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 Mitigated Negative Declaration

Prepared by the
State of California Department of Transportation

January 2025

General Information About This Document

The California Department of Transportation (Caltrans) has prepared this Initial Study with Mitigated Negative Declaration for the proposed project located in San Bernardino County, California. The document tells you why the project is being proposed, what alternatives have been considered for the project, how the existing environment could be affected by the project, the potential impacts of each of the alternatives, and the proposed avoidance, minimization, and/or mitigation measures. The Initial Study circulated to the public for 30 days between July 5, 2024 and August 5, 2024. Comments received during this period are included in Chapter 4. Elsewhere throughout this document, a vertical line in the margin indicates a change made since the draft document circulation. Minor editorial changes and clarifications have not been so indicated. Additional copies of this document and the related technical studies are available for review at Caltrans District 8, 464 West 4th Street, San Bernardino, 92401.

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# 2024070161
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 Mitigated Negative Declaration

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

THE STATE OF CALIFORNIA
Department of Transportation

Kurt Heidelberg

1/10/2025

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

Date

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

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

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Mitigated Negative Declaration

Pursuant to: Division 13, Public Resources Code

State Clearinghouse Number: 2024070161
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 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

Caltrans has prepared an Initial Study for this project and, following public review, has determined from this study that the proposed project would not have a significant effect on the environment for the following reasons:

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

With the following measures incorporated, the 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(s) shall present a biological resource information program/WEAP for SBKR, 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 appropriate identification periods for special-status plants, prior to construction, a preconstruction survey must be conducted according to the CDFW 2018 Protocols for Surveying and Evaluating Impacts to Special-status Plant Populations (found at: https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID= 18959) by a qualified biologist experienced in conducting floristic botanical field surveys, knowledgeable of plant taxonomy and plant community ecology and classification, familiar with the plants of the area, including special-status and locally significant plants, and familiar with the appropriate state and federal statutes related to plants and plant collecting 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 must be fenced with ESA fencing with an appropriate buffer for visual identification to constrution personnel for work avoidance.

BIO-7: If a special status plant species is found within the job site and cannot be avoided, 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. If CESA-listed plants are present and impacts cannot be fully avoided, a CESA authorization shall be obtained prior to work and translocation occurring. 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 when activities occur at night.

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, including CDFW and USFWS, shall 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 12-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: Prior to construction, an SBKR exclusionary fencing will be installed around the Project Impact Area, including ingress and egress routes and staging areas, within suitable SBKR habitat.

a. The fencing will be installed at least three feet straight above ground, reinforced with metal T posts or similar support materials and the bottom two feet will extend flat on the ground in an “L” shape pointed away from the Project area weighed down with sandbags. The fencing will be made of a smooth-faced material to prevent animals from climbing or chewing through to the excluded areas.
b. The fencing will include a single ingress/egress point with a movable portion of the fencing. Immediately after each use: fencing will need to be resecured completely to the standing fence and the “L” shaped portion will be resecured with sandbags. The fence will have no holes or gaps to allow SBKR entry into the site.
c. The fencing will be installed manually with a qualified SBKR biologist(s) (see BIO-21 for specifications) present to ensure fence installation avoided burrows and other impacts to listed species.
d. At the close of work each evening the qualified biologist(s) will inspect the fencing there are no holes large enough for SBKR to assess the site. Any holes will be repaired before the end of day. This inspection includes the ingree/egress point.

BIO-15: 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-16: 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-17: 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 Caltrans will immediately halt construction and consult with USFWS and CDFW within 24 hours.

BIO-18: If a SBKR is injured as a result of project-related activities, Caltrans will immediately halt construction activities and consult with CDFW and USFWS within 24 hours.

BIO-19: After the start of each calendar year, and at least seven days prior to initiating action activities, Caltrans will submit to the U.S. Fish and Wildlife Service (Service) and California Department of Fish and Wildlife (CDFW), in writing, the name(s), resumes, any SBKR 10(A)(1)(a) permit numbers, and statement of qualifications for all proposed approved qualified biologists. Proposed activities will not begin until an approved qualified biologist has been authorized by the Service and CDFW. Approvals of qualifed biologists will be valid throughout each calendar year, up to one year, or longer if indicated by the Service and CDFW. The qualified biologist will perform the following additional duties:

a. The approved biologist(s) will have the authority to work with the Resident Engineer to halt construction activities that do not comply with conservation measures listed here and report any non-compliance with measures and/or conditions stated in the HCP to the Service's Palm Springs field office within 24 hours.
b. During Project activities, if an SBKR is discovered within the Project site, all construction activities must stop, and the qualified biologist and Resident Engineer must be notified. Coordination and potential reinitiation with the Service will be required prior to restarting activities.

BIO-20: Prior to the start of construction, Caltrans will contribute to funds to the Cajon Creek Conservation Area, or other Service approved mitigation area, for the enhanced and/or restored of 0.36 acres of suitable SBKR habitat.

BIO-21: 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-22: 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-23: 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-24: The qualified biologist must monitor project activities daily to ensure that measures are being implemented and documented.

BIO-25: 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. The WEAP shall include, but not limited to: (1) information about the distribution and habitat needs of any special-status species that may be present, legal protections for those species, penalties for violations, and mitigation measures and (2) best practices for managing waste and reducing activities that can lead to increased occurrences of opportunistic species and the impacts these species can have on wildlife in the area. Interpretation shall be provided for any non-English speaking workers, and the same instruction shall be provided for any new workers prior to their performing any job on the site.

BIO-26: 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-27: Project activities shall not result in impacts to nesting birds or result in the take or removal of nests or eggs. Preconstruction nesting bird surveys must be conducted 3 days prior to construction by a qualified biologist experienced with: identifying local and migratory bird species; conducting bird surveys using appropriate survey methodology; nesting surveying techniques, recognizing breeding and nesting behaviors, locating nests and breeding territories, and identifying nesting stages and nest success; determining/establishing appropriate avoidance and minimization measures; and monitoring the efficacy of implemented avoidance and minimization measures 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) shall be established and monitored by the qualified biologist as long as construction is occurring or until the nest is no longer active and may be demarcated by flagging, staking, or fencing. Avoidance buffers shall be expanded and/or modified as needed by the qualified biologist if any nesting bird shows behavioral responses resulting from Project related activities.

BIO-28: Pre-construction Burrowing Owl Surveys -The following burrowing owl preconstruction surveys must be performed by a qualified biologist: one survey 14 to 30 days prior to Project activities; one survey 24 hours prior to Project activities; and burrowing owl preconstruction surveys shall be conducted in accordance with the 2012 Staff Report on Burrowing Owl Mitigation (Staff Report) (See: https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=83843&inline) prior to vegetation removal or ground disturbing activities. If the preconstruction surveys confirm occupied burrowing owl habitat, Project activities shall be immediately halted. The qualified biologist shall coordinate with CDFW and prepare a Burrowing Owl Plan that shall be submitted to CDFW for review and approval prior to commencing Project activities and implementing the measures of the Burrowing Owl Plan.

The Burrowing Owl Plan shall describe proposed avoidance, monitoring, relocation, minimization, and/or mitigation actions. The Burrowing Owl Plan shall include the

number and location of occupied burrow sites, acres of burrowing owl habitat that will be impacted, details of site monitoring, and details on proposed buffers and other avoidance measures if avoidance is proposed. If impacts to occupied burrowing owl habitat or burrows cannot be avoided, the Burrowing Owl Plan shall also describe minimization and compensatory mitigation actions that will be implemented. Proposed implementation of burrow exclusion (i.e., passive relocation) and closure shall only be considered as a last resort, after all other options have been evaluated as exclusion is not in itself an avoidance, minimization, or mitigation method and has the possibility to result in take.

The Burrowing Owl Plan shall identify compensatory mitigation for the temporary or permanent loss of occupied burrow(s) and habitat consistent with the “Mitigation Impacts” section of the 2012 Staff Report and Caltrans shall implement CDFW approved mitigation prior to the initiation of Project activities. Permanent protection of mitigation land through a conservation easement deeded to a nonprofit conservation organization or public agency with a conservation mission, development and implementation of a mitigation land management plan to address long-term ecological sustainability and maintenance of the site for burrowing owls, and funding for the maintenance and management of mitigation land through the establishment of a long-term funding mechanism such as an endowment. If impacts to occupied burrows cannot be avoided, information shall be provided regarding adjacent or nearby suitable habitat available to burrowing owls. If no suitable habitat is available nearby, details regarding the creation and funding of artificial burrows (numbers, location, and type of burrows) and management activities for relocated burrowing owls shall also be included in the Burrowing Owl Plan.

BIO-29: Preconstruction Species Surveys – Caltrans should retain a qualified biologist with experience surveying for special status species, including but not limited to: loggerhead shrike, Los Angeles pocket mouse, Southern California legless lizard, and California glossy snake. Prior to commencing any Project-related ground-disturbing activities, the qualified biologist shall conduct surveys for where suitable habitat is present. Project related activities include construction, equipment and vehicle access, parking, and staging. Focused surveys should consist of daytime surveys and nighttime surveys no more than one month from the start of any ground-disturbing activities. The surveys should include mapping of current locations of special-status wildlife species for avoidance and relocation efforts and to assist construction monitoring efforts. The survey should be conducted so that 100 percent coverage of the project site and surrounding areas is achieved.

If SSC are detected, the qualified biologist shall use visible flagging to mark the location where SSC was detected. The qualified biologist should take a photo of each location, map each location, and provide the specific species detected at that location. The qualified biologist shall provide a summary report of SSC surveys to Caltrans before any Project-related ground-disturbing activities. The CDFW should be notified and consulted regarding the presence of any special-status wildlife species found on site during surveys. If an Endangered Species Act-listed species is found prior to or during grading of the site, the USFWS should also be notified. Additional avoidance and minimization measures may need to be developed with CDFW/USFWS.

BIO-30: Timing: Mud-nest inspection and removal shall be performed after young are volant (flying) but before expected onset of seasonal torpor to the greatest extent feasible to avoid direct impacts to bats. In many areas of the state, this removal window occurs between September 1 and October 31, but local conditions could dictate otherwise and communication with an experienced bat biologist is highly recommended. Removal of previously occupied nests shall only occur if that night's weather conditions are conducive to bat activity, that is, the conditions exclude severe winds, precipitation, or low nighttime temperatures (typically below 45˚F). If any of these conditions are present, then no removal can occur. Due to a higher potential for mortality, no removal should occur during the hibernation season, which typically begins in November or December (depending on weather conditions) and continues through mid-February. However, dependent upon weather conditions and at a CDFW-approved bat biologist's discretion, it may be possible to perform removal during winter if the forecast excludes the weather conditions described above. Mud-nests may be inspected and removed at night (i.e., beginning approximately 1.5 hours after sunset to avoid disrupting the emergence) when bats typically leave the roost to forage. This may decrease the chances of bat occupancy in the mud-nests at the time of survey and therefore increase the chances of being able to remove most or all the mud-nests in a single visit.

Inspection and Removal: Depending on site characteristics, access to swallow nests can be attained using a snooper truck, platform truck, scaffolding, man lift, bucket truck, or ladder. Safety reviews of access activities are strongly encouraged. Outside of bat maternity or hibernation season, prior to nest removal, a CDFW-approved biologist (with experience inspecting a range of structures for the presence of roosting bats) inspects each nest with a borescope inspection camera (or similar device) or by gently and carefully breaking open a small part of the nest to see inside. If bats are not present, the entire nest may be immediately removed so that it cannot be occupied or re-occupied. If any bats are present, a small portion of the nest may be removed to create more light and additional airflow rendering the nest less desirable for roosting without making any bat(s) inside the nest visible to predators. The bat should depart the nest that evening. The altered roost conditions are intended to minimize the likelihood of a bat returning to that roost. Any swallow mud-nests where bats were observed shall be inspected again the following day and can be removed if absence of roosting bats is confirmed at that time. If the bat has not departed on its own, then additional pieces of the nest shall be removed to make it more unsuitable, followed by additional inspections on subsequent days until the bat leaves. If bats are present during inspections and do not depart on their own after partial removal of nests (or if partial removal of nests is infeasible), additional options may be considered in consultation with CDFW and experienced bat biologists (e.g., those with a Scientific Collecting Permit to handle bats and relevant experience implementing bat-related minimization and mitigation measures) on a case-by-case basis. Emergence surveys that involve watching a roost site with appropriate effort (i.e., using methods and equipment to confidently detect emerging bats shortly prior to the removal of mud-nests) are not appropriate during the fall and winter months because bats infrequently emerge from their roosts at this time of year. At any time of year, bats may emerge later than expected or not at all on a given night. Moreover, mud-nests observed for bat emergence may become occupied later in the night after the emergence survey, as bats select the next day's

roosts. Consequently, the absence of bat activity on a given night cannot be construed as the absence of roosting bats.

Exclusion Netting: Bird exclusion netting is strongly discouraged because of common entanglement of birds, bats, and other wildlife in the netting. Even with best practices, which are described below, entanglement has still been an issue. If no other alternatives to netting are possible, then inspections shall be performed prior to installing the netting to ensure no bats are roosting in the mud-nests or interstitial crevices between the mud-nests and the structure. The bird exclusion netting shall have a mesh size no greater than 0.25-inch and should be secured tightly to prevent potential entanglement of bats in the netting. Daily inspections of bird exclusion netting shall also be performed after its installation to identify and repair damaged sections that could create entrapment hazards for bats and birds.

BIO-31: Due to suitable habitat within the Project site, a qualified entomologist familiar with the species behavior and life history should conduct surveys to determine the presence/absence of Crotch's bumble bee. Surveys should follow CDFW's Survey Considerations for California Endangered Species Act (CESA) Candidate Bumble Bee Species.18 If no CESA-protected bumble bees are found during the surveys, but the habitat assessment identified suitable nesting, foraging, or overwintering habitat within the project site, it is recommended that a biological monitor be onsite during vegetation or ground disturbing activities. Survey results, including negative findings, should be submitted to CDFW prior to implementing Project-related ground-disturbing activities. At minimum, a survey report should provide the following:

a) A description and map of the survey area, focusing on areas that could provide suitable habitat for Crotch's bumble bee. CDFW recommends the map show surveyor(s) track lines to document that the entire site was covered during field surveys.
b) Field survey conditions that should include name(s) of qualified entomologist(s) and brief qualifications; date and time of survey; survey duration; general weather conditions; survey goals, and species searched.
c) Map(s) showing the location of nests/colonies.
d) A description of physical (e.g., soil, moisture, slope) and biological (e.g., plant composition) conditions where each nest/colony is found. A sufficient description of biological conditions, primarily impacted habitat, should include native plant composition (e.g., density, cover, and abundance) within impacted habitat (e.g., species list separated by vegetation class; density, cover, and abundance of each species).

BIO-32: If Crotch's bumble bee is detected, Caltrans in consultation with a qualified entomologist should develop a plan to fully avoid impacts to Crotch's bumble bee. The plan should include effective, specific, enforceable, and feasible measures. An avoidance plan should be submitted to CDFW prior to implementing Project-related ground-disturbing activities and/or vegetation removal where there may be impacts to Crotch's bumble bee.

BIO-33: If Crotch's bumble bee is detected and if impacts to Crotch's bumble bee cannot be feasibly and fully avoided during Project construction and activities,

Caltrans should coordinate with CDFW to obtain appropriate permits for incidental take of Crotch's bumble bee and provide appropriate mitigation for impacts to Crotch's bumble bee habitat. Caltrans shall mitigate for impacts to Crotch's bumble bee habitat at a ratio comparable to the Project's level of impacts.

BIO-34: Permanent Artificial Nighttime Lighting - Caltrans shall ensure that all proposed permanent artificial nighttime lighting for the Project is fully shielded, cast downward and directed away from surrounding open-space, reduced in intensity to the greatest extent possible, and does not result in lighting trespass including glare into surrounding areas or upward into the night sky (see the International Dark-Sky Association standards at http://darksky.org/). Caltrans shall ensure use of LED lighting with a correlated color temperature of 2,700 Kelvins or less, proper disposal of hazardous waste, and recycling of lighting that contains toxic compounds with a qualified recycler. Photometric studies are recommended to ensure the parameters of this measure are adhered to.

BIO-35: Project personnel are prohibited from feeding wildlife or bringing pets onto the job site.

Kurt Heidelberg

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

1/10/2025
Date

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Chapter 1 Proposed Project

1.1 Introduction

Caltrans proposes to retrofit 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, 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

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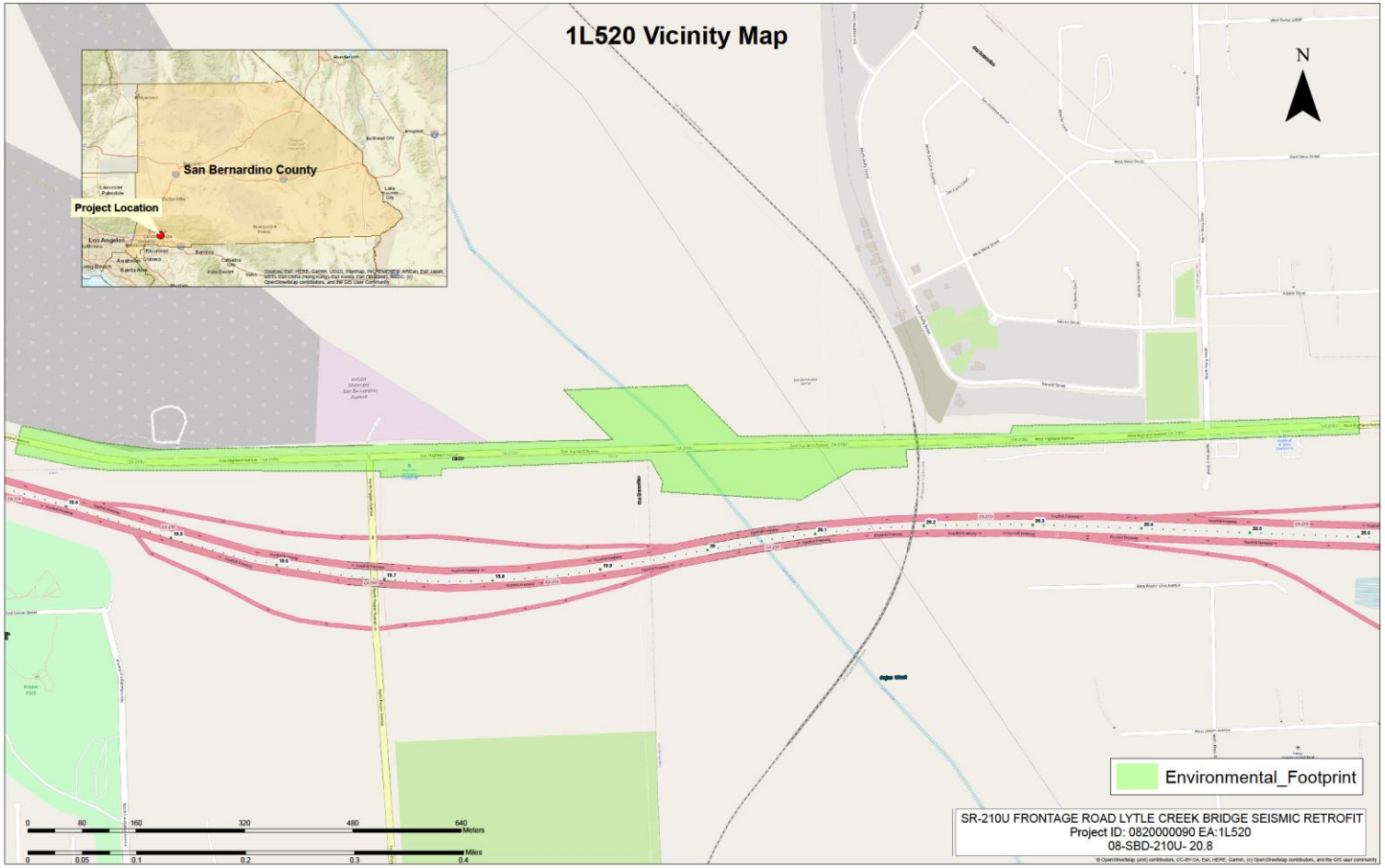
SR-210U FRONTAGE ROAD LYTLE CREEK BRIDGE SEISMIC RETROFIT
Project ID: 0820000090 EA:1L520
08-SBD-210U- 20.8

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 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 were considered, and Caltrans has selected Alternative 3 - Seismic Retrofit as the preferred alternative and has made a final determination of the project’s effect on the environment. Under the California Environmental Quality Act (CEQA), no unmitigable, significant, adverse impacts were identified, Caltrans has prepared 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 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

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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 build alternatives will 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 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.

