DED)
☐ PS&E Submittal _____ %
☐ Construction

EA 08-1L520
PN
080000090
Generalist:
JeaninePorter
ECL: TBD

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmental Analysis Source	Responsible for Development and/or Implementation of Measure	Timing/ Phase	SSP or NSSP:	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Mitigation for significant impacts under CEQA?	
							Date / Initials	YES	N O
use of energy efficient lighting.		Climate Change Section (Ch 3)Draft IS Climate Change Section							
GHG-3: Bids will be solicited that include use of energy and fuel-efficient fleets in accordance with current practices.	29	Draft IS GHG CEQA Evaluation Section and Climate Change Section (Ch 3)							X
GHG-4: The project will maintain equipment in proper tune and working condition.	29	Draft IS GHG CEQA Evaluation Section and Climate Change Section (Ch 3)							X
HW-1: Should any previously unknown hazardous waste/material be	37	Draft IS Haz. Waste CEQA Evaluation Section	District Design / District Environmental	Final Design, Construction					X

Date of ECR: June 2024
Date of approved DED: June 2024

ENVIRONMENTAL COMMITMENTS RECORD (State Route-210U Frontage Road Lytle Creek Bridge Seismic Retrofit)

08-SBd-210
PM 20.8/20.8

Project Phase:

- ☒ PA/ED (DED)
☐ PS&E Submittal _____ %
☐ Construction

EA 08-1L520
PN
080000090
Generalist:
JeaninePorter
ECL: TBD

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmental Analysis Source	Responsible for Development and/or Implementation of Measure	Timing/ Phase	SSP or NSSP:	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Mitigation for significant impacts under CEQA?	
							Date / Initials	YES	N O
encountered during construction, Caltrans Hazards Procedures for construction will be followed			Engineering / Resident Engineer / Contractor						
HW-2: Prior to and during construction, in order to avoid potential impacts from hazardous materials, the following Caltrans SSPs would be performed. SSP 14-9-02 NESHAP Notification applies, as well as SSP	37	ISA Checklist dated July, 2023							X

Date of ECR: June 2024
 Date of approved DED: June 2024

ENVIRONMENTAL COMMITMENTS RECORD (State Route-210U Frontage Road Lytle Creek Bridge Seismic Retrofit)

08-SBd-210
 PM 20.8/20.8

Project Phase:
☒ PA/ED (DED)
☐ PS&E Submittal _____ %
☐ Construction

EA 08-1L520
 PN
 080000090
 Generalist:
 JeaninePorter
 ECL: TBD

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmental Analysis Source	Responsible for Development and/or Implementation of Measure	Timing/ Phase	SSP or NSSP:	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Mitigation for significant impacts under CEQA?	
							Date / Initials	YES	N O
14-11.14, for any treated wood waste. • SSP7- 1.02K(6)(j)(ii) Submit Lead Compliance Plan as an informational submittal • SSP 7- 1.02K(6)(j)(iii) Treatment of Unregulated Earth Material									

Date of ECR: June 2024
Date of approved DED: June 2024

ENVIRONMENTAL COMMITMENTS RECORD (State Route-210U Frontage Road Lytle Creek Bridge Seismic Retrofit)

08-SBd-210
PM 20.8/20.8

Project Phase:
☒ PA/ED (DED)
☐ PS&E Submittal _____ %
☐ Construction

EA 08-1L520
PN
080000090
Generalist:
JeaninePorter
ECL: TBD

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmental Analysis Source	Responsible for Development and/or Implementation of Measure	Timing/ Phase	SSP or NSSP:	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Mitigation for significant impacts under CEQA?	
							Date / Initials	YES	N O
Containing Lead									
NOI-1: To minimize any potential construction generated noise impact, the project would comply with Caltrans' SSP 14-8.02 Noise Control, which states that noise from construction work would not exceed 86 decibels (dBA) at 50 feet from the job site from 9:00 pm to 6:00 am.	N/A	Noise Memo dated 11/29/22	District Design / District Environmental Engineering / Resident Engineer / Contractor		14-8.02				X

