

# **Interstate 15 Drainage System Rehabilitation**

RIVERSIDE COUNTY, CALIFORNIA  
DISTRICT 8 – RIV – 15 (PM 30.0/33.0)  
1L820/0820000161

## **Initial Study with Proposed Mitigated Negative Declaration**



**Prepared by the  
State of California, Department of Transportation**



June 2024

# General Information about This Document

## What's in this document:

The California Department of Transportation (Caltrans) has prepared this Initial Study (IS), which examines the potential environmental impacts of the alternative being considered for the proposed project located in Riverside County, California. Caltrans is the lead agency under the California Environmental Quality Act (CEQA). The document tells you why the project is being proposed, the alternative we have considered for the project, how the existing environment could be affected by the project, the potential impacts of the alternative, and the proposed avoidance, minimization, and/or mitigation measures.

## What you should do:

- Please read this document.
- Additional copies of this document and the related technical studies are available for review at the California Department of Transportation (Caltrans) at 464 West 4th Street, MS 827, San Bernardino, CA, 92401. This document may be downloaded at the following website: <https://dot.ca.gov/caltrans-near-me/district-8/district-8-news/>
- We'd like to hear what you think. If you have any comments about the proposed project, please request a public hearing and/or send your written comments via postal mail or email to Caltrans by the deadline.
- Send comments via postal mail to:  
Gita Tokhmafshan, Acting Senior Environmental Planner  
California Department of Transportation  
464 West 4<sup>th</sup> Street, MS 827  
San Bernardino, CA 92401
- Send comments via email to: [Gita.Tokhmafshan@dot.ca.gov](mailto:Gita.Tokhmafshan@dot.ca.gov)
- Be sure to send comments by the deadline: Monday, August 26, 2024

## What happens next:

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

## Alternative Formats:

For individuals with sensory disabilities, this document can be made available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please call or write to California Department of Transportation, Attn: Natasha Walton, 464 West 4th Street, MS 827, San Bernardino, CA, 92401; 909-260-4891 (Voice), or use the California Relay Service 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 711.

SCH# To Be Determined  
08-RIV-15-PM 30.0/33.0  
1L820/0820000161


*Interstate 15 (I-15) Drainage System Rehabilitation Along Interstate 15 from 0.4 Miles South of Indian Truck Trail Undercrossing Bridge (Post Mile 30.0) to 1.1 Miles North of Temescal Canyon Road Undercrossing Bridge (Post Mile 33.0) in Riverside County*

## **Initial Study with Proposed Mitigated Negative Declaration**

Submitted Pursuant to: Division 13, California Public Resources Code

THE STATE OF CALIFORNIA  
Department of Transportation

Responsible Agency: California Transportation Commission,



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

6/28/2024

Date

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

Gita Tokhmafshan, Acting Senior Environmental Planner, California Department of Transportation, 464 West 4th Street, MS 827, San Bernardino, CA, 92401-1400; Gita.Tokhmafshan@dot.ca.gov; 909-501-5742.

Natasha Walton, Environmental Scientist, California Department of Transportation, 464 West 4th Street, MS 827, San Bernardino, CA, 92401-1400; Natasha.Walton@dot.ca.gov; 909-260-4891.

# **Proposed Mitigated Negative Declaration**

Pursuant to: Division 13, Public Resources Code

## **Project Description**

The California Department of Transportation (Caltrans) proposes to rehabilitate the drainage system along Interstate 15 (I-15) from 0.4 miles south of Indian Truck Trail Undercrossing Bridge (post mile 30.0) to 1.1 miles north of Temescal Canyon Road Undercrossing Bridge (post mile 33.0) in Riverside County.

The purpose of the project is to maintain the integrity of I-15 by replacing culverts that are in poor condition and repairing culverts that are in relatively fair condition.