Table 2-1 Alternative 2 - Seismic Gates - Construction Emissions

Summary of Project Emissions and Fuel Consumption													
	TOG	ROG	CO	NO_x	PM10	$PM_{2.5}$	CO_2	CH_4	N_2O	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_2O (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
CO2 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 CO_2e (CO_2 Equivalent) per day: = 8,747.22 lbs/Day

Alternative 2 - Project Construction GHG as CO_2e (CO_2 Equivalent) during the 65 days constr. Activity: = 284 Tons

Table 2-2 Alternative 3 - Seismic Retrofit - Construction Emissions

Summary of Project Emissions and Fuel Consumption													
	TOG	ROG	CO	NO_x	PM10	$PM_{2.5}$	CO_2	CH_4	N_2O	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_2O (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
CO2 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 CO_2e (CO_2 Equivalent) per day: = 7,851.24 lbs/Day
Alternative 3 – Project Construction GHG as CO_2e (CO_2 Equivalent) during the **109 days** constr. activity **= 428 Tons**

Table 2-3 Alternative 4 – Bridge Replacement (Accelerated Bridge Construction) Construction Emissions

Summary of Project Emissions and Fuel Consumption													
	TOG	ROG	CO	NO_x	PM10	$PM_{2.5}$	CO_2	CH_4	N_2O	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_2O (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
CO2 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 CO_2e (CO_2 Equivalent) per day: = 11,023.94 lbs/Day
Alternative 4 - Project Construction GHG as CO_2e (CO_2 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

Direct impacts to Species of Special Concern (SSC) could result from Project construction and activities (e.g., equipment staging, mobilization, and grading); ground disturbance; vegetation clearing; and trampling or crushing from construction equipment, vehicles, nighttime lighting, and foot traffic. Indirect impacts could result from temporary or permanent loss of suitable habitat. To ensure impacts to SSC and their habitats are mitigated to a level of less than significance, the Project will implement **BIO-31** and **BIO-37**.

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 was obtained from USFWS in a letter dated December 20, 2024. 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. Burrowing owl is a SSC, native to California. Burrowing owl are in decline primarily due to habitat loss, as well as disease, predation, and drought. Burrowing owl require specific soil and microhabitat conditions, occur in few locations within a broad habitat category of grassland and some forms of agricultural land, require a relatively large home range to support their life history requirements, occur in relatively low numbers, and are semi-colonial. To ensure impacts to burrowing owl and their habitat are mitigated to a less than significant level, implementation of **BIO-30** would be required.

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,** and **BIO-33** 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 2.62 acres of temporary and 0.72 acres of permanent impacts to SBKR critical habitat. Therefore, a determination has been made that that the project may affect, but is not likely to adversely affect SBKR and its 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 was determined through Section 7 consultation with USFWS. 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. The project may impact suitable habitat for Crotch's bumble bee (*Bombus crotchii*), a CESA candidate

species, and has the potential for take pursuant to Fish and Game Code §2081 (b). The project may result in temporal or permanent loss of suitable nesting and foraging habitat. Project ground-disturbing activities may cause death or injury of adults, eggs, and larva; burrow collapse; nest abandonment and reduced nest success. As such, the project will implement **BIO-34, BIO-35**, and **BIO-36** to ensure impacts to Crotch's bumble bee and their habitats are mitigated to a level of less than significant.

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 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 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(s) shall present a biological resource information program/WEAP for SBKR, 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 appropriate identification periods for special-status plants, prior to construction, a preconstruction survey must be conducted according to the CDFW 2018 Protocols for Surveying and Evaluating Impacts to Special-status Plant Populations (found at: https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID= 18959) by a qualified biologist experienced in conducting floristic botanical field surveys, knowledgeable of plant taxonomy and plant community ecology and classification, familiar with the plants of the area, including special-status and locally significant plants, and familiar with the appropriate state and federal statutes related to plants and plant collecting 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 must be fenced with ESA fencing with an appropriate buffer for visual identification to constrution personnel for work avoidance.

BIO-7: If a special status plant species is found within the job site and cannot be avoided, 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. If CESA-listed plants are present and impacts cannot be fully avoided, a CESA authorization shall be obtained prior to work and translocation occurring. 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 when activities occur at night.

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, including CDFW and USFWS, shall 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 12-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:

Prior to construction, an SBKR exclusionary fencing will be installed around the Project Impact Area, including ingress and egress routes and staging areas, within suitable SBKR habitat.

a. The fencing will be installed at least three feet straight above ground, reinforced with metal T posts or similar support materials and the bottom two feet will extend flat on the ground in an “L” shape pointed away from the Project area weighed down with sandbags. The fencing will be made of a smooth-faced material to prevent animals from climbing or chewing through to the excluded areas.
b. The fencing will include a single ingress/egress point with a movable portion of the fencing. Immediately after each use: fencing will need to be resecured completely to the standing fence and the “L” shaped portion will be resecured with sandbags. The fence will have no holes or gaps to allow SBKR entry into the site.
c. The fencing will be installed manually with a qualified SBKR biologist(s) (see BIO-21 for specficiations) present to ensure fence installation avoided burrows and other impacts to listed species.
d. At the close of work each evening the qualified biologist(s) will inspect the fencing there are no holes large enough for SBKR to assess the site. Any holes will be repaired before the end of day. This inspection includes the ingree/egress point.

BIO-15: 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-16: 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-17: 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 Caltrans will immediately halt construction and consult with USFWS and CDFW within 24 hours.

BIO-18: If a SBKR is injured as a result of project-related activities, Caltrans will immediately halt construction activities and consult with CDFW and USFWS within 24 hours.

BIO-19: After the start of each calendar year, and at least seven days prior to initiating action activities, Caltrans will submit to the U.S. Fish and Wildlife Service (Service) and California Department of Fish and Wildlife (CDFW), in writing, the name(s), resumes, any SBKR 10(A)(1)(a) permit numbers, and statement of qualifications for all proposed approved qualified biologists. Proposed activities will not begin until an approved qualified biologist has been authorized by the Service and CDFW. Approvals of qualifed biologists will be valid throughout each calendar year, up to one year, or longer if indicated by the Service and CDFW. The qualified biologist will perform the following additional duties:

a. The approved biologist(s) will have the authority to work with the Resident Engineer to halt construction activities that do not comply with conservation measures listed here and report any non-compliance with measures and/or conditions stated in the HCP to the Service's Palm Springs field office within 24 hours.
b. During Project activities, if an SBKR is discovered within the Project site, all construction activities must stop, and the qualified biologist and Resident Engineer must be notified. Coordination and potential reinitiation with the Service will be required prior to restarting activities.

BIO-20: Prior to the start of construction, Caltrans will contribute to funds to the Cajon Creek Conservation Area, or other Service approved mitigation area, for the enhanced and/or restored of 0.36 acres of suitable SBKR habitat.

BIO-21: 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-22: 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-23: 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-24: The qualified biologist must monitor project activities daily to ensure that measures are being implemented and documented.

BIO-25: 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. The WEAP shall include, but not limited to: (1) information about the distribution and habitat needs of any special-status species that may be present, legal protections for those species, penalties for violations, and mitigation measures and (2) best practices for managing waste and reducing activities that can lead to increased occurrences of opportunistic species and the impacts these species can have on wildlife in the area. Interpretation shall be provided for any non-English speaking workers, and the same instruction shall be provided for any new workers prior to their performing any job on the site.

BIO-26: 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-27: Project activities shall not result in impacts to nesting birds or result in the take or removal of nests or eggs. Preconstruction nesting bird surveys must be conducted 3 days prior to construction by a qualified biologist experienced with: identifying local and migratory bird species; conducting bird surveys using appropriate survey methodology; nesting surveying techniques; recognizing breeding and nesting behaviors, locating nests and breeding territories, and identifying nesting stages and nest success; determining/establishing appropraite

avoidance and minimization measures; and monitoring the efficacy of implemented avoidance and minimization measures 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) shall be established and monitored by the qualified biologist as long as construction is occurring or until the nest is no longer active and may be demarcated by flagging, staking, or fencing. Avoidance buffers shall be expanded and/or modified as needed by the qualified biologist if any nesting bird shows behavioral responses resulting from Project related activities.

BIO-28: Pre-construction Burrowing Owl Surveys -The following burrowing owl preconstruction surveys must be performed by a qualified biologist: one survey 14 to 30 days prior to Project activities; one survey 24 hours prior to Project activities; and burrowing owl preconstruction surveys shall be conducted in accordance with the 2012 Staff Report on Burrowing Owl Mitigation (Staff Report) (See: https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=83843&inline) prior to vegetation removal or ground disturbing activities. If the preconstruction surveys confirm occupied burrowing owl habitat, Project activities shall be immediately halted. The qualified biologist shall coordinate with CDFW and prepare a Burrowing Owl Plan that shall be submitted to CDFW for review and approval prior to commencing Project activities and implementing the measures of the Burrowing Owl Plan.

The Burrowing Owl Plan shall describe proposed avoidance, monitoring, relocation, minimization, and/or mitigation actions. The Burrowing Owl Plan shall include the number and location of occupied burrow sites, acres of burrowing owl habitat that will be impacted, details of site monitoring, and details on proposed buffers and other avoidance measures if avoidance is proposed. If impacts to occupied burrowing owl habitat or burrows cannot be avoided, the Burrowing Owl Plan shall also describe minimization and compensatory mitigation actions that will be implemented. Proposed implementation of burrow exclusion (i.e., passive relocation) and closure shall only be considered as a last resort, after all other options have been evaluated as exclusion is not in itself an avoidance, minimization, or mitigation method and has the possibility to result in take.

The Burrowing Owl Plan shall identify compensatory mitigation for the temporary or permanent loss of occupied burrow(s) and habitat consistent with the “Mitigation Impacts” section of the 2012 Staff Report and Caltrans shall implement CDFW approved mitigation prior to the initiation of Project activities. Permanent protection of mitigation land through a conservation easement deeded to a nonprofit conservation organization or public agency with a conservation mission, development and implementation of a mitigation land management plan to address long-term ecological sustainability and maintenance of the site for burrowing owls, and funding for the maintenance and management of mitigation land through the establishment of a long-term funding mechanism such as an endowment. If impacts to occupied burrows cannot be avoided, information shall be provided regarding adjacent or nearby suitable habitat available to burrowing owls. If no suitable habitat

is available nearby, details regarding the creation and funding of artificial burrows (numbers, location, and type of burrows) and management activities for relocated burrowing owls shall also be included in the Burrowing Owl Plan.

BIO-29: Preconstruction Species Surveys – Caltrans should retain a qualified biologist with experience surveying for special status species, including but not limited to: loggerhead shrike, Los Angeles pocket mouse, Southern California legless lizard, and California glossy snake. Prior to commencing any Project-related ground-disturbing activities, the qualified biologist shall conduct surveys for where suitable habitat is present. Project related activities include construction, equipment and vehicle access, parking, and staging. Focused surveys should consist of daytime surveys and nighttime surveys no more than one month from the start of any ground-disturbing activities. The surveys should include mapping of current locations of special-status wildlife species for avoidance and relocation efforts and to assist construction monitoring efforts. The survey should be conducted so that 100 percent coverage of the project site and surrounding areas is achieved.

If SSC are detected, the qualified biologist shall use visible flagging to mark the location where SSC was detected. The qualified biologist should take a photo of each location, map each location, and provide the specific species detected at that location. The qualified biologist shall provide a summary report of SSC surveys to Caltrans before any Project-related ground-disturbing activities. The CDFW should be notified and consulted regarding the presence of any special-status wildlife species found on site during surveys. If an Endangered Species Act-listed species is found prior to or during grading of the site, the USFWS should also be notified. Additional avoidance and minimization measures may need to be developed with CDFW/USFWS.

BIO-30: Timing: Mud-nest inspection and removal shall be performed after young are volant (flying) but before expected onset of seasonal torpor to the greatest extent feasible to avoid direct impacts to bats. In many areas of the state, this removal window occurs between September 1 and October 31, but local conditions could dictate otherwise and communication with an experienced bat biologist is highly recommended. Removal of previously occupied nests shall only occur if that night's weather conditions are conducive to bat activity, that is, the conditions exclude severe winds, precipitation, or low nighttime temperatures (typically below 45˚F). If any of these conditions are present, then no removal can occur. Due to a higher potential for mortality, no removal should occur during the hibernation season, which typically begins in November or December (depending on weather conditions) and continues through mid-February. However, dependent upon weather conditions and at a CDFW-approved bat biologist's discretion, it may be possible to perform removal during winter if the forecast excludes the weather conditions described above. Mud-nests may be inspected and removed at night (i.e., beginning approximately 1.5 hours after sunset to avoid disrupting the emergence) when bats typically leave the roost to forage. This may decrease the chances of bat occupancy

in the mud-nests at the time of survey and therefore increase the chances of being able to remove most or all the mud-nests in a single visit.

Inspection and Removal: Depending on site characteristics, access to swallow nests can be attained using a snooper truck, platform truck, scaffolding, man lift, bucket truck, or ladder. Safety reviews of access activities are strongly encouraged. Outside of bat maternity or hibernation season, prior to nest removal, a CDFW-approved biologist (with experience inspecting a range of structures for the presence of roosting bats) inspects each nest with a borescope inspection camera (or similar device) or by gently and carefully breaking open a small part of the nest to see inside. If bats are not present, the entire nest may be immediately removed so that it cannot be occupied or re-occupied. If any bats are present, a small portion of the nest may be removed to create more light and additional airflow rendering the nest less desirable for roosting without making any bat(s) inside the nest visible to predators. The bat should depart the nest that evening. The altered roost conditions are intended to minimize the likelihood of a bat returning to that roost. Any swallow mud-nests where bats were observed shall be inspected again the following day and can be removed if absence of roosting bats is confirmed at that time. If the bat has not departed on its own, then additional pieces of the nest shall be removed to make it more unsuitable, followed by additional inspections on subsequent days until the bat leaves. If bats are present during inspections and do not depart on their own after partial removal of nests (or if partial removal of nests is infeasible), additional options may be considered in consultation with CDFW and experienced bat biologists (e.g., those with a Scientific Collecting Permit to handle bats and relevant experience implementing bat-related minimization and mitigation measures) on a case-by-case basis. Emergence surveys that involve watching a roost site with appropriate effort (i.e., using methods and equipment to confidently detect emerging bats shortly prior to the removal of mud-nests) are not appropriate during the fall and winter months because bats infrequently emerge from their roosts at this time of year. At any time of year, bats may emerge later than expected or not at all on a given night. Moreover, mud-nests observed for bat emergence may become occupied later in the night after the emergence survey, as bats select the next day’s roosts. Consequently, the absence of bat activity on a given night cannot be construed as the absence of roosting bats.

Exclusion Netting: Bird exclusion netting is strongly discouraged because of common entanglement of birds, bats, and other wildlife in the netting. Even with best practices, which are described below, entanglement has still been an issue. If no other alternatives to netting are possible, then inspections shall be performed prior to installing the netting to ensure no bats are roosting in the mud-nests or interstitial crevices between the mud-nests and the structure. The bird exclusion netting shall have a mesh size no greater than 0.25-inch and should be secured tightly to prevent potential entanglement of bats in the netting. Daily inspections of bird exclusion netting shall also be performed after its installation to identify and repair damaged sections that could create entrapment hazards for bats and birds.

BIO-31: Due to suitable habitat within the Project site, a qualified entomologist familiar with the species behavior and life history should conduct surveys to determine the presence/absence of Crotch's bumble bee. Surveys should follow CDFW's Survey Considerations for California Endangered Species Act (CESA) Candidate Bumble Bee Species. If no CESA-protected bumble bees are found during the surveys, but the habitat assessment identified suitable nesting, foraging, or overwintering habitat within the project site, it is recommended that a biological monitor be onsite during vegetation or ground disturbing activities. Survey results, including negative findings, should be submitted to CDFW prior to implementing Project-related ground-disturbing activities. At minimum, a survey report should provide the following:

a) A description and map of the survey area, focusing on areas that could provide suitable habitat for Crotch's bumble bee. CDFW recommends the map show surveyor(s) track lines to document that the entire site was covered during field surveys.
b) Field survey conditions that should include name(s) of qualified entomologist(s) and brief qualifications; date and time of survey; survey duration; general weather conditions; survey goals, and species searched.
c) Map(s) showing the location of nests/colonies.
d) A description of physical (e.g., soil, moisture, slope) and biological (e.g., plant composition) conditions where each nest/colony is found. A sufficient description of biological conditions, primarily impacted habitat, should include native plant composition (e.g., density, cover, and abundance) within impacted habitat (e.g., species list separated by vegetation class; density, cover, and abundance of each species).

BIO-32: If Crotch's bumble bee is detected, Caltrans in consultation with a qualified entomologist should develop a plan to fully avoid impacts to Crotch's bumble bee. The plan should include effective, specific, enforceable, and feasible measures. An avoidance plan should be submitted to CDFW prior to implementing Project-related ground-disturbing activities and/or vegetation removal where there may be impacts to Crotch's bumble bee.

BIO-33: If Crotch's bumble bee is detected and if impacts to Crotch's bumble bee cannot be feasibly and fully avoided during Project construction and activities, Caltrans should coordinate with CDFW to obtain appropriate permits for incidental take of Crotch's bumble bee and provide appropriate mitigation for impacts to Crotch's bumble bee habitat. Caltrans shall mitigate for impacts to Crotch's bumble bee habitat at a ratio comparable to the Project's level of impacts.

BIO-34: Permanent Artificial Nighttime Lighting - Caltrans shall ensure that all proposed permanent artificial nighttime lighting for the Project is fully shielded, cast downward and directed away from surrounding open-space, reduced in intensity to the greatest extent possible, and does not result in lighting trespass including glare into surrounding areas or upward into the night sky (see the International Dark-Sky

Association standards at http://darksky.org/). Caltrans shall ensure use of LED lighting with a correlated color temperature of 2,700 Kelvins or less, proper disposal of hazardous waste, and recycling of lighting that contains toxic compounds with a qualified recycler. Photometric studies are recommended to ensure the parameters of this measure are adhered to.

BIO-35: Project personnel are prohibited from feeding wildlife or bringing pets onto the job site.

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.

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; Julie Scrivner, DNAC (909) 260-8265. 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 engery, including the California Transportation Plan (CTP), as the project would not impact electricity generation and would consume minimal electricty 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 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 probabiity 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

As the project involves seismic retrofit improvements, the project would not create a significant hazard to the public or the environment as there would be no routine transport, use, or disposal of hazardous materials associated with the project. Furthermore, based on the Initial Site Assessment (ISA) Checklist done on 7/26/23, the 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 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 as these may potentially result in the release of hazardous materials into the environment if found on the project site and disturbed during construction activities.

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

Implementation of the Transortation Management Plan (TMP) in complliance with Catlrans 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 AE (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 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 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 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 signifiance. 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) & 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 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 vicinty 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 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 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 facilties would not be affected by this project.

No impacts are anticpated 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 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 project alternatives involve similar project elements as the current facility. Its use and operation would not be altered after the 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; Julie Scrivner, DNAC: (909) 260-8265. 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" Muscoy Municipal Water District waterline. Any relocation needed would be investigated and confirmed during the Plans, Specifications, and Estimates (PS&E) phase of the project.

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 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 signifcant 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 (CO_2), methane (CH_4), nitrous oxide (N_2O), tetrafluoromethane, hexafluoroethane, sulfur hexafluoride (SF_6), and various hydrofluorocarbons (HFCs). CO_2 is the most abundant GHG; while it is a naturally occurring and necessary component of Earth's atmosphere, fossil-fuel combustion is the main source of additional, human-generated CO_2 that is the main driver of climate change. In the U.S. and in California, transportation is the largest source of GHG emissions, mostly CO_2.

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 (CAFÉ) 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 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.