Date of ECR: June 2024
Date of approved DED: June 2024

ENVIRONMENTAL COMMITMENTS RECORD (State Route-210U Frontage Road Lytle Creek Bridge Seismic Retrofit)

08-SBd-210
PM 20.8/20.8

Project Phase:
☒ PA/ED (DED)
☐ PS&E Submittal _____ %
☐ Construction

EA 08-1L520
PN
080000090
Generalist:
JeaninePorter
ECL: TBD

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmental Analysis Source	Responsible for Development and/or Implementation of Measure	Timing/ Phase	SSP or NSSP:	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Mitigation for significant impacts under CEQA?	
							Date / Initials	YES	N O
TRA-1: Prior to construction, a Transportation Management Plan (TMP) will be prepared to minimize potential impacts on emergency services and commuters during construction.	51		District Design / District Traffic Management / District Environmental Planning / Resident Engineer / Contractor	Final Design, Construction					X
WQ-1: Prior to the start of construction a SWPPP shall be developed by the contractor and be approved by Caltrans to avoid/or minimize potential impacts to water quality.	N/A	Caltrans NPDES Construction General Permit, NPDES CAS000002	Contractor	Construction					X

Date of ECR: June 2024
Date of approved DED: June 2024

ENVIRONMENTAL COMMITMENTS RECORD (State Route-210U Frontage Road Lytle Creek Bridge Seismic Retrofit)

08-SBd-210
PM 20.8/20.8

Project Phase:
☒ PA/ED (DED)
☐ PS&E Submittal _____ %
☐ Construction

EA 08-1L520
PN
080000090
Generalist:
JeaninePorter
ECL: TBD

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmental Analysis Source	Responsible for Development and/or Implementation of Measure	Timing/Phase	SSP or NSSP:	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Mitigation for significant impacts under CEQA?	
							Date / Initials	YES	N O
WQ-2: The SWPPP control measures shall address the following categories soil practices, wind erosion control practices, and non-storm water management and waste management and disposal control practices.	N/A	Caltrans NPDES Construction General Permit, NPDES CAS000002	Contractor	Construction	N/A				X
WQ-3: The contractor shall be required to comply with water pollution control provisions and SWPPP and conform to the requirements of	N/A	Caltrans NPDES Construction General Permit, NPDES CAS000002	Contractor	Construction	N/A				X

Date of ECR: June 2024
Date of approved DED: June 2024

ENVIRONMENTAL COMMITMENTS RECORD (State Route-210U Frontage Road Lytle Creek Bridge Seismic Retrofit)

08-SBd-210
PM 20.8/20.8

Project Phase:
☒ PA/ED (DED)
☐ PS&E Submittal _____ %
☐ Construction

EA 08-1L520
PN
080000090
Generalist:
JeaninePorter
ECL: TBD

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmental Analysis Source	Responsible for Development and/or Implementation of Measure	Timing/ Phase	SSP or NSSP:	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Mitigation for significant impacts under CEQA?	
							Date / Initials	YES	N O
Caltrans' Standard Specifications Section 13, "Water Pollution Control".									
WQ-4: If Necessary, soil-disturbed areas of the project site will be fully protected using soil stabilization and sediment control Best Management Practices (BMPs) at the end of the day, unless fair weather is predicted.	N/A	Caltrans NPDES Construction General Permit, NPDES CAS000002	Contractor	Construction	N/A				X
WQ-5: Validation of Final Spoil Stabilization. Final soil stabilization of the	N/A	Caltrans NPDES Construction General Permit, NPDES CAS000002	Contractor	Construction	N/A				X

Date of ECR: June 2024
 Date of approved DED: June 2024

ENVIRONMENTAL COMMITMENTS RECORD (State Route-210U Frontage Road Lytle Creek Bridge Seismic Retrofit)