## **DRAFT Determination**

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

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

The proposed project would have no effect on agriculture and forestry resources, cultural resources, energy, geology and soils, hydrology and water quality, land use and planning, mineral resources, population and housing, public facilities, recreation, utilities and service systems, and tribal cultural resources.

In addition, the proposed project would have less than significant effects to aesthetics, air quality, greenhouse gas emissions, hazards and hazardous materials, noise, transportation, and wildfire.

With the following mitigation measure incorporated, the proposed project would have less than significant effects to biological resources:

Bio-General 3: Biological Mitigation for Permits. Project impacts to jurisdictional areas will be mitigated. Mitigation will be coordinated with the US Army Corps of Engineers (USACE), US Fish and Wildlife Service (USFWS), Santa Ana Regional Water Quality Control Board (SARWQCB), and California Department of Fish and Wildlife (CDFW). The project must include all permit conditions as deemed appropriate by the respective resource agencies.

---

Kurt Heidelberg  
Deputy District Director  
District 8  
California Department of Transportation

---

Date

# Table of Contents

General Information about This Document.....	i
Proposed Mitigated Negative Declaration .....	iii
Table of Contents .....	v
List of Tables .....	vi
List of Figures.....	vii
Chapter 1      Proposed Project.....	1
1.1    INTRODUCTION.....	1
1.2    PURPOSE AND NEED .....	2
1.2.1    Purpose .....	3
1.2.2    Need .....	3
1.3    PROJECT DESCRIPTION .....	3
1.4    PROJECT ALTERNATIVES.....	3
1.4.1    No-Build (No-Action) Alternative.....	3
1.4.2    Proposed Build Alternative .....	3
1.5    PREFERRED ALTERNATIVE.....	4
1.6    PERMITS AND APPROVALS NEEDED .....	4
Chapter 2      California Environmental Quality Act (CEQA) Evaluation.....	6
2.1    DETERMINING SIGNIFICANCE UNDER CEQA.....	6
2.2    CEQA ENVIRONMENTAL CHECKLIST .....	6
2.2.1    Aesthetics .....	6
2.2.2    Agriculture and Forestry Resources .....	7
2.2.3    Air Quality .....	9
2.2.4    Biological Resources .....	10
2.2.5    Cultural Resources .....	14
2.2.6    Energy .....	15
2.2.7    Geology and Soils .....	17
2.2.8    Greenhouse Gas Emissions .....	18
2.2.9    Hazards and Hazardous Materials .....	20
2.2.10    Hydrology and Water Quality.....	23
2.2.11    Land Use and Planning .....	26
2.2.12    Mineral Resources .....	26
2.2.13    Noise .....	27

2.2.14	Population and Housing .....	28
2.2.15	Public Services.....	28
2.2.16	Recreation.....	29
2.2.17	Transportation .....	30
2.2.18	Tribal Cultural Resources.....	31
2.2.19	Utilities and Service Systems .....	33
2.2.20	Wildfire .....	35
2.2.21	Mandatory Findings of Significance.....	36
2.3	CLIMATE CHANGE .....	38
2.3.1	Regulatory Setting .....	38
2.3.2	Environmental Setting.....	39
2.3.3	Project Analysis .....	42
2.3.4	Greenhouse Gas Reduction Strategies .....	44
2.3.5	Adaptation .....	47
2.4	WILDFIRE .....	52
2.5	REFERENCES.....	53
Chapter 3	Comments and Coordination.....	57
Chapter 4	List of Preparers .....	59
Chapter 5	Distribution List.....	61
Appendix A	Title VI/Non-Discrimination Policy Statement.....	69
Appendix B	Programmed Funding .....	70
Appendix C	Index of Plans and Project Layouts.....	71
Appendix D	Avoidance, Minimization and/or Mitigation Summary.....	72
Appendix E	U.S. Fish and Wildlife Letter.....	73
Appendix F	California Natural Diversity Database Species List .....	74
Appendix G	Regional Species, Habitats, and Natural Communities of Concern ....	75
Appendix H	List of Technical Studies .....	76