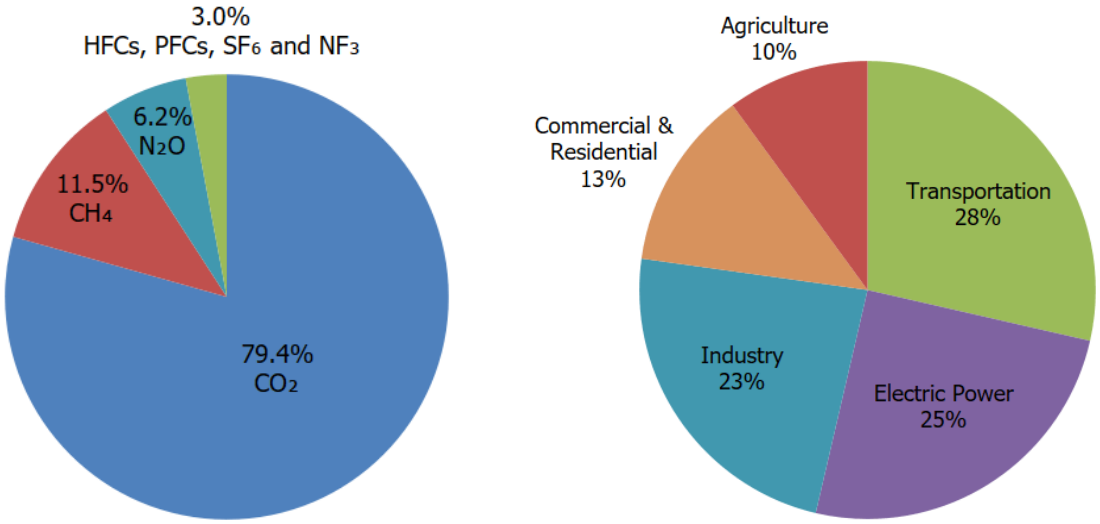
NATIONAL GHG INVENTORY

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 CO_2, 11.5% were CH_4, and 6.2% were N_2O; the balance consisted of fluorinated gases. From 1990 to 2021, CO_2 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 CO_2 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

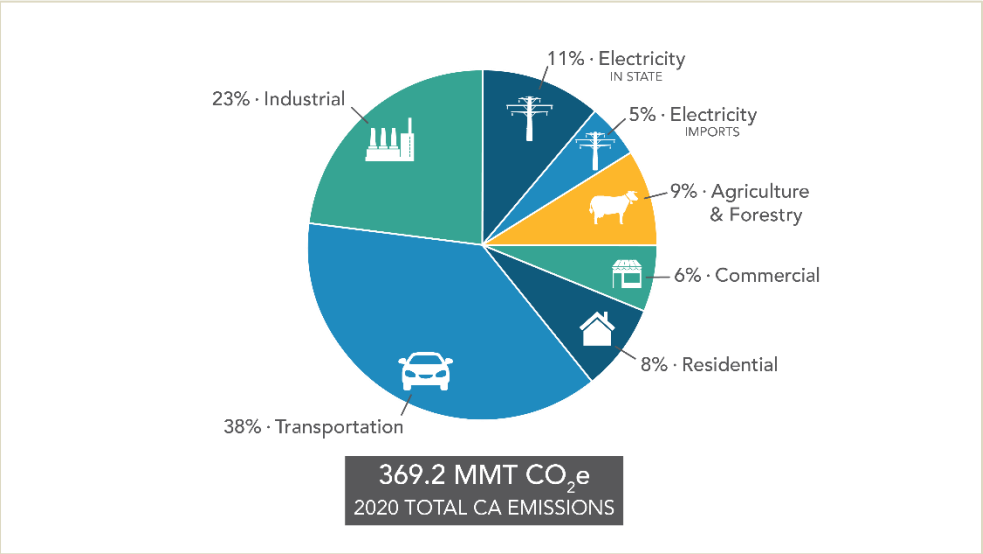


(Source: U.S. EPA 2023b)

STATE GHG INVENTORY

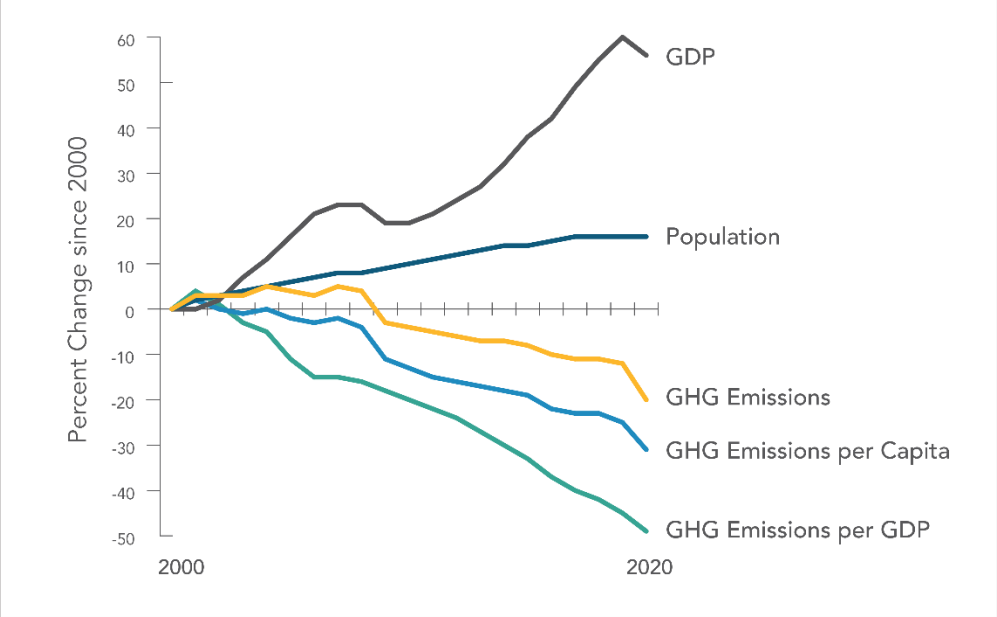
ARB collects GHG emissions data for transportation, electricity, commercial/residential, industrial, agricultural, and waste management sectors each year. It then summarizes and highlights major annual changes and trends to demonstrate the state's progress in meeting its GHG reduction goals. Overall 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 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
San Bernardino Countywide Plan (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.
San Bernardino County Regional Greenhouse Gas Reduction Plan (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 CO_2, CH_4, N_2O, and HFCs. CO_2 emissions are a product of burning gasoline or diesel fuel in internal combustion engines, along with relatively small amounts of CH_4 and N_2O. 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. CO_2 is the most important GHG, so amounts of other gases are expressed relative to CO_2, using a metric called “carbon dioxide equivalent”, or CO_2e. The global warming potential of CO_2 is assigned a value of 1, and the GWP of other gases is assessed as multiples of CO_2.)

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 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 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 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 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

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 AE (Base Flood Elevations determined).

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

The Draft Initial Study was prepared for the project and was circulated for public review and comment between July 5, 2024 and August 5, 2024. The Notice of Intent to Adopt a Mitigated Negative Declaration was 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. The public notice was submitted and posted with the State Clearinghouse CEQAnet website. The public notice was also published in the Press Enterprise newspaper on July 5, 2024, as shown on the following page. The public notice informed the public of the location where the Draft Initial Study was available for review, the start and end dates of the public review period, and how to submit comments on the draft document.

The public comments received during the public review period are provided, following the newspaper proof of publication, along with the responses to comments.

Press Enterprise newspaper Proof of Publication.

HEALTH

How to protect yourself from wildfire smoke

By Dani Blum
The New York Times

Extreme wildfires are becoming more common, more intense and more of a pressing problem for public health. This week, more than 20,000 people in Northern California evacuated their homes as flames destroyed houses and cars.

Wildfire smoke presents its own challenge. There is most likely no safe level of exposure to wildfire smoke, said Jennifer Stowell, a climate and health research scientist at the Boston University School of Public Health. But there are precautions you can take to minimize its toll on your health.

What to look for

Don't rely on only your eyes to determine when the air quality is poor, said Dr. Panagis Galiatsatos, a pulmonary and critical care medicine physician at Johns Hopkins Medicine. Get in the habit of checking air quality indexes every day, especially in the summer, when wildfires are more common. You can look at AirNow.Gov for a measure of your local air quality; Fire.airnow.gov also has a helpful map of fire and smoke patterns and how they are influencing air quality.

It's also important to know your personal risk. Wildfire smoke can exacerbate respiratory conditions: People with asthma may be prone to more attacks, and those with chronic obstructive pulmonary disease can experience more difficulty breathing.

It can sometimes take a week or so for those symptoms to appear after you breathe in wildfire smoke, Stowell said.

Inhaling smoke can also trigger inflammation in the body, which may put people with underlying chronic conditions like diabetes, chronic kidney disease and heart disease at increased risk of getting sick.

Babies and young children, whose lungs are still developing and who inhale a greater proportion of air compared to their body size, are more sensitive to air pollution. Older adults are also more vulnerable, because they can have weakened immune systems. While researchers are still exploring the effects of inhaling wildfire smoke during pregnancy, early evidence suggests that exposure may be harmful to a developing fetus and may raise the risk of preterm birth.

Even if you do not have underlying medical conditions, it can still be dangerous to breathe in smoke. Scientists are still trying to understand the long-term effects of smoke exposure. The toll is probably cumulative: the more smoke you're exposed to, the greater the risk of health issues down the line, Galiatsatos said. In the short term, exposure to smoke can lead to eye or sinus irritation, shortness of breath, wheezing, headaches or coughing.

AMANDA LOMAN — THE NEW YORK TIMES

A pall of smoke from wildfires hangs over downtown Portland, Ore., on Sept. 11, 2020. Scientists are still studying the long-term health effects of smoke exposure.

If you go outside

If the air quality is poor, or if it is moderate but you are at high risk, try to limit the amount of time you spend outside as much as possible.

When you do go outside, wear a high-quality, tight-fitting mask, like an N95. A surgical mask is not sufficient to filter out the tiny, damaging particulates in wildfire smoke, Stowell said. And change clothes when you get home, Galiatsatos suggested, to avoid bringing in any smoke particles that could contaminate the air inside your house.

Staying indoors

Make sure all the windows in your home are sealed tightly shut. Do not burn candles or smoke indoors, which creates more indoor air pollution, said Laura Corlin, an associate professor at Tufts University School of Medicine.

Air purifiers can help filter particles out of the air inside your home. People with respiratory conditions like asthma might benefit from an additional HEPA filter with the purifier, which can remove more particles from the air.

"Know who you are, and what your lungs need," Galiatsatos said.

If you don't have an air purifier, an air conditioner can also help, with a few caveats. If you have a window air-conditioning unit, make sure the seal to the window is as tight as possible. If you have central air system that takes in air from outside, close the outside air damper, or switch the system to recirculate mode, Corlin suggested, so that it does not pull polluted air into your home.

If you're able, upgrade to a higher quality filter, like a MERV 13, which captures more particles.

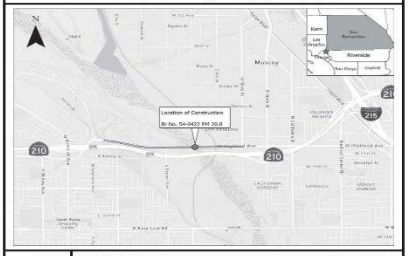
If you do not have air-conditioning, you can use a fan to circulate air, and turn it on at the highest setting something is better than nothing, Corlin said. Your local health department may also run cooling centers. These air-conditioned public spaces can offer relief from the heat and protection against smoke, Stowell said. Even an air-conditioned space like a shopping mall may offer better air quality than a home without air-conditioning.

PUBLIC NOTICE

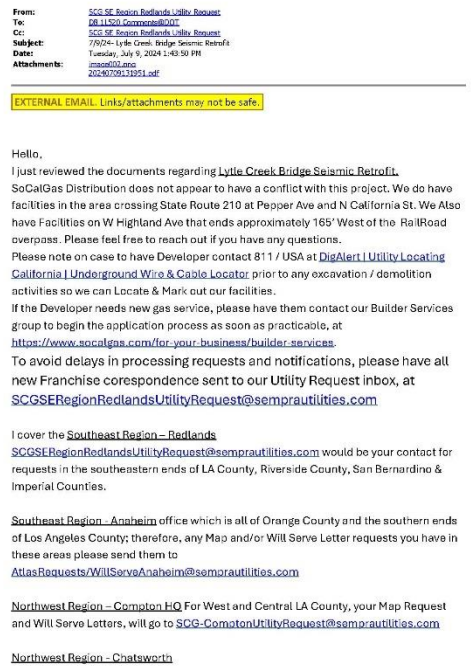
Notice of Intent to Adopt a Mitigated Negative Declaration

Lytle Creek Bridge Seismic Retrofit

Do you want a public hearing on the proposed project?



WHAT'S BEING PLANNED?	The California Department of Transportation (Caltrans) proposes to retrofit or replace Lytle Creek Bridge (Bridge No. 54-0422) on State Route 210 (SR 210), 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.
WHY THIS NOTICE?	Caltrans has studied the effects this project may have on the environment. Our studies show it will not significantly affect the quality of the environment. The report that explains the effects of the project is called an *Initial Study (IS)*. This notice is to advise you of the preparation of the *Draft Initial Study with Proposed Mitigated Negative Declaration (MND)* and of its availability for you to read and to offer the opportunity for a public hearing.
WHAT'S AVAILABLE?	Maps for the *Draft IS with Proposed MND* and other project information are available for review and copying at the Caltrans District 8 Office (464 W 4th Street, San Bernardino, 92401) on weekdays from 8 am to 4pm. Please provide a minimum 24-hour notice prior to visiting the District office to view available documents.
WHERE YOU COME IN	Do you have any comments about processing the project with a *Mitigated Negative Declaration and the IS*? Do you disagree with the findings of our study as set forth in the *Proposed MND*? Would you care to make any other comments on the project? Would you like a public hearing? Please submit your comments or request for a public hearing via email to: 08.1L520.Comments@dot.ca.gov or in writing to the following address, no later than **August 6, 2024:** California Department of Transportation, District 8 ATTN: Antonia Toledo, Environmental Branch Chief 464 West 4th Street, MS-820 San Bernardino, CA 92401-1400; The date we will begin accepting comments is **July 6, 2024.** If there are no major comments, Caltrans will proceed with the project's design.
CONTACT	For individuals with sensory disabilities, this document may be made available in Braille, large print, audiocassette, or a computer disk. To obtain a copy in one of these formats, please write to Eric Dionne, Chief, Public and Media Affairs, 464 W. 4th Street, MS 1247, San Bernardino, CA 92401, or you may contact the California Relay Service at 1 (800) 735-2929 (TTY to Voice), 1 (800) 735-2922 (Voice to TTY), 1(800) 855-3000 (Spanish TTY to Voice and Voice to TTY), 1 (800) 854-7784 (Spanish and English Speech to Speech) or dial 711. **EA 08-1L520 (PN 0820000060)**

Comment 1:	Response to Comment 1:
	1a: Thank you for the comment and confirming that SoCalGas Distribution does not have a conflict with the project and that there are no facilities in the area crossing State Route 210 at Pepper Avenue and North California Street.

1a

From: SCG SE Region Redlands Utility Request
To: D8 1L520 Comments@DOT
Cc: SCG SE Region Redlands Utility Request
Subject: 7/9/24- Lytle Creek Bridge Seismic Retrofit
Date: Tuesday, July 9, 2024 1:43:50 PM
Attachments: image002.png
20240709131951.pdf

EXTERNAL EMAIL. Links/attachments may not be safe.

Hello,
I just reviewed the documents regarding Lytle Creek Bridge Seismic Retrofit.
SoCalGas Distribution does not appear to have a conflict with this project. We do have facilities in the area crossing State Route 210 at Pepper Ave and N California St. We Also have Facilities on W Highland Ave that ends approximately 165' West of the RailRoad overpass. Please feel free to reach out if you have any questions.
Please note on case to have Developer contact 811 / USA at DigAlert | Utility Locating California | Underground Wire & Cable Locator prior to any excavation / demolition activities so we can Locate & Mark out our facilities.
If the Developer needs new gas service, please have them contact our Builder Services group to begin the application process as soon as practicable, at https://www.socalgas.com/for-your-business/builder-services.
To avoid delays in processing requests and notifications, please have all new Franchise corespondence sent to our Utility Request inbox, at SCGSERegionRedlandsUtilityRequest@semprautilities.com

I cover the Southeast Region – Redlands
SCGSERegionRedlandsUtilityRequest@semprautilities.com would be your contact for requests in the southeastern ends of LA County, Riverside County, San Bernardino & Imperial Counties.

Southeast Region - Anaheim office which is all of Orange County and the southern ends of Los Angeles County; therefore, any Map and/or Will Serve Letter requests you have in these areas please send them to
AtlasRequests/WillServeAnaheim@semprautilities.com

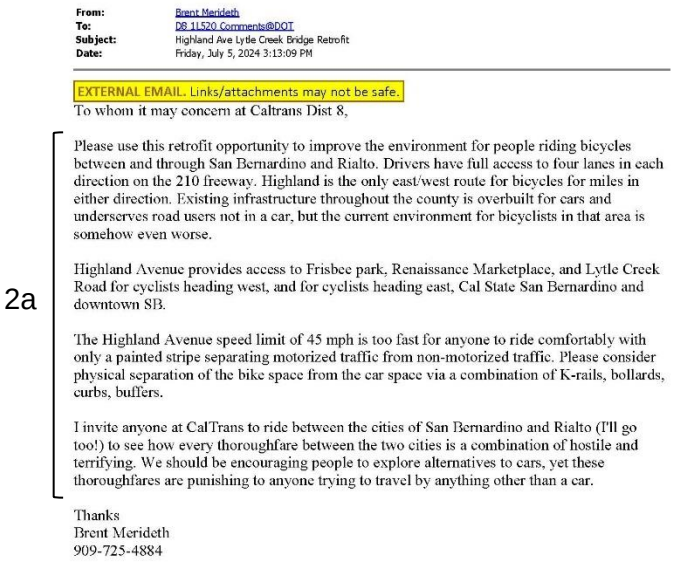
Northwest Region – Compton HQ For West and Central LA County, your Map Request and Will Serve Letters, will go to SCG-ComptonUtilityRequest@semprautilities.com

Northwest Region - Chatsworth

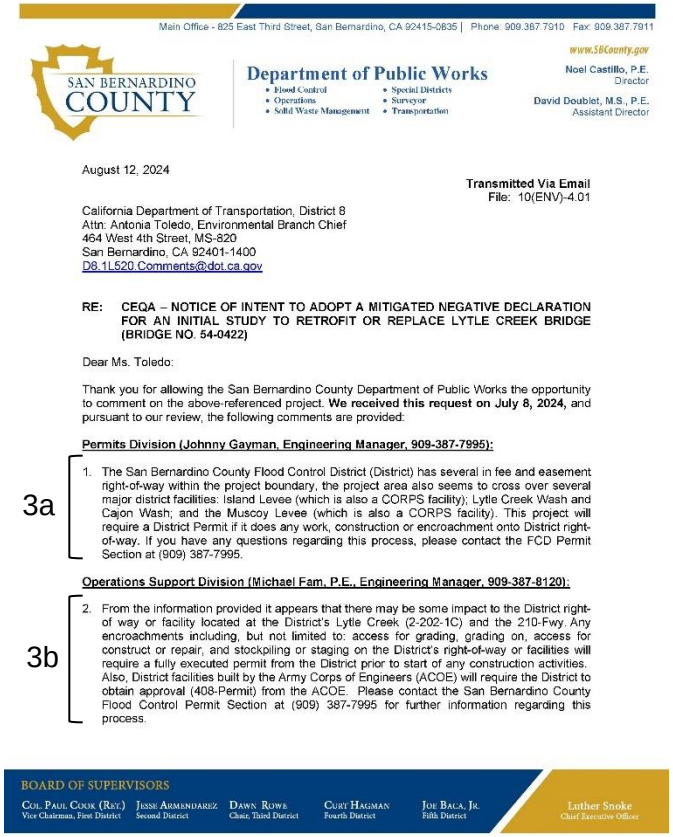
For any requests from the northern most parts of LA County all the way up to Visalia, San Luis Obispo, Fresno and Tulare you would contact NorthwestDistributionUtilityRequest@semprautilities.com

Transmission
For Transmission requests, please contact SoCalGas Transmission, at SoCalGasTransmissionUtilityRequest@semprautilities.com

Thank you,
Josh Rubal
Lead Planning Associate
Distribution Planning & Project Management
Redlands HQ - Southeast Region
(213) 231-7978 Office
SCGSERegionRedlandsUtilityRequest@semprautilities.com

Comment 2:	Response to Comment 2:
	2a: Thank you for your comment regarding bicyclists traveling between the Cities of San Bernardino and Rialto through the project area. Currently, there are no designated bike lanes along the project limits or on the bridge structure. However, there are striped shoulders on both sides of the roadway continuing through the bridge structure. No designated bike lanes are proposed as part of the project. During the construction phase of the project, bicycle and pedestrian access through the bridge structure will be provided to ensure that construction vehicles and equipment do not obstruct the travel of bicyclists and pedestrians.

Comment 3:



Main Office - 825 East Third Street, San Bernardino, CA 92415-0835 | Phone: 909.387.7910 Fax: 909.387.7911

www.SBCounty.gov

SAN BERNARDINO COUNTY

Department of Public Works
- Flood Control
- Operations
- Solid Waste Management
- Special Districts
- Surveyor
- Transportation

Noel Castillo, P.E.
Director

David Doublet, M.S., P.E.
Assistant Director

August 12, 2024

Transmitted Via Email
File: 10(ENV)-4.01

California Department of Transportation, District 8
Attn: Antonia Toledo, Environmental Branch Chief
464 West 4th Street, MS-820
San Bernardino, CA 92401-1400
D8.1L520.Comments@dot.ca.gov

RE: CEQA – NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION FOR AN INITIAL STUDY TO RETROFIT OR REPLACE LYTLE CREEK BRIDGE (BRIDGE NO. 54-0422)

Dear Ms. Toledo:

Thank you for allowing the San Bernardino County Department of Public Works the opportunity to comment on the above-referenced project. **We received this request on July 8, 2024,** and pursuant to our review, the following comments are provided:

Permits Division (Johnny Gayman, Engineering Manager, 909-387-7995):

3a

1. The San Bernardino County Flood Control District (District) has several in fee and easement right-of-way within the project boundary, the project area also seems to cross over several major district facilities: Island Levee (which is also a CORPS facility); Lytle Creek Wash and Cajon Wash; and the Muscoy Levee (which is also a CORPS facility). This project will require a District Permit if it does any work, construction or encroachment onto District right-of-way. If you have any questions regarding this process, please contact the FCD Permit Section at (909) 387-7995.