08-SBd-210
 PM 20.8/20.8

Project Phase:
☒ PA/ED (DED)
☐ PS&E Submittal _____ %
☐ Construction

EA 08-1L520
 PN
 080000090
 Generalist:
 JeaninePorter
 ECL: TBD

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmental Analysis Source	Responsible for Development and/or Implementation of Measure	Timing/ Phase	SSP or NSSP:	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Mitigation for significant impacts under CEQA?	
							Date / Initials	YES	N O
construction site is a condition of the Construction General Permit (CGP). The CGP defines final stabilization (of soil disturbed by construction activity) to be the condition in which a project site does not pose any additional sediment discharge risk than it did prior to beginning project construction. The CGP presents three methods for demonstrating the final soil stabilization									

Date of ECR: June 2024
Date of approved DED: June 2024

ENVIRONMENTAL COMMITMENTS RECORD (State Route-210U Frontage Road Lytle Creek Bridge Seismic Retrofit)

08-SBd-210
PM 20.8/20.8

Project Phase:
☒ PA/ED (DED)
☐ PS&E Submittal _____ %
☐ Construction

EA 08-1L520
PN
080000090
Generalist:
JeaninePorter
ECL: TBD

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmental Analysis Source	Responsible for Development and/or Implementation of Measure	Timing/ Phase	SSP or NSSP:	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Mitigation for significant impacts under CEQA?	
							Date / Initials	YES	N O
criteria stated in the CGP which are stand-alone and at the discretion of the permittee (Caltrans). To qualify for termination of the construction general permit coverage, all the conditions listed in Conditions for Termination of Coverage in Section III.H.4 of the CGP must be met.									
WQ-6 A temporary creek diversion system may be utilized for	1	Location Hydraulic Study (Oct 2023)							X

Date of ECR: June 2024
 Date of approved DED: June 2024

ENVIRONMENTAL COMMITMENTS RECORD (State Route-210U Frontage Road Lytle Creek Bridge Seismic Retrofit)

08-SBd-210
 PM 20.8/20.8

Project Phase:
☒ PA/ED (*DED*)
☐ PS&E Submittal _____ %
☐ Construction

EA 08-1L520
 PN
 080000090
 Generalist:
 JeaninePorter
 ECL: TBD

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmental Analysis Source	Responsible for Development and/or Implementation of Measure	Timing/ Phase	SSP or NSSP:	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Mitigation for significant impacts under CEQA?	
							Date / Initials	YES	N O
Alternatives 2 and 4 where work would be conducted in the channel area.									

Appendix D Distribution List

A public notice of this IS and/or a Notice of Intent to Adopt a Mitigated Negative Declaration was distributed to federal, state, regional, and local agencies, elected officials, and utilities and service providers. In addition, all property owners and occupants within a 500-foot radius of the project limits were provided the public notice. The Distribution List of Public Agencies, Elected Officials, and Service Providers is followed by the list of Interested parties, Property Owners, and Members of the Public.

Public Agencies, Elected Officials, and Service Providers

Supervisor Joe Baca
San Bernardino County
385 N. Arrowhead Avenue
Fifth Floor
San Bernardino, CA 92415-0110

Captain Mark Pederson
SBD County Sheriff's Dept.
655 East Third Street
San Bernardino, CA 92415-0061

Captain Brian Zeigler
SBD County Sheriff's Dept.
17780 Arrow Boulevard
Fontana, CA 92335

David Drake
Flood Control Engineering
SBD County Flood Control
825 East Third Street
San Bernardino, CA 92415

Michael Fam
Water Resources
SBD County Flood Control
825 East Third Street
San Bernardino, CA 92415

San Bernardino County Fire
Division 6
200 East 3rd Street
San Bernardino, CA 92410

Chief, Daniel Munsey
SBD County Fire Protection District
157 W. 5th Street, 2nd Floor
San Bernardino, CA 92415-0451