## List of Tables

Table 1-1: Permits and Approvals .....	4
Table 2-1: Regional and Local Greenhouse Gas Reduction Plans.....	42

## List of Figures

Figure 1-1: Project Vicinity Map.....	2
Figure 2-1: U.S. 2022 Greenhouse Gas Emissions.....	40
Figure 2-2: California 2021 Greenhouse Gas Emissions by Economic Sector.....	41
Figure 2-3: Change in California GDP, Population, and GHG Emissions since 2000.....	41
Figure 2-4: Fire Hazard Severity Zones in State Responsibility Area.....	52

# Chapter 1      Proposed Project

---

## 1.1 INTRODUCTION

The California Department of Transportation (Caltrans) is the lead agency under the California Environmental Quality Act (CEQA).

Interstate 15 (I-15) is a major interstate goods-movement commuter corridor, which links to the Los Angeles Metropolitan area. It is a primary link between major economic centers and geographic regions. Weekend and holiday recreational traffic volumes on the route are exceptionally high since it serves as a connection to the city of Las Vegas and to the Colorado River area via Interstate 40 (I-40).

Caltrans proposes to replace six culverts and repair five culverts on Route 15 (I-15) 0.4 miles south of Indian Truck Trail Undercrossing (UC) Bridge (Bridge Nos. 56-0676R and 56-0676L) at postmile (PM) 30.0 to 1.1 miles north of Temescal Canyon Road UC Bridge (Bridge Nos. 56-0675R and 56-0675L) at PM 33.0 in unincorporated Riverside County, California (Figure 1-1); three lanes exist in each direction within the proposed project limits. The culverts are either severely rusted and have reached the end of their design service life, or are in relatively fair condition, but in need of repair.

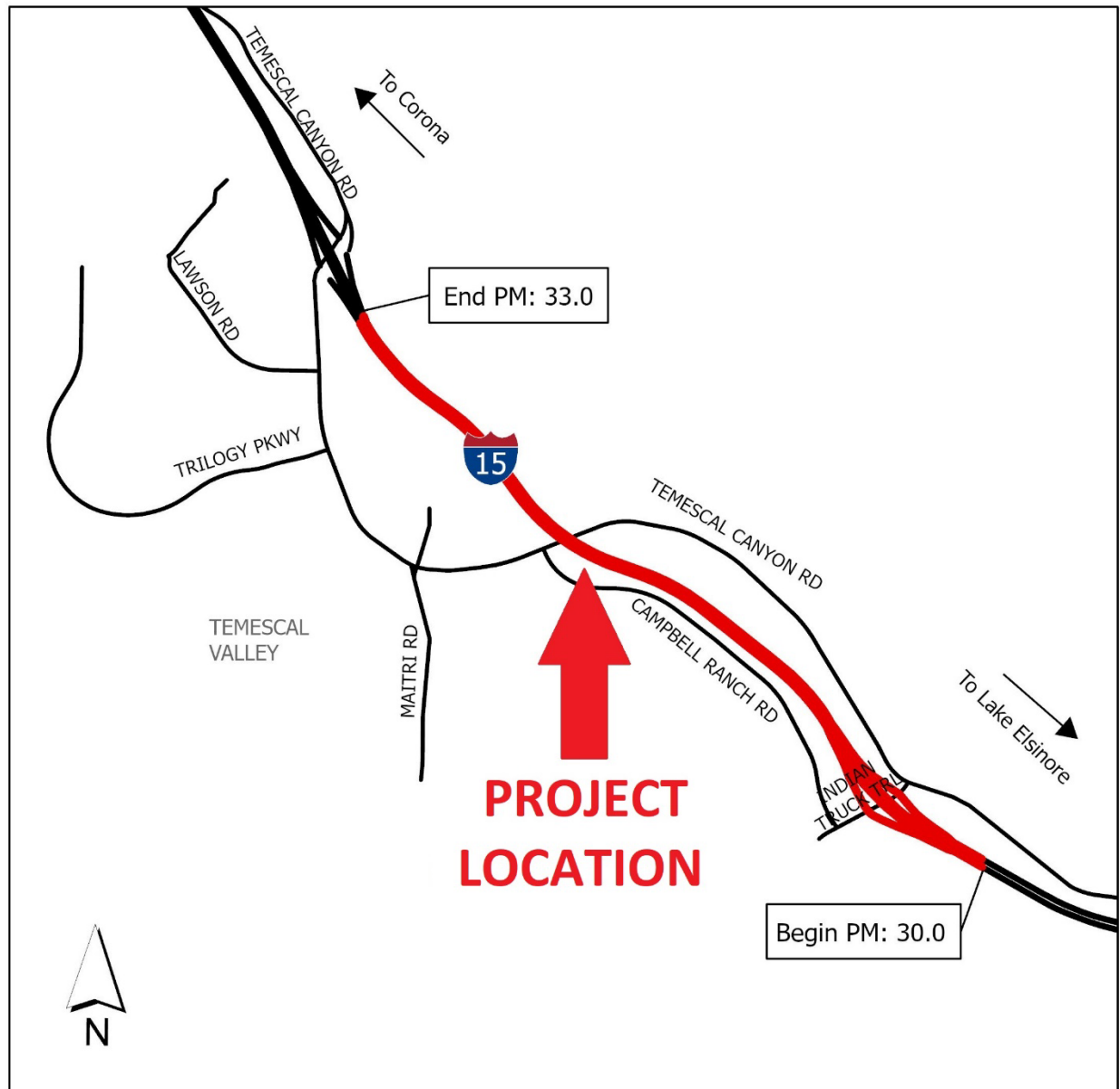
Caltrans also proposes to replace the rock slope protection at several of the above culvert sites to prevent slope erosion at the outlets of several culverts.