Operations Support Division (Michael Fam, P.E., Engineering Manager, 909-387-8120):

3b

2. From the information provided it appears that there may be some impact to the District right-of way or facility located at the District's Lytle Creek (2-202-1C) and the 210-Fwy. Any encroachments including, but not limited to: access for grading, grading on, access for construct or repair, and stockpiling or staging on the District's right-of-way or facilities will require a fully executed permit from the District prior to start of any construction activities. Also, District facilities built by the Army Corps of Engineers (ACOE) will require the District to obtain approval (408-Permit) from the ACOE. Please contact the San Bernardino County Flood Control Permit Section at (909) 387-7995 for further information regarding this process.

BOARD OF SUPERVISORS

Col. Paul Cook (Ret.), Vice Chairman, First District | Jesse Armendarez, Second District | Dawn Rowe, Chair, Third District | Curt Hagman, Fourth District | Joe Baca, Jr., Fifth District | Luther Snoke, Chief Executive Officer

Response to Comment 3:

3a: Thank you for your comment. Caltrans will apply for the applicable San Bernardino County Flood Control District Construction and/or Encroachment Permit for construction or encroachment onto San Bernardino County Flood Control District right of way.

3b: Thank you for your comment. Caltrans will apply for the applicable San Bernardino County Flood Control District Construction and/or Encroachment Permit. Furthermore, Caltrans has been coordinating with the U.S. Army Corps of Engineers (USACE) regarding this project and Caltrans has received a determination on June 20, 2023 that a 408 Permit will not be required for this project. Caltrans will continue coordinating with San Bernardino County Flood Control District and the USACE regarding this project.

3c: Thank you for the comment. It is confirmed that the updated FEMA FIRM panel shows the project is within Zone AE. Text has been updated in Section 2.1.10 and changed to “Zone AE”.

3d: Thank you for the comment. Caltrans will be the agency that enforces the latest FEMA regulations for construction.

3e: Thank you for the comment. Caltrans will apply for the applicable San Bernardino County Flood Control District Construction and/or Encroachment Permit.

CEQA – NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION FOR AN INITIAL STUDY TO RETROFIT OR REPLACE LYTLE CREEK BRIDGE (BRIDGE NO. 54-0422)
August 12, 2024
Page 2 of 2

Water Resources Division (Michael Fam, P.E., Engineering Manager, 909-387-8120):

3c 3. According to the most recent Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM), Panel 06071C7940J, dated September 2, 2016, the Project lies within Zone AE.

3d 4. We recommend that the most current FEMA regulations for construction within established floodplains be enforced by Caltrans.

3e 5. Prior to any encroachment on District right-of-way, a permit shall be obtained from the District's Flood Control Operations Division. Other on-site or off-site improvements may be required, which cannot be determined at this time.

3f 6. We have reviewed the Hydrology section of the Initial Study/Mitigated Negative Declaration for the proposed project; however, due to the absence of FEMA hydrology or hydraulic information, we are currently unable to provide further specific comments on this section.

3g We respectfully request to be included on the circulation list for all project notices, public reviews, or public hearings. In closing, I would like to thank you again for allowing the San Bernardino County Department of Public Works the opportunity to comment on the above-referenced project. Should you have any questions or need additional clarification, please contact the individuals who provided the specific comment, as listed above.

Sincerely,

Arlene B. Chun

ARLENE B. CHUN, M.S., P.E.
Engineering Manager
Environmental Management Division

ABC:AS:ml

3f: Thank you for the comment. Caltrans will continue coordination with regards to this project with the San Bernardino County Flood Control District.

3g: Thank you for the comment. It is confirmed that the San Bernardino County Flood Control District is included in the Distribution List for this project.

Comment 4:	Response to Comment 4:
From: Toledo, Antonia@DOT on behalf of D8 1L520 Comments@DOT **To:** Curtis, Alisha@Wildlife **Cc:** Porter, Jeanne F@DOT **Subject:** RE: State Route-210U Frontage Road Lytle Creek Bridge - CEQA **Date:** Thursday, July 18, 2024 3:55:00 PM **Attachments:** 1L520 NES FINAL.pdf image001.png 1L520 Water Quality Questionnaire.pdf 1L520 Location Hydraulic Study.pdf Thank you for your interest on the Caltrans SR-210 Lytle Creek Bridge Project. Per your 7/16/24 email below, attached are the requested technical documents. Please note the October 2023 date identified for the Water Quality Questionnaire is an error in the Draft Environmental Document (DED). The correct date for this document is April 2024, which will be included as a correction in the Final Environmental Document (FED). Regards, Antonia Toledo, MS Branch Chief, Env. Studies D Caltrans Division of Environmental Planning 464 W. 4th Street, MS-820 San Bernardino, CA 92401-1400 Email: Antonia.Toledo@dot.ca.gov Mobile: (909) 501-5741 Teleworking: Mondays, Tuesdays, and Fridays **From:** Curtis, Alisha@Wildlife <Alisha.Curtis@Wildlife.ca.gov> **Sent:** Tuesday, July 16, 2024 7:53 AM **To:** D8 1L520 Comments@DOT <D8.1L520.Comments@dot.ca.gov> **Subject:** State Route-210U Frontage Road Lytle Creek Bridge - CEQA EXTERNAL EMAIL. Links/attachments may not be safe. Good Morning, The California Department of Fish and Wildlife (CDFW) received a Notice of Intent to adopt an Initial Study/Mitigated Negative Declaration (IS/MND) from the California Department of Transportation (Caltrans) for the Project pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines. Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. Likewise, we appreciate the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own	4a: Thank you for your comment letter. The electronic copies of the requested technical studies were sent by Caltrans via email on July 18, 2024 to the California Department of Fish and Wildlife.

regulatory authority under Fish and Game Code.

4a To complete our review, we are requesting a copy of the following technical studies:

Location Hydraulic Study (October 2023)
Natural Environment Study (January 2024)
Water Quality Questionnaire (October 2023)

Thanks,

Alisha Curtis, MPH
Caltrans Liaison/Senior Environmental Scientist (Specialist)
California Department of Fish and Wildlife
Inland Deserts Region | Habitat Conservation
3602 Inland Empire Blvd, Suite C-220, Ontario, CA 91764
Cell: 909-544-2522
http://wildlife.ca.gov

Comment 5:

Docusign Envelope ID: 44C8DE3B-7B7C-41DB-958F-A25CE99B5563

State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
Inland Deserts Region
3602 Inland Empire Boulevard, Suite C-220
Ontario, CA 91764
www.wildlife.ca.gov

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director

August 2, 2024
Sent via email.

Antonia Toledo
Senior Environmental Planner
California Department of Transportation, District 8
464 West Fourth Street, Sixth Floor, MS 820
San Bernardino, CA 92401-1400

Dear Antonia Toledo:

State Route-210U Frontage Road Lytle Creek Bridge Seismic Retrofit (PROJECT)
MITIGATED NEGATIVE DECLARATION (MND)
SCH# 2024070161

The California Department of Fish and Wildlife (CDFW) received a Notice of Intent to Adopt an MND from California Department of Transportation District 8 (Caltrans) for the Project pursuant the California Environmental Quality Act (CEQA) and CEQA Guidelines.[1]

Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. Likewise, we appreciate the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under the Fish and Game Code.

CDFW ROLE

CDFW is California's **Trustee Agency** for fish and wildlife resources and holds those resources in trust by statute for all the people of the State. (Fish & G. Code, §§ 711.7, subd. (a) & 1802; Pub. Resources Code, § 21070; CEQA Guidelines § 15386, subd. (a).) CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species. (*Id.*, § 1802.) Similarly, for purposes of CEQA, CDFW is charged by law to provide, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect fish and wildlife resources.

CDFW is also submitting comments as a **Responsible Agency** under CEQA. (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381.) CDFW expects that it may need to exercise regulatory authority as provided by the Fish and Game Code. As proposed, for example, the Project may be subject to CDFW's lake and streambed alteration regulatory authority. (Fish & G. Code, § 1600 et seq.) Likewise, to the extent implementation of the Project as proposed may result in "take" as defined by State law of any species protected under the California Endangered Species Act (CESA) (Fish & G. Code, § 2050 et seq.), the project proponent may seek related take authorization as provided by the Fish and Game Code.

PROJECT DESCRIPTION SUMMARY

Proponent: Caltrans District 8
Objective: The objective of the Project is to retrofit or replace Lytle Creek Bridge (Bridge No. 54-0422). Project alternative activities include:

- Alternative 1 – No Build.
- 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

[1] CEQA is codified in the California Public Resources Code in section 21000 et seq. The "CEQA Guidelines" are found in Title 14 of the California Code of Regulations, commencing with section 15000.

Response to Comment 5:

5a: Caltrans appreciates CDFW comment and recommendation for measure BIO-11. Caltrans will adopt BIO-11 in the Final ISMND document as recommended.

Caltrans appreciates CDFW comment and recommendation for BIO-14. Caltrans has similar measures in place to use opaque, non-scalable fencing to prevent animals from climbing into the excluded areas. Caltrans will address clearance surveys and trapping during the application process for a CESA Incidental Take Permit.

Caltrans appreciates CDFW comment and recommendation for BIO-17. Caltrans will have a CDFW and USFWS-approved qualified biologist or biological monitor present daily during project construction, including fence installation, removal, and ground disturbing activities.

Caltrans appreciates CDFW comment and recommendation for BIO-20. Caltrans will include measure BIO-20 in the Final ISMND document as recommended.

Caltrans appreciates CDFW comment and recommendation for BIO-21. Caltrans will adopt measure BIO-21 in the Final ISMND as recommended.

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excessive superstructure movement of fault rupture. Each bent is proposed to be a 20-footwide 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 transverse direction. The existing bridge would be removed completely and reconstructed, which requires a full road closure and a traffic detour.

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. The 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 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.

Location: City of San Bernardino, in San Bernardino County on State Route 210U (SR-210U), E. Highland Avenue, post mile (PM) 20.8.
Coordinates: 34.136049, -117.348231

Timeframe: None provided.

COMMENTS AND RECOMMENDATIONS

CDFW offers the comments and recommendations below to assist Caltrans District 8 in adequately identifying and/or mitigating the Project's significant, or potentially significant, direct and indirect impacts on fish and wildlife (biological) resources. Editorial comments or other suggestions may also be included to improve the document. Based on the Project's avoidance of significant impacts on biological resources with implementation of mitigation measures, CDFW concludes that a Mitigated Negative Declaration is appropriate for the Project.

5b: Caltrans appreciates CDFW comment and recommendation for BIO-30. Caltrans will include new measure BIO-30 in the Final ISMND as recommended.

5c: Caltrans appreciates CDFW comment #3 and recommendation for BIO-31. Caltrans will adopt comments and recommendation for new measure BIO-31 in the Final ISMND as recommended.

5d: Caltrans appreciates CDFW comment #4 and recommendation for BIO-29. Caltrans will adopt measure BIO-29 in the Final ISMND as recommended.

5e: Caltrans appreciates CDFW comment #5 and recommendation for BIO-32. Prior to grading or other ground-disturbing activities are proposed, a qualified biologist shall conduct pre-construction clearance surveys for California gnatcatcher consistent with recommendations.

5f: Caltrans appreciates CDFW comment #6 and recommendation for BIO-33. Caltrans will adopt measure BIO-33 in the Final ISMND, as recommended.

5g: Caltrans appreciates CDFW comment #7 and recommendations for BIO-34, BIO-35, and BIO-36. Prior to grading or other ground-disturbing activities are proposed, Caltrans will conduct habitat assessment. A biological monitor will be present during vegetation removal and ground disturbing activities. Caltrans will adopt measures BIO-34, BIO-35, and BIO-36 in the Final ISMND, as recommended.

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I. Project Description and Related Impact Shortcoming

Would the Project 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 CDFW or USFWS?

COMMENT #1: California Endangered Species Act Authorization (Fish & G. Code § 2081)

Page v-vi; Section 1.7, Page 6; Section 2.1.4 (a), Page 16-25; Appendix C

Issue: The MND does not clearly identify whether the Project intends to obtain California Endangered Species Act (CESA) authorization (Fish & G. Code § 2081) for several CESA-listed species, San Bernardino Kangaroo Rat and Santa Ana River woollystar (addressed in Comment 8).

Specific impact: Page 18 of the MND indicates that San Bernardino kangaroo rat (SBKR) a CESA-listed species was captured during the 2023 trapping surveys and that "project activities have the potential to impact SBKR habitat." Additionally, Mitigation Measures BIO-14, BIO-15, BIO-16, BIO-17, BIO-19, and BIO-20 in the MND indicate handling and relocation of SBKR, which constitutes CESA take, "by a biologist in possession of a federal 10(a)(1)(A) permit and a Memorandum of Understanding (MOU) with CDFW…for SBKR." Page 19 of the MND further states, "Final mitigation for this species… would require a Section 2081(b) incidental take permit (ITP) from CDFW." However, page 6 of the MND lists the permits and approvals needed for the Project, which does not include a CESA authorization (Fish & G. Code § 2081). Section 1.7 further states that 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)," making it unclear whether the Project is pursuing a CESA authorization. Furthermore, due to Section 1.4 of the MND including geotechnical borings under all alternatives, and Section 2.1.4 not clearly differentiating project impact analyses from pre-project impact analyses, it can only be implied that measures cited above apply to all alternative activities and therefore CESA take is anticipated during pre-project activities.

Evidence impact would be significant: Take of CESA-listed species has been identified within the MND. Take of any CESA listed species is prohibited except as authorized by state law (Fish & G. Code, §§ 2080 & 2085). Consequently, if a Project, including Project construction or any Project-related activity during the life of the Project results in take of CESA-listed species, CDFW recommends that the Project proponent seek appropriate authorization prior to Project implementation. This may include an incidental take permit or a consistency determination (Fish & G. Code, §§ 2080.1 & 2081).

Comments and Recommendations

It is recommended that the Project impacts and subsequent permits and approvals be clear and consistent throughout the MND. Without information regarding occupancy of the site by SBKR and assurances that Caltrans will obtain take permitting, the MND may not be able to determine whether the project can mitigate its impacts to less than significant. CDFW recommends the MND be revised and circulated to provide this information. However, if Caltrans chooses not to collect and disseminate this information, then the mitigation measure should be updated, as provided below, to address a scenario in which the site is determined to be occupied.

Recommended Potentially Feasible Mitigation Measure: CDFW recommends the inclusion of the below revisions to **BIO-11, BIO-14, BIO-15, BIO-17, BIO-20**, and **BIO-21** in the final MND (edits are in ~~strikethrough~~ and **bold**) to ensure impacts to SBKR and their habitats are mitigated to a level of less than significant.

5h: Caltrans appreciates CDFW comment #8 and recommendation for BIO-6 and BIO-7. Caltrans will adopt measures BIO-6 and BIO-7 in the Final ISMND, as recommended.

5i: Caltrans appreciates CDFW comment #9 and recommendation for BIO-3, BIO-4, BIO-5, BIO-9, BIO-25, BIO-27, and BIO-37. Caltrans will avoid work within sensitive natural community areas. Work would not involve vegetation removal or ground disturbing activities within CDFW sensitive natural communities. Caltrans will delineate CDFW sensitive communities on plans for avoidance. A biological monitor will be present during vegetation removal and ground disturbing activities to ensure avoidance of CDFW sensitive natural communities. Further Caltrans will adopt BIO-5 into the Final ISMND, incorporated with BIO-27, also recommended herein. Caltrans will adopt measure BIO-37 in the Final ISMND, as recommended.

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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 **including CDFW shall** may be required prior to restarting activities.

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. **A CESA Incidental Take Permit for SBKR shall be obtained prior to the start of ground disturbing activities, including geotechnical surveys.**

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. **A CESA Incidental Take Permit for SBKR shall be obtained prior to the start of ground disturbing activities, including geotechnical surveys.**

BIO-17: A qualified biologist or biological monitor with SBKR expertise, subject to USFWS **and CDFW** 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 **subject to**

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USFWS and CDFW approval. A CESA Incidental Take Permit for SBKR shall be obtained prior to the start of ground disturbing activities, including geotechnical surveys.

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 **and CDFW** immediately via phone call or email and a written report will be submitted to USFWS **and CDFW** within three working days. Notification will include date, time, location of incident or discovery of dead or injured animal, and any other pertinent information **as required by the Resource Agencies. A CESA Incidental Take Permit for SBKR shall be obtained.**

BIO-21: An annual report will be prepared by the SBKR biologist for submittal to USFWS **and CDFW** 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, **and any other information as required by the Resource Agencies.**

II. Environmental Setting and Related Impact Shortcoming

Would the Project 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 CDFW or USFWS?

COMMENT #2: Burrowing Owl

Section 2.1.4 (a), Page 16-25

Issue: The MND does not adequately identify the Project's significant, or potentially significant impacts to burrowing owl (*Athene cunicularia*), a Species of Special Concern (SSC).

Specific Impact: Project construction and activities may result in injury or mortality of burrowing owl, disrupt natural burrowing owl breeding behavior, and reduce reproductive capacity. Also, the Project may impact breeding, wintering, and foraging habitat for the species. Habitat loss could result in local extirpation of the species and contribute to local, regional, and State-wide declines of burrowing owl.

Why impact would occur: Page 16 of the MND indicates "focused studies for Special status Species and a Delineation of Jurisdictional Waters and Wetlands were performed to document the existing conditions of biological resources"; however, it does not indicate an initial habitat assessment nor identifies which species had focused studies. Chapter 2 of the Natural Environmental Study [2] (NES) further details field reviews and specifies the species of focused surveys, of which included: small mammal, vegetation, plants, bats, and waters subject to Fish & G. Code § 1602. However, the analysis and subsequent impacts to burrowing owl are not acknowledged nor discussed in either the MND or supporting documents. CDFW is concerned that the desktop analyses and general biological field assessment for burrowing owl may not adequately assess the Project site nor the surrounding area, and the potential for SSC to occur on or near the Project site.

[2] California Department of Transportation (Caltrans). 2024. Natural Environmental Study. District 8 Technical Report. Revised January.

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Burrowing owls could react to low level disturbances such as surveys, drive by, or minimal ground disturbance/excavation.[3] The Project could generate noise and ground vibrations more consistent with medium to high level disturbance. Project construction would generate noise and ground vibrations during daytime and nighttime earthmoving activities, demolition, tunneling, spoils hauling, and operation of large machinery. These types of disturbances could result in burrowing owls abandoning active nests, potentially causing loss of eggs or developing young, and noise could cause birds to avoid suitable nesting habitat.

Evidence impact would be significant: Burrowing owl is a Species of Special Concern (SSC). A SSC is a species, subspecies, or distinct population of an animal native to California that currently satisfies one or more of the following (not necessarily mutually exclusive) criteria:

- is extirpated from the State or, in the case of birds, is extirpated in its primary season or breeding role;
- is listed under the Federal Endangered Act (ESA)-, but not CESA-, threatened, or endangered; meets the State definition of threatened or endangered but has not formally been listed;
- is experiencing, or formerly experienced, serious (noncyclical) population declines or range retractions (not reversed) that, if continued or resumed, could qualify it for State threatened or endangered status; and/or,
- has naturally small populations exhibiting high susceptibility to risk from any factor(s), that if realized, could lead to declines that would qualify it for CESA threatened or endangered status. CEQA provides protection not only for ESA and CESA-listed species, but for any species including but not limited to SSC which can be shown to meet the criteria for State listing. These SSC meet the CEQA definition of rare, threatened, or endangered species (CEQA Guidelines, § 15380). In addition, migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (Code of Federal Regulations, Title 50, § 10.13). Sections 3503, 3503.5, and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA). It is unlawful to take, possess, or needlessly destroy the nest or eggs of any raptor.

In California, burrowing owls are in decline primarily because of habitat loss, as well as disease, predation, and drought. Burrowing owls require specific soil and microhabitat conditions, occur in few locations within a broad habitat category of grassland and some forms of agricultural land, require a relatively large home range to support their life history requirements, occur in relatively low numbers, and are semi-colonial.

Comments and Recommendations

Without information regarding occupancy of the site and how the site may be used by burrowing owls (e.g., breeding, overwintering, foraging, etc.), the MND may not be able to determine whether the project can mitigate its impacts to less than significant. CDFW recommends the MND be revised and circulated to provide this information. However, if Caltrans chooses not to collect and disseminate this information, then the mitigation measure should be updated, as provided below, to address a scenario in which the site is determined to be occupied.

Recommended Potentially Feasible Mitigation Measure: CDFW recommends the adoption of **BIO-30 (NEW)** below in the final MND to ensure impacts to SSC and their habitats are mitigated to a level of less than significant.

[3] Francis, C.D., C.P. Ortega, and A. Cruz. 2009. Noise Pollution Changes Avian Communities and Species Interactions. Current Biology 19:1415–1419.