Jeremy Johnson
SBD County Public Works-Traffic
825 East Third Street,
San Bernardino, CA 92415

Mayor Helen Tran
City of San Bernardino
290 North "D" Street
San Bernardino, CA 92401

Charles McNeely
City Manager
City of San Bernardino
290 North "D" Street
San Bernardino, CA 92401

Kimberly Calvin
SBD City Council Member, 6th Ward
290 North "D" Street
San Bernardino, CA 92401

San Bernardino Police Dept.
City Information Center
Vanir Tower
290 North "D" Street
San Bernardino, CA 92401

Arron Brown
City Manager
City of Rialto
150 S. Palm Avenue
Rialto, CA 92376

Mayor Deborah Robertson
City of Rialto
150 S. Palm Avenue
Rialto, CA 92376

Barbara McGee
City Clerk
City of Rialto
290 W. Rialto Avenue
Rialto, CA 92376

Chief Brian Park
Rialto Fire Department
131 Willow Avenue
Rialto, CA 92376

Chief Mark Kling
Rialto Police Department
128 N. Willow Avenue
Rialto, CA 92376

Community Development Dept.
City of Rialto
150 S. Palm Avenue
Rialto, CA 92376

Omnitrans Headquarters
1700 W. Fifth Street
San Bernardino, CA 92411

Omintrans
San Bernardino Transit Center
599 W. Rialto Avenue
Rialto, CA 92401

San Bernardino County
County Administrative Office
385 N. Arrowhead Avenue
San Bernardino, CA 92415

Lynna Monell
Clerk of the Board
San Bernardino County
385 N. Arrowhead Avenue
San Bernardino, CA 92415

AT & T Network Operations
3073 Adams Street, Room 202
Riverside, CA 92504

Fontana Water Company
15966 Arrow Boulevard
Fontana, CA 92335-3891

Southern California Gas
1981 W. Lugonia Avenue
Redlands, CA
92374-9720

City of Rialto Water Department
Andrew Coleman
325 W. Rialto Avenue
Rialto, CA 92376

Southern California Gas
155 S. "G" Street
San Bernardino, CA 92410

Southern California Gas
P.O. Box 3003, SC8031
Redlands, CA 92373-0306

Southern California Edison
Jack Neill
2885 W. Foothill Boulevard
San Bernardino, CA 92410

West Valley Water District
PO Box 920
Rialto, CA 92377

AT & T Substructure
AT & T California
1452 Edinger Avenue, 3rd Floor
Tustin, CA 92780

Interested Parties, Property Owners, and Members of the Public

Gurvinder Butter
6832 Massy Harris Way
Eastvale, CA 92880

Crystal Hope
PO Box 2071
Corona, CA 92878

James Roe
325 W. 6th Street
San Bernardino, CA 92401

Riverside Highland Water Co.
1450 E. Washington Street
Colton, CA 92324

State Sand & Gravel Co.
14150 Vine Place
Cerritos, CA 90703

Kevin Johnston
2288 Buena Vista Avenue
Livermore, CA 94550

List of Technical Studies

Hazardous Waste Reports

- Initial Site Assessment Checklist (July 2023)

Historical Property Survey Report (June 2023)

- Historic Bridge Inventory
- Archaeological Survey Report
- Native American Consultation

Location Hydraulic Study (October 2023)

Natural Environment Study (January 2024)

Scenic Resource Evaluation/Visual Impact Assessment Questionnaire (February 2023)

Water Quality Questionnaire (October 2023)

To obtain a copy of one or more of these technical studies/reports or the Initial Study, please send your request to:

Antonia Toledo

California Department of Transportation

464 W. 4th Street, 6th Floor, MS 820, San Bernardino, CA 92401

Or send your request via email to: antonia.toledo@dot.ca.gov Or call: (909) 501-5741

Please provide the following information in your request:

Project title

General location information

District number-county code-route-post mile

Project ID number