Caltrans also proposes to implement storm water pollution control measures by installing trash collection devices at PMs 30.40, 30.61, 30.90, and 32.98. These trash collection devices would reduce or prevent trash discharges from Caltrans' right of way to storm drain systems and receiving waters in order to protect water quality and comply with the Caltrans National Pollutant Discharge Elimination System (NPDES) Permit deadlines as follows: 35% compliance by December 2, 2025; 70% compliance by December 2, 2028; and 100% compliance by the December 2, 2030.

The current project cost is estimated at \$11,000,000, which includes \$292,900 for right of way costs and \$6,391,000 for construction costs and is expected to receive both state and federal funding. This project is programmed in the 2024 State Highway Operation and Protection Program (SHOPP) under 20.XX.201.151 HA42, drainage system restoration (Appendix B), and eligible for funding under the Infrastructure Investment and Jobs Act (IIJA) funding for stormwater mitigation.

Construction of the proposed project would begin in the spring of 2026 and be completed in the summer of 2028.

**Figure 1-1: Project Vicinity Map. Project limits are shown in red from PM 30.0 to PM 33.0 along I-15 in Temescal Valley, an unincorporated area of Riverside County.**



## 1.2 PURPOSE AND NEED

The project 'purpose' is a set of objectives the project intends to meet. The project 'need' is the transportation deficiency that the project was initiated to address.

### **1.2.1 Purpose**

The purpose of the proposed project would be to maintain the structural integrity of I-15 by replacing culverts that are in poor condition and repairing culverts that are in relatively fair condition.

### **1.2.2 Need**

Existing culverts identified in this project are either (1) in poor condition and have reached the end of their design service lives, or (2) in fair condition, but require repair to extend their service lives.

## **1.3 PROJECT DESCRIPTION**

The California Department of Transportation (Caltrans) proposes to rehabilitate the drainage system along Interstate 15 (I-15) from 0.4 miles south of Indian Truck Trail Undercrossing Bridge (post mile 30.0) to 1.1 miles north of Temescal Canyon Road Undercrossing Bridge (post mile 33.0) in Riverside County to maintain the structural integrity of I-15.