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BIO-30 (New): Pre-construction Burrowing Owl Surveys -The following burrowing owl preconstruction surveys must be performed by a qualified biologist: one survey 14 to 30 days prior to Project activities; one survey 24 hours prior to Project activities; and burrowing owl preconstruction surveys shall be conducted in accordance with the 2012 Staff Report on Burrowing Owl Mitigation (Staff Report) (See: https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=83843&inline) prior to vegetation removal or ground disturbing activities. If the preconstruction surveys confirm occupied burrowing owl habitat, Project activities shall be immediately halted. The qualified biologist shall coordinate with CDFW and prepare a Burrowing Owl Plan that shall be submitted to CDFW for review and approval prior to commencing Project activities and implementing the measures of the Burrowing Owl Plan.

The Burrowing Owl Plan shall describe proposed avoidance, monitoring, relocation, minimization, and/or mitigation actions. The Burrowing Owl Plan shall include the number and location of occupied burrow sites, acres of burrowing owl habitat that will be impacted, details of site monitoring, and details on proposed buffers and other avoidance measures if avoidance is proposed. If impacts to occupied burrowing owl habitat or burrows cannot be avoided, the Burrowing Owl Plan shall also describe minimization and compensatory mitigation actions that will be implemented. Proposed implementation of burrow exclusion (i.e., passive relocation) and closure shall only be considered as a last resort, after all other options have been evaluated as exclusion is not in itself an avoidance, minimization, or mitigation method and has the possibility to result in take.

The Burrowing Owl Plan shall identify compensatory mitigation for the temporary or permanent loss of occupied burrow(s) and habitat consistent with the "Mitigation Impacts" section of the 2012 Staff Report and Caltrans shall implement CDFW approved mitigation prior to the initiation of Project activities. Permanent protection of mitigation land through a conservation easement deeded to a nonprofit conservation organization or public agency with a conservation mission, development and implementation of a mitigation land management plan to address long-term ecological sustainability and maintenance of the site for burrowing owls, and funding for the maintenance and management of mitigation land through the establishment of a long-term funding mechanism such as an endowment. If impacts to occupied burrows cannot be avoided, information shall be provided regarding adjacent or nearby suitable habitat available to burrowing owls. If no suitable habitat is available nearby, details regarding the creation and funding of artificial burrows (numbers, location, and type of burrows) and management activities for relocated burrowing owls shall also be included in the Burrowing Owl Plan.

COMMENT #3: Assessment of Biological Resources

Section 2.1.4 (a), Page 16-25

Issue: The MND does not adequately identify the Project's significant, or potentially significant impacts to biological resources.

Specific Impact: Direct impacts to SSC could result from Project construction and activities (e.g., equipment staging, mobilization, and grading); ground disturbance; vegetation clearing; and trampling or crushing from construction equipment, vehicles, and foot traffic. Indirect impacts could result from temporary or permanent loss of suitable habitat.

Why impact would occur: Page 16 of the MND indicates "focused studies for Special status Species and a Delineation of Jurisdictional Waters and Wetlands were performed to document the existing conditions of biological resources"; however, it does not indicate an

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Antonia Toledo, Branch Chief
California Department of Transportation, District 8
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initial habitat assessment nor identifies which species had focused studies. Chapter 2 of the NES[2] further details field reviews and specifies the species of focused surveys, of which included: small mammal, vegetation, plants, bats, and waters subject to Fish & G. Code § 1602. However, the analysis and subsequent impacts to SSC bird and reptile species are not acknowledged nor discussed within either MND document. CDFW is concerned that the desktop analyses and general biological field assessment for SSC birds and reptiles may not adequately assess the Project site nor the surrounding area, and the potential for SSC to occur on or near the Project site. Additionally, the MND does not identify Los Angeles pocket mouse and the NES[2], while citing suitable habitat, does not conduct appropriate analyses due to negative findings during the small mammal surveys. The California Natural Diversity Database (CNDDB) and Biogeographic Information and Observation System (BIOS) indicate that occurrences have been recently reported within the Project area including, but not limited to, the following: **Reptiles**: Southern California legless lizard (*Anniella stebbinsi*), California glossy snake (*Arizona elegans occidentalis*); **Birds**: loggerhead shrike (*Lanius ludovicianus*); **Mammals:** Los Angeles pocket mouse (*Perognathus longimembris brevinasus*).

Recent surveys during the appropriate times of the year are needed to identify potential impacts to biological resources; inform appropriate avoidance, minimization, and mitigation measures; and determine whether impacts to biological resources have been mitigated to a level that is less than significant.

Evidence impact would be significant: CEQA provides protection not only for CESA-listed species, but for any species including but not limited to SSC which can be shown to meet the criteria for State listing. These species meet the CEQA definition of rare, threatened, or endangered species (CEQA Guidelines, § 15380). A SSC is a species, subspecies, or distinct population of an animal native to California that currently satisfies one or more of the following (not necessarily mutually exclusive) criteria:

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- is extirpated from the State or, in the case of birds, is extirpated in its primary season or breeding role;
- is listed as ESA-, but not CESA-, threatened, or endangered; meets the State definition of threatened or endangered but has not formally been listed;
- is experiencing, or formerly experienced, serious (noncyclical) population declines or range retractions (not reversed) that, if continued or resumed, could qualify it for State threatened or endangered status; and/or
- has naturally small populations exhibiting high susceptibility to risk from any factor(s), that if realized, could lead to declines that would qualify it for CESA threatened or endangered status.

Impacts on SSC could require a mandatory finding of significance under CEQA (CEQA Guidelines, § 15065). Compliance with CEQA is predicated on a complete and accurate description of the environmental setting that may be affected by the proposed Project. CDFW is concerned that the assessment of the existing environmental setting with respect to biological resources has not been adequately analyzed in the MND. CDFW is concerned that without a complete and accurate description of the existing environmental setting, the MND likely provides an incomplete or inaccurate analysis of Project-related environmental impacts and whether those impacts have been mitigated to a level that is less than significant. Section 15125(c) of the CEQA Guidelines states that knowledge of the regional setting of a Project is critical to the assessment of environmental impacts, that special emphasis should be placed on environmental resources that are rare or unique to the region, and that significant environmental impacts of the proposed Project are adequately investigated and discussed. Absent a thorough species impact analysis and mitigation strategy, it is unclear whether the Project's impacts can be adequately identified, disclosed, or mitigated. CDFW recommends the MND be revised and circulated to provide this information. However, if Caltrans chooses not to collect and disseminate this information, then the mitigation measure should be updated, as provided below, to address a scenario in which the site is determined to be occupied.

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Recommended Potentially Feasible Mitigation Measure: CDFW recommends the adoption of **BIO-31 (NEW)** below in the final MND to ensure impacts to SSC and their habitats are mitigated to a level of less than significant.

BIO-31 (NEW): Preconstruction Species Surveys – Caltrans should retain a qualified biologist with experience surveying for special status species, including but not limited to: loggerhead shrike, Los Angeles pocket mouse, Southern California legless lizard, and California glossy snake. Prior to commencing any Project-related ground-disturbing activities, the qualified biologist shall conduct surveys for where suitable habitat is present. Project related activities include construction, equipment and vehicle access, parking, and staging. Focused surveys should consist of daytime surveys and nighttime surveys no more than one month from the start of any ground-disturbing activities. The surveys should include mapping of current locations of special-status wildlife species for avoidance and relocation efforts and to assist construction monitoring efforts. The survey should be conducted so that 100 percent coverage of the project site and surrounding areas is achieved.

If SSC are detected, the qualified biologist shall use visible flagging to mark the location where SSC was detected. The qualified biologist should take a photo of each location, map each location, and provide the specific species detected at that location. The qualified biologist shall provide a summary report of SSC surveys to Caltrans before any Project-related ground-disturbing activities. The CDFW should be notified and consulted regarding the presence of any special-status wildlife species found on site during surveys. If an Endangered Species Act-listed species is found prior to or during grading of the site, the USFWS should also be notified. Additional avoidance and minimization measures may need to be developed with CDFW/USFWS.

III. Mitigation Measure or Alternative and Related Impact Shortcoming

Would the Project 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 CDFW or USFWS?

COMMENT #4: Nesting Birds

Section Biological Resources (a), Page 16, 18; Appendix C

Issue: The Project may have impacts on nesting birds, including CESA-listed birds, SSC, and common birds that are subject to Fish and Game Code Sections 3503, 3503.5, and 3513, and the Migratory Bird Treaty Act of 1918.

Specific impact: The Project as described could result in direct take associated with vehicle and equipment strike, indirect take associated with Project operations such as attracting predators, displacement, reduction of habitat and habitat quality associated with road infrastructure. The Project as described would cause permanent and temporary impacts to avian species' foraging and nesting habitat.

Why impact would occur: Project activities could result in temporary as well as long-term loss of suitable nesting and foraging habitats. Construction during the breeding season of nesting birds could potentially result in the incidental loss of breeding success or otherwise lead to nest abandonment. Noise from road use, generators, and heavy equipment may disrupt nesting bird mating calls or songs, which could impact reproductive success.[4,5]

[4] Patricelli, G. L., & Blickley, J. L. 2006. Avian Communication in Urban Noise: Causes and Consequences of Vocal Adjustment. The Auk, 123(3), 639–649. https://doi.org/10.1642/0004-8038(2006)123[639:ACIUNC]2.0.CO;2
[5] Halfwerk, W., L.J.M. Holleman, C. M. Lessells, H. Slabbekoorn. 2011. Negative Impact of Traffic Noise on Avian Reproductive Success. Journal of Applied Ecology 48:210–219.

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Noise has also been shown to reduce the density of nesting birds[6] and songbird abundance.[7] Additionally, noise exceeding 70 dB(A) may affect feather and body growth of young birds.[8]

The timing of the nesting season varies greatly depending on several factors, such as the bird species, weather conditions in any given year, and long-term climate changes (e.g., drought, warming, etc.). CDFW staff have observed that changing climate conditions may result in the nesting bird season occurring earlier and later in the year than historical nesting season dates. CDFW recommends the completion of nesting bird survey regardless of time of year to ensure compliance with all applicable laws pertaining to nesting and to avoid take of nests.

The duration of a pair to build a nest and incubate eggs varies considerably, therefore, CDFW recommends surveying for nesting behavior and/or nests and construction within three days prior to start of Project construction to ensure all nests on site are identified and to avoid take of nests. Without appropriate species-specific avoidance measures, biological construction monitoring may be ineffective for detecting nesting birds. This may result in take of nesting birds. Project ground-disturbing activities such as grading and vegetation clearing may result in habitat destruction, causing the death or injury of adults, juveniles, eggs, or hatchlings. In addition, the Project may remove habitat by eliminating native vegetation that may support essential foraging and breeding habitat.

Evidence impact would be significant: It is the Project proponent's responsibility to avoid take of all nesting birds. Fish & G. Code § 3503 makes it unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by Fish and Game Code or any regulation made pursuant thereto. Fish & G. Code § 3513 makes it unlawful to take or possess any migratory nongame bird except as provided by the rules and regulations adopted by the Secretary of the Interior under provisions of the Migratory Bird Treaty Act of 1918, as amended (16 U.S.C. § 703 et seq.). Fish & G. Code § 3503.5 makes it unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds of prey) to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by Fish and Game Code or any regulation adopted pursuant thereto.

Recommended Potentially Feasible Mitigation Measure(s) (Regarding Mitigation Measure or Alternative and Related Impact Shortcoming)

Mitigation Measure: To address the above issues and help the Project applicant avoid unlawfully taking of nesting birds, CDFW recommends the inclusion of the below revisions to **BIO-29** in the final MND (edits are in ~~strikethrough~~ and **bold**).

> **BIO-29**: **Project activities shall not result in impacts to nesting birds or result in the take or removal of nests or eggs.** ~~If Project activities cannot avoid the nesting season, generally regarded as Feb 1 – Sept 30, then~~ **P**preconstruction nesting bird surveys must be conducted 3 days prior to construction by a qualified biologist **experienced with: identifying local and migratory bird species; conducting bird surveys using appropriate survey methodology; nesting surveying techniques, recognizing breeding and nesting behaviors, locating nests and breeding territories, and identifying nesting stages and nest success; determining/ establishing appropriate avoidance and minimization measures; and monitoring the efficacy of implemented avoidance and minimization measures** to locate and avoid nesting birds. If an active avian nest is located, a no construction buffer (100 feet for nonpasserine, 300 feet for passerine, and 500 feet for raptors) **shall** ~~may~~ be established and monitored by the qualified biologist **as long as construction is**

[6] Francis, C.D., C.P. Ortega, and A. Cruz. 2009. Noise Pollution Changes Avian Communities and Species Interactions. Current Biology 19:1415–1419.
[7] Bayne, E.M., L. Habib, and S. Boutin. 2008. Impacts of Chronic Anthropogenic Noise from Energy-Sector Activity on Abundance of Songbirds in the Boreal Forest. Conservation Biology, Volume 22, No. 5, 1186–1193. Accessed via https://conbio.onlinelibrary.wiley.com/doi/10.1111/j.1523-1739.2008.00973.x
[8] Kleist, N. J., R. P. Guralnick, A. Cruz, C. A. Lowry, and C. D. Francis. 2018. Chronic Anthropogenic Noise Disrupts Glucocorticoid Signaling and has Multiple Effects on Fitness in an Avian Community. Proceedings of the National Academy of Sciences 115: E648–E657.

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occurring or until the nest is no longer active and may be demarcated by flagging, staking, or fencing. **Avoidance buffers shall be expanded and/or modified as needed by the qualified biologist if any nesting bird shows behavioral responses resulting from Project related activities.**

COMMENT #5: Coastal California Gnatcatcher

Section 2.1.4 (a) (b), Page 16, 18, 20; Appendix C

Issue: The project may impact suitable habitat for coastal California gnatcatcher (*Polioptila californica californica*), a Federally endangered species and California SSC). The Project site contains suitable habitat for coastal California gnatcatcher that was not accurately analyzed in the MND nor the NES[2].

Specific impact: The Project may result in temporal or permanent loss of suitable nesting and foraging habitat. Project ground-disturbing activities may cause death or injury of adults, juveniles, or eggs; nest abandonment; and reduced nest success.

Why impact would occur: Page 18 of the MND states "the BSA does not have suitable riparian/dense riparian habitat capable of supporting these federally listed bird species: Coastal California Gnatcatcher…" However, the range and distribution of the gnatcatcher is closely aligned with coastal scrub vegetation, including Riversidean coastal sage scrub communities,[9] not riparian habitat. Page 20 of the MND states "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." Scale broom scrub, as described by *A Manual of California Vegetation*, is also classified as Riversidean and coastal sage scrub under other classification systems.[10] While the NES[2] identifies the correct suitable habitat type in Table 4 and Chapter 4, it again analyzes impacts as not having "suitable riparian/dense riparian habitat required to support the above special-status avian species." Therefore, CDFW is concerned that the impacts analysis was predicated on the wrong habitat type.

Evidence impact would be significant: Coastal California gnatcatcher is an ESA listed species and a California SSC. ESA-listed species are considered endangered, rare, or threatened species under CEQA (CEQA Guidelines, § 15380). Take under the ESA is more broadly defined than CESA. Take under ESA also includes significant habitat modification or degradation that could result in death or injury to a listed species by interfering with essential behavioral patterns such as breeding, foraging, or nesting. CEQA provides protection not only for State and federally listed species, but for any species including, but not limited to SSC, which can be shown to meet the criteria for State listing. SSC's meet the CEQA definition of rare, threatened, or endangered species (CEQA Guidelines, § 15065). Take of SSC's could require a mandatory finding of significance (CEQA Guidelines, § 15065).

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Coastal California gnatcatchers are non-migratory, territorial, and have been found not to disperse far from their natal nests.[11,12] Thus, the preservation of sensitive natural communities which they have been documented to utilize is paramount. Coastal California gnatcatcher surveys provide information needed to determine the potential effects of proposed Project and activities on the species, and to avoid take in accordance with FGC sections 86, 3503, and 3503.5. Impact assessments evaluate the extent to which coastal California gnatcatcher and their habitat may be impacted, directly or indirectly, on and within a reasonable distance of a proposed CEQA Project activity.

[9] U.S. Fish and Wildlife Service. 2010. 5-Year Review: Coastal California Gnatcatcher. Accessed: https://ecosphere-documents-production-public.s3.amazonaws.com/sams/public_docs/species_nonpublish/1683.pdf.
[10] CNPS.2024. A Manual of California Vegetation, Online Edition. http://www.cnps.org/cnps/vegetation/; searched on July 23, 2024. California Native Plant Society, Sacramento, CA.
[11] Bailey, E. A. and P. J. Mock. (1998). Dispersal capability of the California Gnatcatcher: a landscape analysis of distribution data. Western Birds 29:351-360.
[12] Vandergast, A.G., Kus, B.E., Preston, K.L. et al. 2019. Distinguishing recent dispersal from historical genetic connectivity in the coastal California gnatcatcher. Sci Rep 9, 1355. https://doi.org/10.1038/s41598-018-37712-2

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Comments and Recommendations

It is recommended that the species habitat assessment and subsequent analysis be clear and consistent throughout the MND and its supporting documents. CDFW recommends the MND be revised and circulated to provide this information. However, if Caltrans chooses not to collect and disseminate this information, then the mitigation measure should be updated, as provided below, to address a scenario in which the site is determined to be occupied.

Recommended Potentially Feasible Mitigation Measure: CDFW recommends the adoption of **BIO-32 (NEW)** below in the final MND to ensure impacts to SSC and their habitats are mitigated to a level of less than significant.

> **BIO-32 (NEW): Prior to grading or other ground-disturbing activities are proposed, a qualified biologist shall survey all potential nesting vegetation within and adjacent to the site for nesting coastal California gnatcatcher according to United States Fish and Wildlife Service (USFWS) 2019 survey protocol guidelines. Caltrans shall complete focused surveys to be conducted prior to ground disturbance activities. A minimum of three (3) surveys shall be conducted at least one week apart to determine presence/absence of coastal California gnatcatcher. Surveys shall be conducted by the Designated Biologist at the appropriate time of day/night, during appropriate weather conditions, no more than 3 days prior to the initiation of project activities. Survey duration shall take into consideration the size of the project site; density, and complexity of the habitat; number of survey participants; survey techniques employed; and shall be sufficient to ensure the data collected is complete and accurate. Written and mapped qualitative descriptions of plant communities (including dominant species and habitat quality) on and adjacent to the area surveyed will also be provided with survey results to USFWS and CDFW, within 45 days following the field surveys, prior to ground disturbing activities. The results of the focused surveys shall be provided to CDFW, and USFWS for review and approval prior to commencement of ground disturbing activities.**

COMMENT #6: Bats

Section 2.1.4 (a), Page 16, 18; Appendix C

Issue: The Project site contains suitable habitat for bats that was not analyzed in the MND nor the NES[2].

Why impact would occur: Year-round occupancy of cliff swallow (*Petrochelidon pyrrhonota*) mud-nests by several bat species has been observed throughout California.[13] Page 81 of the NES[2] indicates that "cliff swallows are observed to inhabit Lytle Creek Bridge," and the report photograph depicts presence of mud-nests. Project activities and construction, notably the removal of swallow nests, may directly impact or disrupt the behaviors of bats and result in direct mortality or possible abandonment of a roost (e.g., maternity roost).

Evidence impact would be significant: Bats are considered non-game mammals and are afforded protection by State law from take and/or harassment (Fish & G. Code, § 4150; Cal. Code of Regs, § 251.1). Several bat species are considered SSC. A SSC is a species, subspecies, or distinct population of an animal native to California that currently satisfies one or more of the following (not necessarily mutually exclusive) criteria:

- is extirpated from the State or, in the case of birds, is extirpated in its primary season or breeding role;
- is listed as ESA-, but not CESA-, threatened, or endangered; meets the State definition of threatened or endangered but has not formally been listed;

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- is experiencing, or formerly experienced, serious (noncyclical) population declines or range retractions (not reversed) that, if continued or resumed, could qualify it for State threatened or endangered status; and/or
- has naturally small populations exhibiting high susceptibility to risk from any factor(s), that if realized, could lead to declines that would qualify it for CESA threatened or endangered status.

Impacts on SSC could require a mandatory finding of significance under CEQA (CEQA Guidelines, § 15065). Impacts on bats, either directly or indirectly through disturbances to roosts and loss of habitat, would be a significant impact. The Project's impact on bats has yet to be mitigated below a significant level. Accordingly, the Project continues to have a substantial adverse effect, either directly or through habitat modifications, on a species identified as a candidate, sensitive, or special-status species by CDFW.

Recommended Potentially Feasible Mitigation Measure: CDFW recommends following the *California Bat Working Group Guidance Document – Bats in Swallow Nests*[13] and the adoption of **BIO-33 (NEW)** below in the final MND to ensure impacts to bats are mitigated to a level of less than significant.

BIO-33 (NEW): Timing: Mud-nest inspection and removal shall be performed after young are volant (flying) but before expected onset of seasonal torpor to the greatest extent feasible to avoid direct impacts to bats. In many areas of the state, this removal window occurs between September 1 and October 31, but local conditions could dictate otherwise and communication with an experienced bat biologist is highly recommended. Removal of previously occupied nests shall only occur if that night's weather conditions are conducive to bat activity, that is, the conditions exclude severe winds, precipitation, or low nighttime temperatures (typically below 45˚F). If any of these conditions are present, then no removal can occur. Due to a higher potential for mortality, no removal should occur during the hibernation season, which typically begins in November or December (depending on weather conditions) and continues through mid-February. However, dependent upon weather conditions and at a CDFW-approved bat biologist's discretion, it may be possible to perform removal during winter if the forecast excludes the weather conditions described above. Mud-nests may be inspected and removed at night (i.e., beginning approximately 1.5 hours after sunset to avoid disrupting the emergence) when bats typically leave the roost to forage. This may decrease the chances of bat occupancy in the mud-nests at the time of survey and therefore increase the chances of being able to remove most or all the mud-nests in a single visit.

Inspection and Removal: Depending on site characteristics, access to swallow nests can be attained using a snooper truck, platform truck, scaffolding, man lift, bucket truck, or ladder. Safety reviews of access activities are strongly encouraged. Outside of bat maternity or hibernation season, prior to nest removal, a CDFW-approved biologist (with experience inspecting a range of structures for the presence of roosting bats) inspects each nest with a borescope inspection camera (or similar device) or by gently and carefully breaking open a small part of the nest to see inside. If bats are not present, the entire nest may be immediately removed so that it cannot be occupied or re-occupied. If any bats are present, a small portion of the nest may be removed to create more light and additional airflow rendering the nest less desirable for roosting without making any bat(s) inside the nest visible to predators. The bat should depart the nest that evening. The altered roost conditions are intended to minimize the likelihood of a bat returning to that roost. Any swallow mud-nests where bats were observed shall be inspected again the following day and can be removed if absence of roosting bats is confirmed at that time. If the bat has not departed on its own, then additional pieces of the nest shall be removed to make it more unsuitable, followed by additional inspections on subsequent days until the bat leaves. If bats are present during inspections and do not depart on their

[13] California Bat Working Group 2022. Bats in Swallow Nests (rev. 4 April 2022). Accessed 2024 July 19. Available: https://www.calbatwg.org/resources/

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own after partial removal of nests (or if partial removal of nests is infeasible), additional options may be considered in consultation with CDFW and experienced bat biologists (e.g., those with a Scientific Collecting Permit to handle bats and relevant experience implementing bat-related minimization and mitigation measures) on a case-by-case basis. Emergence surveys that involve watching a roost site with appropriate effort (i.e., using methods and equipment to confidently detect emerging bats shortly prior to the removal of mud-nests) are not appropriate during the fall and winter months because bats infrequently emerge from their roosts at this time of year. At any time of year, bats may emerge later than expected or not at all on a given night. Moreover, mud-nests observed for bat emergence may become occupied later in the night after the emergence survey, as bats select the next day's roosts. Consequently, the absence of bat activity on a given night cannot be construed as the absence of roosting bats.

Exclusion Netting: Bird exclusion netting is strongly discouraged because of common entanglement of birds, bats, and other wildlife in the netting. Even with best practices, which are described below, entanglement has still been an issue. If no other alternatives to netting are possible, then inspections shall be performed prior to installing the netting to ensure no bats are roosting in the mud-nests or interstitial crevices between the mud-nests and the structure. The bird exclusion netting shall have a mesh size no greater than 0.25-inch and should be secured tightly to prevent potential entanglement of bats in the netting. Daily inspections of bird exclusion netting shall also be performed after its installation to identify and repair damaged sections that could create entrapment hazards for bats and birds.

COMMENT #7: Crotch's Bumble Bee

Issue: The project may impact suitable habitat for Crotch's bumble bee (*Bombus crotchii*), a CESA candidate species, and has the potential for take pursuant to Fish & G. Code, § 2081(b). This species was not acknowledged in the MND yet was discussed in the NES[2]. Additionally, suitable habitat was not sufficiently analyzed.

Specific impact: The Project may result in temporal or permanent loss of suitable nesting and foraging habitat. Project ground-disturbing activities may cause death or injury of adults, eggs, and larva; burrow collapse; nest abandonment; and reduced nest success.

Why impact would occur: Page 84-85 of the NES[2] indicates that there is a lack of suitable host plants, notably milkweed, therefore the species is considered absent from the biological study area; however, Crotch's bumble bee primarily nest in late February through late October underground in abandoned small mammal burrows but may also nest under perennial bunch grasses or thatched annual grasses, under-brush piles, in old bird nests, and in dead trees or hollow logs.[14,15] Overwintering sites utilized by Crotch's bumble bee mated queens include soft, disturbed soil[16], or under leaf litter or other debris.[6] Ground disturbance and vegetation removal associated with Project implementation during the breeding season could result in the incidental loss of breeding success or otherwise lead to nest abandonment in areas adjacent to the Project site. Indirect, permanent impacts include conversion of habitat through the introduction of invasive species. Without sufficient avoidance, minimization, or mitigation measures, the Project activities may result in unmitigated temporal or permanent loss of colonies, and suitable nesting and foraging habitat.

Evidence impact would be significant: The California Fish and Game Commission accepted a petition to list Crotch's bumble bee as endangered under CESA, determining

[14] Williams, P. H., R. W. Thorp, L. L. Richardson, and S.R. Colla. 2014. Bumble bees of North America: An Identification guide. Princeton University Press, Princeton, New Jersey. 208pp.
[15] Hatfield, R., Jepsen, S., Foltz Jordan, S., Blackburn, M., Code, Aimee. 2018. A Petition to the State of California Fish and Game Commission to List Four Species of Bumblebees as Endangered Species.
[16] Goulson, D. 2010. Bumblebees: behavior, ecology, and conservation. Oxford University Press, New York. 317pp.

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the listing "may be warranted" and advancing the species to the candidacy stage of the CESA listing process. Crotch's bumble bee is granted full protection of a threatened species under CESA. Take of any endangered, threatened, candidate species that results from the Project is prohibited, except as authorized by State law (Fish & G. Code, §§ 86, 2062, 2067, 2068, 2080, 2085; Cal. Code Regs., tit. 14, § 786.9). In addition, Crotch's bumble bee has a State ranking of S1/S2. This means that the Crotch's bumble bee is considered critically imperiled or imperiled and is extremely rare (often 5 or fewer populations). Crotch's bumble bee is listed as an invertebrate of conservation priority under the California Terrestrial and Vernal Pool Invertebrates of Conservation Priority.[17]

If take or adverse impacts to Crotch's bumble bee cannot be avoided either during Project activities or over the life of the Project, the Project should obtain appropriate take authorization from CDFW pursuant to Fish & G. Code, § 2081 subdivision (b).

Comments and Recommendations

It is recommended to conduct desktop analyses and field reviews to appropriately evaluate Project impacts. Absent a thorough species analysis and avoidance, minimization and mitigation strategy, it is unclear whether the Project's impacts can be adequately identified, disclosed, or mitigated. CDFW recommends the MND be revised and circulated to provide this information. However, if Caltrans chooses not to collect and disseminate this information, then the mitigation measure should be updated, as provided below, to address a scenario in which the site is determined to be occupied.

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Recommended Potentially Feasible Mitigation Measure: CDFW recommends following the *Survey Considerations for California Endangered Species Act (CESA) Candidate Bumble Bee Species*[18] and the adoption of **BIO-34 (NEW), BIO-35 (NEW),** and **BIO-36 (NEW)** below in the final MND to ensure impacts to Crotch's bumble bee and their habitats are mitigated to a level of less than significant.

BIO-34 (NEW): Due to suitable habitat within the Project site, a qualified entomologist familiar with the species behavior and life history should conduct surveys to determine the presence/absence of Crotch's bumble bee. Surveys should follow CDFW's *Survey Considerations for California Endangered Species Act (CESA) Candidate Bumble Bee Species.*[18] If no CESA-protected bumble bees are found during the surveys, but the habitat assessment identified suitable nesting, foraging, or overwintering habitat within the project site, it is recommended that a biological monitor be onsite during vegetation or ground disturbing activities. Survey results, including negative findings, should be submitted to CDFW prior to implementing Project-related ground-disturbing activities. At minimum, a survey report should provide the following:

a) A description and map of the survey area, focusing on areas that could provide suitable habitat for Crotch's bumble bee. CDFW recommends the map show surveyor(s) track lines to document that the entire site was covered during field surveys.

b) Field survey conditions that should include name(s) of qualified entomologist(s) and brief qualifications; date and time of survey; survey duration; general weather conditions; survey goals, and species searched.

c) Map(s) showing the location of nests/colonies.

d) A description of physical (e.g., soil, moisture, slope) and biological (e.g., plant composition) conditions where each nest/colony is found. A sufficient description of biological conditions, primarily impacted habitat, should include native plant composition (e.g., density, cover, and abundance) within

[17] California Department of Fish and Wildlife. 2017. California Terrestrial and Vernal Pool Invertebrates of Conservation Priority. https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=148248&inline
[18] California Department of Fish and Wildlife. 2023. Survey Considerations for California Endangered Species Act (CESA) Candidate Bumble Bee Species. Bumble Bee Survey Guidelines (ca.gov)

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impacted habitat (e.g., species list separated by vegetation class; density, cover, and abundance of each species).

BIO-35 (NEW): If Crotch's bumble bee is detected, Caltrans in consultation with a qualified entomologist should develop a plan to fully avoid impacts to Crotch's bumble bee. The plan should include effective, specific, enforceable, and feasible measures. An avoidance plan should be submitted to CDFW prior to implementing Project-related ground-disturbing activities and/or vegetation removal where there may be impacts to Crotch's bumble bee.

BIO-36 (NEW): If Crotch's bumble bee is detected and if impacts to Crotch's bumble bee cannot be feasibly and fully avoided during Project construction and activities, Caltrans should coordinate with CDFW to obtain appropriate permits for incidental take of Crotch's bumble bee and provide appropriate mitigation for impacts to Crotch's bumble bee habitat. Caltrans shall mitigate for impacts to Crotch's bumble bee habitat at a ratio comparable to the Project's level of impacts.

COMMENT #8: Santa Ana River Woollystar

Section 2.1.4 (a), Page 16-17; Appendix C

Issue: The project may impact suitable habitat for Santa Ana River woollystar (*Eriastrum densifolium* ssp. *sanctorum*), a CESA-listed species, and has the potential for take pursuant to Fish & G. Code, § 2081(b). The species was described as having high potential to occur and the Project does not currently anticipate CESA authorization.

Specific impact: Direct impacts to Santa Ana River woollystar could result from Project construction and activities (e.g., equipment staging, mobilization, and grading); ground disturbance; vegetation clearing; and trampling or crushing from construction equipment, vehicles, and foot traffic.

Why impact would occur: Page 17 of the MND acknowledges that there is suitable habitat for this species; however, states that "none of these plant species …were found within the BSA during the 2023 rare plant focused surveys…and would result in no effect." While a floristic survey was conducted and had negative findings, CDFW recommends careful consideration of the high potential to occur based on occurrence data, suitable habitat present on site, and the dispersal nature of the species. CNDDB occurrences as well as occurrences from Lytle Creek Conservation Bank document recent occurrences adjacent to the Project site.[19] Additionally, the species "thrives in open areas that receive a lot of sun and where there are infrequent flood events that contribute to seed dispersal. Santa Ana River woolly-star grows in sandy areas and is a pioneer species, meaning that it will take over previously unutilized habitat."[20]

Evidence impact would be significant: Take of any CESA listed species is prohibited except as authorized by state law (Fish & G. Code, §§ 2080 & 2085). Consequently, if a Project, including Project construction or any Project-related activity during the life of the Project results in take of CESA-listed species, CDFW recommends that the Project proponent seek appropriate authorization prior to Project implementation. This may include an incidental take permit or a consistency determination (Fish & G. Code, §§ 2080.1 & 2081).

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Recommended Potentially Feasible Mitigation Measure(s) (Regarding Mitigation Measure or Alternative and Related Impact Shortcoming)

Mitigation Measure: To address the above issues and help the Project applicant avoid unlawfully taking of special status plant species, CDFW recommends the inclusion of the below revisions to **BIO-6** and **BIO-7** in the final MND (edits are in ~~strikethrough~~ and **bold**).

[19] Wildlands. 2020. Lytle Creek Conservation Bank, 2019 Monitoring Report.
[20] CDFW. 2015. Santa Ana River Woollystar.
https://wildlife.ca.gov/Conservation/Plants/Endangered/Eriastrum-densifolium-ssp-sanctorum

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BIO-6: Within the ~~Spring season~~ **appropriate identification periods for special-status plants,** prior to construction, a preconstruction survey must be conducted **according to the CDFW 2018 Protocols for Surveying and Evaluating Impacts to Special-status Plant Populations (found at: https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID= 18959)** by a qualified biologist **experienced in conducting floristic botanical field surveys, knowledgeable of plant taxonomy and plant community ecology and classification, familiar with the plants of the area, including special-status and locally significant plants, and familiar with the appropriate state and federal statutes related to plants and plant collecting** 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 **with an appropriate buffer for visual identification to construction personnel for work avoidance**.

BIO-7: If a special status plant species is found within the job site and cannot be **avoided** ~~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. **If CESA-listed plants are present and impacts cannot be fully avoided, a CESA authorization shall be obtained prior to work and translocation occurring.** Additional requirements and actions must be determined at the time if such a situation occurs.

COMMENT #9: Editorial Commentary to Measures Proposed in the MND

Section 2.1.4 Biological Resources, Page 16-25; Appendix C

Issue: The project proposed multiple general BIO measures to ensure minimization and avoidance of special status species. CDFW recommends the inclusion of the below revisions to **BIO-3, BIO-4, BIO-5, BIO-9, BIO-25,** and **BIO-29** as well as the adoption of **BIO-37 (NEW)** in the final MND (edits are in ~~strikethrough~~ and **bold**).

BIO-3: To address impacts to CDFW Sensitive Natural Communities, this area **shall be avoided and** ~~would be~~ delineated as an ESA **with an appropriate buffer** 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. **Planting and/or seed mixes used for restoration of Project areas where CDFW Sensitive Natural Communities are impacted shall contain a diverse array of appropriate native plant species. Plantings and seed mixes applied shall be irrigated as necessary to ensure germination and establishment. Caltrans shall establish success criteria and maintain (as needed) and monitor locations where planting or seed mixes are applied for a minimum of one-year to ensure successful germination and establishment. Additional months or years of maintenance and monitoring shall occur if germination and establishment fail to remediate Project impacted areas within one-year of planting or seed mix application.**

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. **The WEAP shall include, but not limited to: (1) information about the distribution and habitat needs of any special-status species that may be present, legal protections for those species, penalties for violations, and mitigation measures and (2) best practices for managing waste and reducing activities that can lead to increased occurrences of opportunistic species and the impacts these species can have on wildlife in the area. Interpretation shall be provided for any non-English speaking workers,**

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and the same instruction shall be provided for any new workers prior to their performing any job site.

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. **The WEAP shall include, but not limited to: (1) information about the distribution and habitat needs of any special-status species that may be present, legal protections for those species, penalties for violations, and mitigation measures and (2) best practices for managing waste and reducing activities that can lead to increased occurrences of opportunistic species and the impacts these species can have on wildlife in the area. Interpretation shall be provided for any non-English speaking workers, and the same instruction shall be provided for any new workers prior to their performing any job site.**

BIO-9: To address impacts to special status wildlife species, including but not limited to SBKR, artificial lighting shall be **fully shielded and** directed **downward** at the job site to minimize light spillover onto the Lytle Creek Wash**, if project activities occur between dusk and dawn**.

BIO-25: To address impacts to nesting birds and roosting bats, artificial lighting must be **fully shielded and** directed **downward** at the work site to minimize light spillover outside of the construction footprint if Project activities occur ~~at night~~ **between dusk and dawn**.

BIO-37 (NEW): Permanent Artificial Nighttime Lighting - Caltrans shall ensure that all proposed permanent artificial nighttime lighting for the Project is fully shielded, cast downward and directed away from surrounding open-space, reduced in intensity to the greatest extent possible, and does not result in lighting trespass including glare into surrounding areas or upward into the night sky (see the International Dark-Sky Association standards at http://darksky.org/). Caltrans shall ensure use of LED lighting with a correlated color temperature of 2,700 Kelvins or less, proper disposal of hazardous waste, and recycling of lighting that contains toxic compounds with a qualified recycler. Photometric studies are recommended to ensure the parameters of this measure are adhered to.

ENVIRONMENTAL DATA

CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a database which may be used to make subsequent or supplemental environmental determinations. (Pub. Resources Code, § 21003, subd. (e).) Accordingly, please report any special status species and natural communities detected during Project surveys to the California Natural Diversity Database (CNDDB). The CNNDB field survey form can be filled out and submitted online at the following link: https://wildlife.ca.gov/Data/CNDDB/Submitting-Data. The types of information reported to CNDDB can be found at the following link: https://www.wildlife.ca.gov/Data/CNDDB/Plants-and-Animals.

ENVIRONMENTAL DOCUMENT FILING FEES

The Project, as proposed, would have an impact on fish and/or wildlife, and assessment of environmental document filing fees is necessary. Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW. Payment of the environmental document filing fee is required in order for the underlying project approval to be operative, vested, and final. (Cal. Code Regs, tit. 14, § 753.5; Fish & G. Code, § 711.4; Pub. Resources Code, § 21089.)

CONCLUSION

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CDFW appreciates the opportunity to comment on the MND to assist Caltrans District 8 in identifying and mitigating Project impacts on biological resources.

Questions regarding this letter or further coordination should be directed to CDFW Senior Environmental Scientist (Specialist), Alisha Curtis, at (909) 544-2522 or by e-mail at alisha.curtis@wildlife.ca.gov.

Sincerely,

DocuSigned by:
Alisa Ellsworth

Alisa Ellsworth
Environmental Program Manager

Attachments: (A) Mitigation and Monitoring Reporting Plan

cc: Office of Planning and Research, State Clearinghouse, Sacramento

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State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
Inland Deserts Region
3602 Inland Empire Boulevard, Suite C-220
Ontario, CA 91764
www.wildlife.ca.gov

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director

Attachment A: Mitigation and Monitoring Reporting Plan

CDFW recommends the following language to be incorporated into the Final MND for the Project.