The project alternatives are the No-Build Alternative and Build Alternative which will be discussed in the next section.

## **1.4 PROJECT ALTERNATIVES**

### **1.4.1 No-Build (No-Action) Alternative**

The No-Build Alternative proposes no replacements or repairs of existing culverts, and no construction of trash collection devices along Interstate 15 (I-15) from 0.4 miles south of Indian Truck Trail Undercrossing Bridge (post mile 30.0) to 1.1 miles north of Temescal Canyon Road Undercrossing Bridge (post mile 33.0) in Riverside County. This alternative does not meet the purpose and need, and thus is not a practical alternative.

### **1.4.2 Proposed Build Alternative**

The proposed Build Alternative is the project being proposed by Caltrans to replace and repair culverts along Interstate 15 (I-15) from 0.4 miles south of Indian Truck Trail Undercrossing Bridge (post mile 30.0) to 1.1 miles north of Temescal Canyon Road Undercrossing Bridge (post mile 33.0) in Riverside County. This proposed project would include the following improvements (Appendix C):

- The repair of four (4) culverts via different methods of pipelining.
- The replacement of five (5) culverts using the open-trench method for four (4) culverts and the jack-and-bore method for one (1) culvert.

- The placement of rock slope protection at five (5) different culverts.
- The construction of six (6) trash collection devices.

The project would include utility potholing which locates known utilities below the surface level by excavating holes. Any utilities found within the project limits would be protected in place.

Most of the work for the proposed Build Alternative would occur within the Caltrans right of way. However, the project would require one (1) permanent drainage easement for two (2) properties, and one (1) temporary drainage easement for one (1) property.

## 1.5 PREFERRED ALTERNATIVE

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

## 1.6 PERMITS AND APPROVALS NEEDED

The following permits, licenses, agreements, and certifications (PLACs) are required for project construction:

**Table 1-1: Permits and Approvals**

<b>Agency</b>	<b>PLAC</b>	<b>Status</b>
United States Fish and Wildlife Service	Western Riverside County Multiple Species Habitat Conservation Plan (WR-MSHCP) Determination of Biologically Equivalent or Superior Preservation (DBESP) Report	Submitted December 12, 2023
United States Army Corps of Engineers	Clean Water Act Section 404 Permit for filling or dredging waters of the United States.	Application for Section 404 permit would be submitted after approval of the MND.
California Department of Fish and Wildlife	California Fish and Game Code Section 1602 Agreement for Streambed Alteration	Application for 1602 permit would be submitted after approval of the MND.
	WR-MSHCP DBESP Report	Submitted December 12, 2023

<b>Agency</b>	<b>PLAC</b>	<b>Status</b>
Santa Ana Regional Water Quality Control Board	Clean Water Act Section 401 Water Discharge Permit	Application for Section 401 permit would be submitted after approval of the MND.
California State Water Resources Control Board	Construction General Permit	Storm Water Pollution Prevention Plan (SWPPP) would be completed prior to project construction.
United States Environmental Protection Agency	National Pollutant Discharge Elimination System (NPDES) Permit	Storm Water Data Report (SWDR) would be prepared and updated at approval of the MND and at each subsequent phase of the project.

# **Chapter 2      California Environmental Quality Act (CEQA) Evaluation**

---

## **2.1 DETERMINING SIGNIFICANCE UNDER CEQA**

This chapter is used to document and discuss the Caltrans significance determinations under CEQA. According to CEQA Guidelines, Section 15064(b), “the determination of whether a project may have a significant effect on the environment calls for careful judgment on the part of the public agency involved, based to the extent possible on scientific and factual data. An ironclad definition of significant effect is not always possible because the significance of an activity may vary with the setting. For example, an activity which may not be significant in an urban area may be significant in a rural area.