Biological Resources (BIO)			
	Mitigation Measure (MM)	**Timing**	**Responsible Party**
BIO-3	To address impacts to CDFW Sensitive Natural Communities, this area **shall be avoided and** ~~would be~~ delineated as an ESA **with an appropriate buffer** in the plans and/or described in the specifications.	Prior to commencing ground- or vegetation disturbing activities.	Project Proponent
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. **Planting and/or seed mixes used for restoration of Project areas where CDFW Sensitive Natural Communities are impacted shall contain a diverse array of appropriate native plant species. Plantings and seed mixes applied shall be irrigated as necessary to ensure germination and establishment. Caltrans shall establish success criteria and maintain (as needed) and monitor locations where planting or seed mixes are applied for a minimum of one-year to ensure successful germination and establishment. Additional months or years of maintenance and monitoring shall occur if germination and establishment fail to remediate Project impacted areas within one-year of planting or seed mix application.**	Prior to commencing ground- or vegetation disturbing activities.	Project Proponent
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. **The WEAP shall include, but not limited to: (1) information about the distribution and habitat needs of any special-status species that may be present, legal protections for those species, penalties for violations, and mitigation measures and (2) best practices for managing waste and reducing activities that can lead to increased occurrences of opportunistic species and the impacts these species can have on wildlife in the area. Interpretation shall be provided for any non-English speaking workers, and the same instruction shall be provided for any new workers prior to their performing any job site.**	Prior to commencing ground- or vegetation disturbing activities.	Project Proponent
BIO-6	Within the ~~Spring season~~ **appropriate identification periods for special-status plants,** prior to construction, a preconstruction survey must be conducted **according to the CDFW 2018 Protocols for Surveying and Evaluating Impacts to Special-status Plant Populations (found at: https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=18959)** by a qualified biologist **experienced in conducting floristic botanical field surveys, knowledgeable of plant taxonomy and plant community ecology and classification, familiar with the plants of the area,**	Prior to commencing ground- or vegetation disturbing activities.	Project Proponent

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	including special-status and locally significant plants, and familiar with the appropriate state and federal statutes related to plants and plant collecting 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 **with an appropriate buffer for visual identification to construction personnel for work avoidance**.		
BIO-7	If a special status plant species is found within the job site and cannot be **avoided** ~~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. **If CESA-listed plants are present and impacts cannot be fully avoided, a CESA authorization shall be obtained prior to work and translocation occurring**. Additional requirements and actions must be determined at the time if such a situation occurs.	Prior to commencing ground- or vegetation disturbing activities.	Project Proponent
BIO-9	To address impacts to special status wildlife species, including but not limited to SBKR, artificial lighting shall be **fully shielded and** directed **downward** at the job site to minimize light spillover onto the Lytle Creek Wash**, if project activities occur between dusk and dawn**.	Prior to commencing ground- or vegetation disturbing activities.	Project Proponent
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 **including CDFW shall** ~~may~~ be required prior to restarting activities.	Prior to commencing ground- or vegetation disturbing activities.	Project Proponent
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	Prior to commencing ground- or vegetation disturbing activities.	Project Proponent

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	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. **A CESA Incidental Take Permit for SBKR shall be obtained prior to the start of ground disturbing activities, including geotechnical surveys.**		
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. **A CESA Incidental Take Permit for SBKR shall be obtained prior to the start of ground disturbing activities, including geotechnical surveys.**	Prior to commencing ground- or vegetation disturbing activities.	Project Proponent
BIO-17	A qualified biologist or biological monitor with SBKR expertise, subject to USFWS **and CDFW** 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 **subject to USFWS and CDFW approval**. **A CESA Incidental Take Permit for SBKR shall be obtained prior to the start of ground disturbing activities, including geotechnical surveys.**	Prior to commencing ground- or vegetation disturbing activities.	Project Proponent
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	Prior to commencing ground- or vegetation	Project Proponent

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	to USFWS **and CDFW** immediately via phone call or email and a written report will be submitted to USFWS **and CDFW** within three working days. Notification will include date, time, location of incident or discovery of dead or injured animal, and any other pertinent information **as required by the Resource Agencies. A CESA Incidental Take Permit for SBKR shall be obtained.**	disturbing activities.	
BIO-21	An annual report will be prepared by the SBKR biologist for submittal to USFWS **and CDFW** 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, **and any other information as required by the Resource Agencies.**	Prior to commencing ground- or vegetation disturbing activities.	Project Proponent
BIO-25	To address impacts to nesting birds and roosting bats, artificial lighting must be **fully shielded and** directed **downward** at the work site to minimize light spillover outside of the construction footprint if Project activities occur at ~~night~~ **between dusk and dawn**.	Prior to commencing ground- or vegetation disturbing activities.	Project Proponent
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. **The WEAP shall include, but not limited to: (1) information about the distribution and habitat needs of any special-status species that may be present, legal protections for those species, penalties for violations, and mitigation measures and (2) best practices for managing waste and reducing activities that can lead to increased occurrences of opportunistic species and the impacts these species can have on wildlife in the area. Interpretation shall be provided for any non-English speaking workers, and the same instruction shall be provided for any new workers prior to their performing any job site.**	Prior to commencing ground- or vegetation disturbing activities.	Project Proponent
BIO-29	**Project activities shall not result in impacts to nesting birds or result in the take or removal of nests or eggs.** ~~If Project activities cannot avoid the nesting season, generally regarded as Feb 1 – Sept 30, then~~ **P**preconstruction nesting bird surveys must be conducted 3 days prior to construction by a qualified biologist **experienced with: identifying local and migratory bird species; conducting bird surveys using appropriate survey methodology; nesting surveying techniques, recognizing breeding and nesting behaviors, locating nests and breeding territories, and identifying nesting stages and nest success; determining/ establishing appropriate avoidance and minimization measures; and monitoring the efficacy of implemented avoidance and minimization measures** to locate and avoid nesting birds. If an active avian nest is located, a no construction buffer (100 feet for nonpasserine, 300 feet for passerine, and 500 feet for raptors) **shall** ~~may~~ be established and monitored by the qualified biologist **as long as**	Prior to commencing ground- or vegetation disturbing activities.	Project Proponent

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	construction is occurring or until the nest is no longer active and may be demarcated by flagging, staking, or fencing. **Avoidance buffers shall be expanded and/or modified as needed by the qualified biologist if any nesting bird shows behavioral responses resulting from Project related activities.**		
BIO-30 (NEW)	**Pre-construction Burrowing Owl Surveys -The following burrowing owl preconstruction surveys must be performed by a qualified biologist: one survey 14 to 30 days prior to Project activities; one survey 24 hours prior to Project activities; and burrowing owl preconstruction surveys shall be conducted in accordance with the 2012 Staff Report on Burrowing Owl Mitigation (Staff Report) (See: https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=83843&inline) prior to vegetation removal or ground disturbing activities. If the preconstruction surveys confirm occupied burrowing owl habitat, Project activities shall be immediately halted. The qualified biologist shall coordinate with CDFW and prepare a Burrowing Owl Plan that shall be submitted to CDFW for review and approval prior to commencing Project activities and implementing the measures of the Burrowing Owl Plan.** **The Burrowing Owl Plan shall describe proposed avoidance, monitoring, relocation, minimization, and/or mitigation actions. The Burrowing Owl Plan shall include the number and location of occupied burrow sites, acres of burrowing owl habitat that will be impacted, details of site monitoring, and details on proposed buffers and other avoidance measures if avoidance is proposed. If impacts to occupied burrowing owl habitat or burrows cannot be avoided, the Burrowing Owl Plan shall also describe minimization and compensatory mitigation actions that will be implemented. Proposed implementation of burrow exclusion (i.e., passive relocation) and closure shall only be considered as a last resort, after all other options have been evaluated as exclusion is not in itself an avoidance, minimization, or mitigation method and has the possibility to result in take.** **The Burrowing Owl Plan shall identify compensatory mitigation for the temporary or permanent loss of occupied burrow(s) and habitat consistent with the "Mitigation Impacts" section of the 2012 Staff Report and Caltrans shall implement CDFW approved mitigation prior to the initiation of Project activities. Permanent protection of mitigation land through a conservation easement deeded to a nonprofit conservation organization or public agency with a conservation mission, development and implementation of a mitigation land management plan to address long-term ecological sustainability and maintenance of the site for burrowing owls, and funding for the maintenance and management of mitigation land through the establishment of a long-term funding mechanism such as an endowment. If impacts to occupied burrows cannot be avoided, information shall be provided regarding adjacent or**	Prior to commencing ground- or vegetation disturbing activities.	Project Proponent

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	nearby suitable habitat available to burrowing owls. If no suitable habitat is available nearby, details regarding the creation and funding of artificial burrows (numbers, location, and type of burrows) and management activities for relocated burrowing owls shall also be included in the Burrowing Owl Plan.		
BIO-31 (NEW)	**Preconstruction Species Surveys –Caltrans should retain a qualified biologist with experience surveying for special status species, including but not limited to: loggerhead shrike, Los Angeles pocket mouse, Southern California legless lizard, and California glossy snake. Prior to commencing any Project-related ground-disturbing activities, the qualified biologist shall conduct surveys for where suitable habitat is present. Project related activities include construction, equipment and vehicle access, parking, and staging. Focused surveys should consist of daytime surveys and nighttime surveys no more than one month from the start of any ground-disturbing activities. The surveys should include mapping of current locations of special-status wildlife species for avoidance and relocation efforts and to assist construction monitoring efforts. The survey should be conducted so that 100 percent coverage of the project site and surrounding areas is achieved.** **If SSC are detected, the qualified biologist shall use visible flagging to mark the location where SSC was detected. The qualified biologist should take a photo of each location, map each location, and provide the specific species detected at that location. The qualified biologist shall provide a summary report of SSC surveys to Caltrans before any Project-related ground-disturbing activities. The CDFW should be notified and consulted regarding the presence of any special-status wildlife species found on site during surveys. If an Endangered Species Act-listed species is found prior to or during grading of the site, the USFWS should also be notified. Additional avoidance and minimization measures may need to be developed with CDFW/USFWS.**	Prior to commencing ground- or vegetation disturbing activities.	Project Proponent
BIO-32 (NEW)	**Prior to grading or other ground-disturbing activities are proposed, a qualified biologist shall survey all potential nesting vegetation within and adjacent to the site for nesting coastal California gnatcatcher according to United States Fish and Wildlife Service (USFWS) 2019 survey protocol guidelines. Caltrans shall complete focused surveys to be conducted prior to ground disturbance activities. A minimum of three (3) surveys shall be conducted at least one week apart to determine presence/absence of coastal California gnatcatcher. Surveys shall be conducted by the Designated Biologist at the appropriate time of day/night, during appropriate weather conditions, no more than 3 days prior to the initiation of project activities. Survey duration shall take into consideration the size of the project site; density, and complexity of the habitat; number of survey participants; survey techniques employed; and shall be sufficient to ensure the data collected is complete and accurate. Written and mapped qualitative**	Prior to commencing ground- or vegetation disturbing activities.	Project Proponent

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	descriptions of plant communities (including dominant species and habitat quality) on and adjacent to the area surveyed will also be provided with survey results to USFWS and CDFW, within 45 days following the field surveys, prior to ground disturbing activities. The results of the focused surveys shall be provided to CDFW, and USFWS for review and approval prior to commencement of ground disturbing activities.		
BIO-33 (NEW)	**Timing: Mud-nest inspection and removal shall be performed after young are volant (flying) but before expected onset of seasonal torpor to the greatest extent feasible to avoid direct impacts to bats. In many areas of the state, this removal window occurs between September 1 and October 31, but local conditions could dictate otherwise and communication with an experienced bat biologist is highly recommended. Removal of previously occupied nests shall only occur if that night's weather conditions are conducive to bat activity, that is, the conditions exclude severe winds, precipitation, or low nighttime temperatures (typically below 45˚F). If any of these conditions are present, then no removal can occur. Due to a higher potential for mortality, no removal should occur during the hibernation season, which typically begins in November or December (depending on weather conditions) and continues through mid-February. However, dependent upon weather conditions and at a CDFW-approved bat biologist's discretion, it may be possible to perform removal during winter if the forecast excludes the weather conditions described above. Mud-nests may be inspected and removed at night (i.e., beginning approximately 1.5 hours after sunset to avoid disrupting the emergence) when bats typically leave the roost to forage. This may decrease the chances of bat occupancy in the mud-nests at the time of survey and therefore increase the chances of being able to remove most or all the mud-nests in a single visit.** **Inspection and Removal: Depending on site characteristics, access to swallow nests can be attained using a snooper truck, platform truck, scaffolding, man lift, bucket truck, or ladder. Safety reviews of access activities are strongly encouraged. Outside of bat maternity or hibernation season, prior to nest removal, a CDFW-approved biologist (with experience inspecting a range of structures for the presence of roosting bats) inspects each nest with a borescope inspection camera (or similar device) or by gently and carefully breaking open a small part of the nest to see inside. If bats are not present, the entire nest may be immediately removed so that it cannot be occupied or re-occupied. If any bats are present, a small portion of the nest may be removed to create more light and additional airflow rendering the nest less desirable for roosting without making any bat(s) inside the nest visible to predators. The bat should depart the nest that evening. The altered roost conditions are intended to minimize the likelihood of a bat returning to that roost. Any swallow mud-nests where bats were observed shall be inspected again the**	Prior to commencing ground- or vegetation disturbing activities.	Project Proponent

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	following day and can be removed if absence of roosting bats is confirmed at that time. If the bat has not departed on its own, then additional pieces of the nest shall be removed to make it more unsuitable, followed by additional inspections on subsequent days until the bat leaves. If bats are present during inspections and do not depart on their own after partial removal of nests (or if partial removal of nests is infeasible), additional options may be considered in consultation with CDFW and experienced bat biologists (e.g., those with a Scientific Collecting Permit to handle bats and relevant experience implementing bat-related minimization and mitigation measures) on a case-by-case basis. Emergence surveys that involve watching a roost site with appropriate effort (i.e., using methods and equipment to confidently detect emerging bats shortly prior to the removal of mud-nests) are not appropriate during the fall and winter months because bats infrequently emerge from their roosts at this time of year. At any time of year, bats may emerge later than expected or not at all on a given night. Moreover, mud-nests observed for bat emergence may become occupied later in the night after the emergence survey, as bats select the next day's roosts. Consequently, the absence of bat activity on a given night cannot be construed as the absence of roosting bats. **Exclusion Netting: Bird exclusion netting is strongly discouraged because of common entanglement of birds, bats, and other wildlife in the netting. Even with best practices, which are described below, entanglement has still been an issue. If no other alternatives to netting are possible, then inspections shall be performed prior to installing the netting to ensure no bats are roosting in the mud-nests or interstitial crevices between the mud-nests and the structure. The bird exclusion netting shall have a mesh size no greater than 0.25-inch and should be secured tightly to prevent potential entanglement of bats in the netting. Daily inspections of bird exclusion netting shall also be performed after its installation to identify and repair damaged sections that could create entrapment hazards for bats and birds.**		
BIO-34 (NEW)	**Due to suitable habitat within the Project site, a qualified entomologist familiar with the species behavior and life history should conduct surveys to determine the presence/absence of Crotch's bumble bee. Surveys should follow CDFW's *Survey Considerations for California Endangered Species Act (CESA) Candidate Bumble Bee Species.*[18] If no CESA-protected bumble bees are found during the surveys, but the habitat assessment identified suitable nesting, foraging, or overwintering habitat within the project site, it is recommended that a biological monitor be onsite during vegetation or ground disturbing activities. Survey results, including negative findings, should be submitted to CDFW prior to implementing Project-related ground-disturbing activities. At minimum, a survey report should provide the following:**	Prior to commencing ground- or vegetation disturbing activities.	Project Proponent

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	a) A description and map of the survey area, focusing on areas that could provide suitable habitat for Crotch's bumble bee. CDFW recommends the map show surveyor(s) track lines to document that the entire site was covered during field surveys. **b) Field survey conditions that should include name(s) of qualified entomologist(s) and brief qualifications; date and time of survey; survey duration; general weather conditions; survey goals, and species searched.** **c) Map(s) showing the location of nests/colonies.** **d) A description of physical (e.g., soil, moisture, slope) and biological (e.g., plant composition) conditions where each nest/colony is found. A sufficient description of biological conditions, primarily impacted habitat, should include native plant composition (e.g., density, cover, and abundance) within impacted habitat (e.g., species list separated by vegetation class; density, cover, and abundance of each species).**		
BIO-35 (NEW)	**If Crotch's bumble bee is detected, Caltrans in consultation with a qualified entomologist should develop a plan to fully avoid impacts to Crotch's bumble bee. The plan should include effective, specific, enforceable, and feasible measures. An avoidance plan should be submitted to CDFW prior to implementing Project-related ground-disturbing activities and/or vegetation removal where there may be impacts to Crotch's bumble bee.**	Prior to commencing ground- or vegetation disturbing activities.	Project Proponent
BIO-36 (NEW)	**If Crotch's bumble bee is detected and if impacts to Crotch's bumble bee cannot be feasibly and fully avoided during Project construction and activities, Caltrans should coordinate with CDFW to obtain appropriate permits for incidental take of Crotch's bumble bee and provide appropriate mitigation for impacts to Crotch's bumble bee habitat. Caltrans shall mitigate for impacts to Crotch's bumble bee habitat at a ratio comparable to the Project's level of impacts.**	Prior to commencing ground- or vegetation disturbing activities.	Project Proponent
BIO-37 (NEW)	**Permanent Artificial Nighttime Lighting - Caltrans shall ensure that all proposed permanent artificial nighttime lighting for the Project is fully shielded, cast downward and directed away from surrounding open-space, reduced in intensity to the greatest extent possible, and does not result in lighting trespass including glare into surrounding areas or upward into the night sky (see the International Dark-Sky Association standards at http://darksky.org/). Caltrans shall ensure use of LED lighting with a correlated color temperature of 2,700 Kelvins or less, proper disposal of hazardous waste, and recycling of lighting that contains toxic compounds with a qualified recycler. Photometric studies are recommended to ensure the parameters of this measure are adhered to.**	Prior to commencing ground- or vegetation disturbing activities.	Project Proponent

Chapter 5 References

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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
- Jeanine Porter, Associate Environmental Planner
- 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
- 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 GAVIN 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.

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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.

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: January 2025
Date of approved FED: January 2025

Project Phase:
☒ PA/ED (*FED*)
☐ PS&E Submittal_____ %
☐ Construction

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

08-SBd-210
PM
20.8/20.8

EA 08-1L520
PN 080000090
Generalist:
Jeanine Porter
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	NO
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-	12	Final IS Air Quality CEQA Evaluation Section	District/Design/ District Environmental Engineering/ Resident Engineer/ Contractor	Final Design, Construction	SSP 14-9				X

Date of ECR: January 2025
Date of approved FED: January 2025

Project Phase:
☒ PA/ED (*FED*)
☐ PS&E Submittal_____ %
☐ Construction

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

08-SBd-210
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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**	**NO**
generated emissions. Additional measures may be developed in coordination with the South Coast Air Quality Management District (SCAQMD) to minimize potential impacts.									
CR-1: Stop work if buried cultural resources are encountered during construction until a qualified archaeologist can evaluate the nature and significance of	N/A	District Environmental Cultural Resources	District Cultural Studies/District Design/Resident Engineer/Contractor	Design/ Construction					X

Date of ECR: January 2025
Date of approved FED: January 2025

Project Phase:
☒ PA/ED (*FED*)
☐ PS&E Submittal_____ %
☐ Construction

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

08-SBd-210
PM
20.8/20.8

EA 08-1L520
PN 080000090
Generalist:
Jeanine Porter
ECL:
TBD

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							Date / Initials	**YES**	**NO**
the find. In the event that human remains, including isolated, disarticulated bones or fragments, are discovered during construction-related activity, cease in the vicinity of the human remains.									
CR-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.	N/A	District Environmental Cultural Resources	District Cultural Studies/District Design/Resident Engineer/Contractor	Final Design, Construction					X

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							Date / Initials	**YES**	**NO**
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; Julie									

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							Date / Initials	**YES**	**NO**
Scrivner, DNAC: (909) 260-8265. 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 14-6.03A				X
BIO-2: If compensatory mitigation is determined necessary for impacts to	85	NESMI Approved January 2024	District Design / District Environmental Planning /	Final Design, Construction	1602 Lake and Streambed Alteration Agreement (CDFW)				X

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							Date / Initials	**YES**	**NO**
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.			Resident Engineer / Contractor						

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							Date / Initials	**YES**	**NO**
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.	85	NESMI Approved January 2024	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Construction	SSP 14-6.03A				X
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 14-6.03A				X

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							Date / Initials	**YES**	**NO**
BIO-5: A qualified biologist(s) shall present a biological resource information program/WEAP for SBKR, 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.	85	NESMI Approved January 2024	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Construction	SSP 14-6.03A				X
BIO-6: Within the appropriate identification periods	85	NESMI Approved January 2024	District Design / District	Final Design,	SSP 14-6.03A, 14-6.03(D)1				X

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							Date / Initials	**YES**	**NO**
for special-status plants, prior to construction, a preconstruction survey must be conducted according to the CDFW 2018 Protocols for Surveying and Evaluating Impacts to Special-status Plant Populations (found at: https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=189599) by a qualified biologist experienced			Environmental Planning / Resident Engineer / Contractor	Construction					

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							Date / Initials	**YES**	**NO**
in conducting floristic botanical field surveys, knowledgeable of plant taxonomy and plant community ecology and classification, familiar with the plants of the area, including special-status and locally significant plants, and familiar with the appropriate state and federal statutes related to plants and plant collecting for special									

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							Date / Initials	**YES**	**NO**
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 must be fenced with ESA fencing with an appropriate buffer for visual identifiction to constrution personnel for work avoidance.									

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							Date / Initials	**YES**	**NO**
BIO-7: If a special status plant species is found within the job site and cannot be avoided, 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. If CESA-listed plants are present and impacts cannot be fully	85	NESMI Approved January 2024	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Construction	SSP 14-6.03A				X

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							Date / Initials	**YES**	**NO**
avoided, a CESA authorization shall be obtained prior to work and translocation occurring. 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	85	NESMI Approved January 2024	District Design / District Environmental Planning / Resident Engineer	Final Design,	SSP 14-6.03A				X

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							Date / Initials	**YES**	**NO**
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 when activities occur at night.	85	NESMI Approved January 2024	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Construction	SSP 14-6.03A				X
BIO-10: To address impacts to SBKR and	85	NESMI Approved January 2024	District Design / District	Final Design,	SSP 14-6.03A				X

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							Date / Initials	**YES**	**NO**
their critical habitat, avoid construction activities outside of designated work areas and within critical habitat.			Environmental Planning / Resident Engineer / Contractor	Construction					
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, including	85	NESMI Approved January 2024	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Construction	SSP 14-6.03A				X

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							Date / Initials	**YES**	**NO**
CDFW and USFWS, shall 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 12-inches must be covered at the close of each working day by plywood (or similar material) or provided with one or more escape ramps	85	NESMI Approved January 2024	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Construction	SSP 14-6.03A				X

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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.									

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							Date / Initials	**YES**	**NO**
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).	85	NESMI Approved January 2024	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Construction	SSP 14-6.03A				X
BIO-14: Prior to construction, an SBKR exclusionary fencing will be installed around the Project Impact Area, including ingress and egress routes and	85	NESMI Approved January 2024	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Construction	SSP 14-6.03A, 14-6.03(D)1				X

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							Date / Initials	**YES**	**NO**
staging areas, within suitable SBKR habitat. a. The fencing will be installed at least three feet straight above ground, reinforced with metal T posts or similar support materials and the bottom two feet will extend flat on the ground in an “L” shape pointed away from the Project area weighed down with sandbags. The fencing will be made									

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of a smooth-faced material to prevent animals from climbing or chewing through to the excluded areas. b. The fencing will include a single ingress/egress point with a movable portion of the fencing. Immediately after each use: fencing will need to be resecured completely to the standing fence and the “L” shaped portion will be resecured with sandbags. The fence									

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will have no holes or gaps to allow SBKR entry into the site. c. The fencing will be installed manually with a qualified SBKR biologist(s) (see BIO-21 for specifications) present to ensure fence installation avoided burrows and other impacts to listed species. d. At the close of work each evening the qualified biologist(s) will inspect the fencing there are no									

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holes large enough for SBKR to assess the site. Any holes will be repaired before the end of day. This inspection includes the ingree/egress point.									
BIO-15: 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	85	NESMI Approved January 2024	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Construction	SSP 14-6.03A				X

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							Date / Initials	**YES**	**NO**
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-16: Trash will be either removed from the Project site on a	85	NESMI Approved January 2024	District Design / District	Final Design,	SSP 14-6.03A				X

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daily basis or will be deposited in wildlife-proof containers on site to prevent attraction of potential predators to the SBKR.			Environmental Planning / Resident Engineer / Contractor	Construction					
BIO-17: 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	85	NESMI Approved January 2024	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Construction	SSP 14-6.03A				X

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							Date / Initials	**YES**	**NO**
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 Caltrans will immediately halt construction and consult with USFWS									

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PN 080000090
Generalist:
Jeanine Porter
ECL:
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							Date / Initials	**YES**	**NO**
and CDFW within 24 hours.									
BIO-18: If a SBKR is injured as a result of Project-related activities, Caltrans will immediately halt construciton activities and consult with CDFW and USFWS within 24 hours.	85	NESMI Approved January 2024	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Construction	SSP 14-6.03A, 14-6.03(D)1				X
BIO-19: After the start of each calendar year, and at least seven days prior to initiating action activities, Caltrans will submit to	85	NESMI Approved January 2024	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Construction	SSP 14-6.03A, 14-6.03(D)1				X

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							Date / Initials	**YES**	**NO**
the U.S. Fish and Wildlife Service (Service) and California Department of Fish and Wildlife (CDFW), in writing, the name(s), resumes, any SBKR 10(A)(1)(a) permit numbers, and statement of qualifications for all proposed approved qualified biologists. Proposed activities will not begin until an approved qualified biologist has been									

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							Date / Initials	**YES**	**NO**
authorized by the Service and CDFW. Approvals of qualifed biologists will be valid throughout each calendar year, up to one year, or longer if indicated by the Service and CDFW. The qualified biologist will perform the following additional duties: a.The approved biologist(s) will have the authority to work with the Resident Engineer to halt									

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							Date / Initials	**YES**	**NO**
construction activities that do not comply with conservation measures listed here and report any non-compliance with measures and/or conditions stated in the HCP to the Service's Palm Springs field office within 24 hours. b. During Project activities, if an SBKR is discovered within the Project site, all construction activities must stop, and the									

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							Date / Initials	**YES**	**NO**
qualified biologist and Resident Engineer must be notified. Coordination and potential reinitiation with the Service will be required prior to restarting activities.									
BIO-20: Prior to the start of construction, Caltrans will contribute to funds to the Cajon Creek Conservation Area, or other Service approved mitigation area, for the enhanced and/or	85	NESMI Approved January 2024	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Construction	SSP 14-6.03A				X

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							Date / Initials	**YES**	**NO**
restored of 0.36 acres of suitable SBKR habitat.									
BIO-21: 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.	85	NESMI Approved January 2024	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Construction	SSP 14-6.03A, 14-6.03(D)1				X

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							Date / Initials	**YES**	**NO**
BIO-22: 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	85	NESMI Approved January 2024	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Construction	SSP 14-6.03A				X

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							Date / Initials	**YES**	**NO**
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									

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							Date / Initials	**YES**	**NO**
completion of construction.									
BIO-23: 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 14-6.03A				X
BIO-24: The qualified biologist must monitor Project activities daily	85	NESMI Approved January 2024	District Design / District Environmental	Final Design,	SSP 14-6.03A, 14-6.03(D)1				X

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							Date / Initials	**YES**	**NO**
to ensure that measures are being implemented and documented.			Planning / Resident Engineer / Contractor	Construction					
BIO-25: 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. The WEAP shall	85	NESMI Approved January 2024	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Construction	SSP 14-6.03A				X

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							Date / Initials	**YES**	**NO**
include, but not limited to: (1) information about the distribution and habitat needs of any special-status species that may be present, legal protections for those species, penalties for violations, and mitigation measures and (2) best practices for managing waste and reducing activities that can lead to increased occurrences of									

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opportunistic species and the impacts these species can have on wildlife in the area. Interpretation shall be provided for any non-English speaking workers, and the same instruction shall be provided for any new workers prior to their performing any job on the site.									
BIO-26: If during Project activities Southwestern Willow Flycatcher, Least Bell's vireo, or	85	NESMI Approved January 2024	District Design / District Environmental Planning /	Final Design, Construction	SSP 14-6.03A				X

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							Date / Initials	**YES**	**NO**
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			Resident Engineer / Contractor						

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							Date / Initials	**YES**	**NO**
the vicinity of the observation.									
BIO-27: Project activities shall not result in impacts to nesting birds or result in the take or removal of nests or eggs. Preconstruction nesting bird surveys must be conducted 3 days prior to construction by a qualified biologist experienced with: identifying local and migratory bird species; conducting	85	NESMI Approved January 2024	District Design / District Environmental Planning / Resident Engineer / Contractor	Final Design, Construction	SSP 14-6.03A, 14-6.03(D)1				X

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bird surveys using appropriate survey methodology; nesting surveying techniques, recognizing breeding and nesting behaviors, locating nests and breeding territories, and identifying nesting stages and nest success; determining/ establishing appropriate avoidance and minimization measures; and monitoring the efficacy of									

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							Date / Initials	**YES**	**NO**
implemented avoidance and minimization measures 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) shall be established and monitored by the qualified biologist as long as construction is occurring or until the									

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nest is no longer active and may be demarcated by flagging, staking, or fencing. Avoidance buffers shall be expanded and/or modified as needed by the qualified biologist if any nesting bird shows behavioral responses resulting from Project related activities.									
BIO-28: Pre-construction Burrowing Owl Surveys -The	27	Final Environmental Document	District Design / District Environmental	Pre-Construction	SSP 14-6.03A, 14-6.03(D)1				X

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following burrowing owl preconstruction surveys must be performed by a qualified biologist: one survey 14 to 30 days prior to Project activities; one survey 24 hours prior to Project activities; and burrowing owl preconstruction surveys shall be conducted in accordance with the 2012 Staff Report on Burrowing Owl Mitigation (Staff			Planning / Resident Engineer / Contractor						

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Report) (See: https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=83843&inline) prior to vegetation removal or ground disturbing activities. If the preconstruction surveys confirm occupied burrowing owl habitat, Project activities shall be immediately halted. The qualified biologist shall coordinate with CDFW and prepare a Burrowing Owl Plan that shall be									

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submitted to CDFW for review and approval prior to commencing Project activities and implementing the measures of the Burrowing Owl Plan. The Burrowing Owl Plan shall describe proposed avoidance, monitoring, relocation, minimization, and/or mitigation actions. The Burrowing Owl Plan shall include the number and location									

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of occupied burrow sites, acres of burrowing owl habitat that will be impacted, details of site monitoring, and details on proposed buffers and other avoidance measures if avoidance is proposed. If impacts to occupied burrowing owl habitat or burrows cannot be avoided, the Burrowing Owl Plan shall also describe minimization and compensatory									

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mitigation actions that will be implemented. Proposed implementation of burrow exclusion (i.e., passive relocation) and closure shall only be considered as a last resort, after all other options have been evaluated as exclusion is not in itself an avoidance, minimization, or mitigation method and has the possibility to result in take.									

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							Date / Initials	**YES**	**NO**
The Burrowing Owl Plan shall identify compensatory mitigation for the temporary or permanent loss of occupied burrow(s) and habitat consistent with the “Mitigation Impacts” section of the 2012 Staff Report and Caltrans shall implement CDFW approved mitigation prior to the initiation of Project activities. Permanent protection of mitigation land									

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							Date / Initials	**YES**	**NO**
through a conservation easement deeded to a nonprofit conservation organization or public agency with a conservation mission, development and implementation of a mitigation land management plan to address long-term ecological sustainability and maintenance of the site for burrowing owls, and funding for									

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the maintenance and management of mitigation land through the establishment of a long-term funding mechanism such as an endowment. If impacts to occupied burrows cannot be avoided, information shall be provided regarding adjacent or nearby suitable habitat available to burrowing owls. If no suitable habitat is available nearby,									

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							Date / Initials	**YES**	**NO**
details regarding the creation and funding of artificial burrows (numbers, location, and type of burrows) and management activities for relocated burrowing owls shall also be included in the Burrowing Owl Plan.									
BIO-29: Preconstruction Species Surveys – Caltrans should retain a qualified biologist with experience surveying for special	28	Final environmental document	District Design / District Environmental Planning / Resident Engineer / Contractor	Pre-construction	SSP 14-6.03A, 14-6.03(D)1				X

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							Date / Initials	**YES**	**NO**
status species, including but not limited to: loggerhead shrike, Los Angeles pocket mouse, Southern California legless lizard, and California glossy snake. Prior to commencing any Project-related ground-disturbing activities, the qualified biologist shall conduct surveys for where suitable habitat is present. Project related activities									

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							Date / Initials	**YES**	**NO**
include construction, equipment and vehicle access, parking, and staging. Focused surveys should consist of daytime surveys and nighttime surveys no more than one month from the start of any ground-disturbing activities. The surveys should include mapping of current locations of special-status wildlife species for avoidance and relocation efforts and									

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							Date / Initials	**YES**	**NO**
to assist construction monitoring efforts. The survey should be conducted so that 100 percent coverage of the project site and surrounding areas is achieved. If SSC are detected, the qualified biologist shall use visible flagging to mark the location where SSC was detected. The qualified biologist should take a photo of each location, map									

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each location, and provide the specific species detected at that location. The qualified biologist shall provide a summary report of SSC surveys to Caltrans before any Project-related ground-disturbing activities. The CDFW should be notified and consulted regarding the presence of any special-status wildlife species found on site during surveys. If an									

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Endangered Species Act-listed species is found prior to or during grading of the site, the USFWS should also be notified. Additional avoidance and minimization measures may need to be developed with CDFW/USFWS.									
BIO-30: Timing: Mud-nest inspection and removal shall be performed after young are volant (flying) but before expected onset	28	Final environmental document	District Design / District Environmental Planning /	Pre-Construction	SSP 14-6.03A, 14-6.03(D)1				X

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							Date / Initials	**YES**	**NO**
of seasonal torpor to the greatest extent feasible to avoid direct impacts to bats. In many areas of the state, this removal window occurs between September 1 and October 31, but local conditions could dictate otherwise and communication with an experienced bat biologist is highly recommended. Removal of previously occupied nests shall only occur if that			Resident Engineer / Contractor						

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							Date / Initials	**YES**	**NO**
night's weather conditions are conducive to bat activity, that is, the conditions exclude severe winds, precipitation, or low nighttime temperatures (typically below 45˚F). If any of these conditions are present, then no removal can occur. Due to a higher potential for mortality, no removal should occur during the									

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							Date / Initials	**YES**	**NO**
hibernation season, which typically begins in November or December (depending on weather conditions) and continues through mid-February. However, dependent upon weather conditions and at a CDFW-approved bat biologist's discretion, it may be possible to perform removal during winter if the forecast excludes the weather conditions									

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described above. Mud-nests may be inspected and removed at night (i.e., beginning approximately 1.5 hours after sunset to avoid disrupting the emergence) when bats typically leave the roost to forage. This may decrease the chances of bat occupancy in the mud-nests at the time of survey and therefore increase the chances of being able									

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to remove most or all the mud-nests in a single visit. Inspection and Removal: Depending on site characteristics, access to swallow nests can be attained using a snooper truck, platform truck, scaffolding, man lift, bucket truck, or ladder. Safety reviews of access activities are strongly encouraged. Outside of bat maternity or									

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hibernation season, prior to nest removal, a CDFW-approved biologist (with experience inspecting a range of structures for the presence of roosting bats) inspects each nest with a borescope inspection camera (or similar device) or by gently and carefully breaking open a small part of the nest to see inside. If bats are not present, the entire nest may be									

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immediately removed so that it cannot be occupied or re-occupied. If any bats are present, a small portion of the nest may be removed to create more light and additional airflow rendering the nest less desirable for roosting without making any bat(s) inside the nest visible to predators. The bat should depart the nest that evening. The altered roost									

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conditions are intended to minimize the likelihood of a bat returning to that roost. Any swallow mud-nests where bats were observed shall be inspected again the following day and can be removed if absence of roosting bats is confirmed at that time. If the bat has not departed on its own, then additional pieces of the nest shall be removed to make it									

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more unsuitable, followed by additional inspections on subsequent days until the bat leaves. If bats are present during inspections and do not depart on their own after partial removal of nests (or if partial removal of nests is infeasible), additional options may be considered in consultation with CDFW and experienced bat biologists (e.g., those									

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with a Scientific Collecting Permit to handle bats and relevant experience implementing bat-related minimization and mitigation measures) on a case-by-case basis. Emergence surveys that involve watching a roost site with appropriate effort (i.e., using methods and equipment to confidently detect emerging bats shortly prior to the removal of									

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mud-nests) are not appropriate during the fall and winter months because bats infrequently emerge from their roosts at this time of year. At any time of year, bats may emerge later than expected or not at all on a given night. Moreover, mud-nests observed for bat emergence may become occupied later in the night after the emergence survey, as bats select									

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the next day's roosts. Consequently, the absence of bat activity on a given night cannot be construed as the absence of roosting bats. Exclusion Netting: Bird exclusion netting is strongly discouraged because of common entanglement of birds, bats, and other wildlife in the netting. Even with best practices, which are									

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described below, entanglement has still been an issue. If no other alternatives to netting are possible, then inspections shall be performed prior to installing the netting to ensure no bats are roosting in the mud-nests or interstitial crevices between the mud-nests and the structure. The bird exclusion netting shall have a mesh size no greater than 0.25-inch and should be									

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secured tightly to prevent potential entanglement of bats in the netting. Daily inspections of bird exclusion netting shall also be performed after its installation to identify and repair damaged sections that could create entrapment hazards for bats and birds.									
BIO-31: Due to suitable habitat within the Project site, a qualified entomologist familiar with the	29	Final environmental document	District Design / District Environmental Planning /	Pre-Construction, During	SSP 14-6.03A, 14-6.03(D)1				X

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species behavior and life history should conduct surveys to determine the presence/absence of Crotch's bumble bee. Surveys should follow CDFW's Survey Considerations for California Endangered Species Act (CESA) Candidate Bumble Bee Species. If no CESA-protected bumble bees are found during the surveys, but the			Resident Engineer / Contractor	Construction					

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habitat assessment identified suitable nesting, foraging, or overwintering habitat within the project site, it is recommended that a biological monitor be onsite during vegetation or ground disturbing activities. Survey results, including negative findings, should be submitted to CDFW prior to implementing Project-related ground-disturbing activities.									

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☐ PS&E Submittal_____ %
☐ Construction

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

08-SBd-210
PM
20.8/20.8

EA 08-1L520
PN 080000090
Generalist:
Jeanine Porter
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**	**NO**
At minimum, a survey report should provide the following: a) A description and map of the survey area, focusing on areas that could provide suitable habitat for Crotch's bumble bee. CDFW recommends the map show surveyor(s) track lines to document that the entire site was covered during field surveys.									

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							Date / Initials	**YES**	**NO**
b) Field survey conditions that should include name(s) of qualified entomologist(s) and brief qualifications; date and time of survey; survey duration; general weather conditions; survey goals, and species searched. c) Map(s) showing the location of nests/colonies. d) A description of physical (e.g., soil, moisture, slope) and									

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							Date / Initials	**YES**	**NO**
biological (e.g., plant composition) conditions where each nest/colony is found. A sufficient description of biological conditions, primarily impacted habitat, should include native plant composition (e.g., density, cover, and abundance) within impacted habitat (e.g., species list separated by vegetation class; density, cover, and									

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							Date / Initials	**YES**	**NO**
abundance of each species).									
BIO-32: If Crotch's bumble bee is detected, Caltrans in consultation with a qualified entomologist should develop a plan to fully avoid impacts to Crotch's bumble bee. The plan should include effective, specific, enforceable, and feasible measures. An avoidance plan should be submitted to CDFW prior to	30	Final environmental document	District Design / District Environmental Planning / Resident Engineer / Contractor	Pre-Construction	SSP 14-6.03A, 14-6.03(D)1				X

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							Date / Initials	**YES**	**NO**
implementing Project-related ground-disturbing activities and/or vegetation removal where there may be impacts to Crotch's bumble bee.									
BIO-33: If Crotch's bumble bee is detected and if impacts to Crotch's bumble bee cannot be feasibly and fully avoided during Project construction and activities, Caltrans should coordinate with	30	Final environmental document	District Design / District Environmental Planning / Resident Engineer / Contractor	During Construction	SSP 14-6.03A				X

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							Date / Initials	**YES**	**NO**
CDFW to obtain appropriate permits for incidental take of Crotch's bumble bee and provide appropriate mitigation for impacts to Crotch's bumble bee habitat. Caltrans shall mitigate for impacts to Crotch's bumble bee habitat at a ratio comparable to the Project's level of impacts.									
BIO-34: Permanent Artificial Nighttime Lighting - Caltrans	30	Final environmental document	District Design / District	Final Design	SSP 14-6.03A				X

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							Date / Initials	**YES**	**NO**
shall ensure that all proposed permanent artificial nighttime lighting for the Project is fully shielded, cast downward and directed away from surrounding open-space, reduced in intensity to the greatest extent possible, and does not result in lighting trespass including glare into surrounding areas or upward into the night sky (see the International Dark-Sky			Environmental Planning / Resident Engineer / Contractor						

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							Date / Initials	**YES**	**NO**
Association standards at http://darksky.org/). Caltrans shall ensure use of LED lighting with a correlated color temperature of 2,700 Kelvins or less, proper disposal of hazardous waste, and recycling of lighting that contains toxic compounds with a qualified recycler. Photometric studies are recommended to ensure the parameters of this									

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							Date / Initials	**YES**	**NO**
measure are adhered to.									
BIO-35: Project personnel are prohibited from feeding wildlife or bringing pets onto the job site.	30	Final IS Biological Resources Section (2.1.4)	Resident Engineer / Contractor	Construction					X
GHG-1: The contractor must comply with SCAQMD's rules, ordinances, and regulations regarding air quality restrictions.	29	Final IS GHG CEQA Evaluation Section and Climate Change Section (Ch 3)							X
GHG-2: The project will incorporate the	29	Final IS GHG CEQA Evaluation Section and							X

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							Date / Initials	**YES**	**NO**
use of energy efficient lighting.		Final IS Climate Change Section (Ch 3)							
GHG-3: Bids will be solicited that include use of energy and fuel-efficient fleets in accordance with current practices.	29	Final 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	Final IS GHG CEQA Evaluation Section and Climate Change Section (Ch 3)							X
HW-1: Should any previously unknown hazardous waste/material be	37	Final IS Haz. Waste CEQA Evaluation Section	District Design / District Environmental Engineering /	Final Design, Construction					X

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							Date / Initials	**YES**	**NO**
encountered during construction, Caltrans Hazards Procedures for construction will be followed			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	37	ISA Checklist dated July, 2023	District Design / District Environmental Engineering / Resident Engineer / Contractor	Pre- and During Construction	SSP 14-9.02, 14-11.14, 7-1.02K(6)(j)(ii), 7-1.02K(6)(j)(iii)				X

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							Date / Initials	**YES**	**NO**
well as SSP 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									

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							Date / Initials	**YES**	**NO**
Earth Material 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	N/A	Noise Memo dated 11/29/22	District Design / District Environmental Engineering / Resident Engineer / Contractor		14-8.02				X

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							Date / Initials	**YES**	**NO**
from 9:00 pm to 6:00 am.									
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	N/A	Caltrans NPDES Construction General Permit, NPDES CAS000002	Contractor	Construction					X

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							Date / Initials	**YES**	**NO**
approved by Caltrans to avoid/or minimize potential impacts to water quality.									
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

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							Date / Initials	**YES**	**NO**
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".	N/A	Caltrans NPDES Construction General Permit, NPDES CAS000002	Contractor	Construction	N/A				X
WQ-4: If Necessary, soil-disturbed areas of the project site will be fully protected using soil stabilization and sediment control Best Management	N/A	Caltrans NPDES Construction General Permit, NPDES CAS000002	Contractor	Construction	N/A				X

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							Date / Initials	**YES**	**NO**
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	N/A	Caltrans NPDES Construction General Permit, NPDES CAS000002	Contractor	Construction	N/A				X

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							Date / Initials	**YES**	**NO**
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									

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							Date / Initials	**YES**	**NO**
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.	1	Location Hydraulic Study (Oct 2023)							X

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 Sherriff's Dept.
655 East Third Street
San Bernardino, CA 92415-0061

Captain Brian Zeigler
SBD County Sherriff'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

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

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 (April 2024)

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