## **2.2 CEQA ENVIRONMENTAL CHECKLIST**

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 Caltrans Standard Plans and Specifications or as Caltrans Standard Special Provisions, are considered to be an integral part of the project and have been considered prior to any significance determinations documented below.

### **2.2.1 Aesthetics**

Except as provided in Public Resources Code Section 21099, would the project:

<b>Question</b>	<b>CEQA Determination</b>
a) Have a substantial adverse effect on a scenic vista?	No Impact
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	No Impact
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?	Less Than Significant Impact
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	No Impact

### **CEQA Significance Determinations for Aesthetics**

A Caltrans District 8 Landscape Architecture December 7, 2023, Visual Impact Assessment Questionnaire and Biological Studies December 14, 2024, Natural Environment Study (Minimal Impacts), NESMI, for the proposed project were used to make the following CEQA determinations.

**a) No Impact**

The proposed project would not have a substantial adverse impact on a scenic vista because the project would not add any new visual elements that would block any scenic vistas.

**b) No impact**

The proposed project would not substantially damage scenic resources within a state scenic highway since this portion of I-15 is not a designated state scenic highway. Although the proposed project is located within a segment of I-15 that is eligible to be designated as a state scenic highway, the project would not add any new visual elements that would jeopardize its eligibility.

**c) Less Than Significant Impact**

The proposed project would only impact the visual environment of the project site by removing existing vegetation, such as native trees and vegetation. However, the proposed project would minimize its visual impacts by including an avoidance, minimization, and/or mitigation (AMM) measure (Bio-Plant-2) to replace trees and other vegetation within the project area.

**d) No Impact**

The proposed project would not install or create any new sources of light or glare that would adversely affect day or nighttime views in the area.

**Avoidance, Minimization, and/or Mitigation Measures**

Bio-Plant-2: Revegetation. Revegetation of areas where vegetation has been removed must include California native species that reflect the regional ecology. In particular, riparian trees and vegetation must be replaced at a ratio of 2:1, with the exception of the tamarisk tree, which will only be replaced at a ratio of 1:1.

## **2.2.2 Agriculture and Forestry 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 Department 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:

Question	CEQA Determination
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?	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	No Impact
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?	No Impact
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?	No Impact

## CEQA Significance Determinations for Agriculture and Forestry Resources

### a) No Impact

According to the California Department of Conservation's Farmland Mapping and Monitoring Program (FMMP) (accessed June 14, 2024) pursuant to Section 65570 of the California Government Code, there are no farmlands or vacant lands that are designated as Prime Farmlands, Unique Farmlands, Farmlands of Statewide Importance, or Farmlands of Local Importance within the limits of the proposed project. Due to the absence of farmlands, the project would not convert any farmland to non-agricultural use.

### b) No Impact

The proposed project would not impact any existing zoning for agricultural use.

### c) No Impact

No forest or timberlands exist within the proposed project limits.

### d) No Impact

The proposed project would not result in any other changes to farmland or forest land.

### 2.2.3 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:

Question	CEQA Determination
a) Conflict with or obstruct implementation of the applicable air quality plan?	No Impact
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?	No Impact
c) Expose sensitive receptors to substantial pollutant concentrations?	No Impact
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Less Than Significant Impact

#### CEQA Significance Determinations for Air Quality

The Caltrans District 8 Environmental Engineering Studies May 10, 2024, Air Quality Memorandum and June 12, 2023, Transportation Air Quality Conformity Findings Checklist for the proposed project were used to make the following CEQA significance determinations.

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

The proposed project location is in the South Coast Air Basin, within the jurisdiction of the South Coast Air Quality Management District (SCAQMD) and the California Air Resources Board (CARB). The SCAQMD is the primary agency responsible for writing the Air Quality Management Plan (AQMP) in cooperation with the Southern California Association of Governments (SCAG), local 24 governments, and the private sector. The AQMP provides the blueprint for meeting state and federal ambient air quality standards. This proposed project is not a capacity-increasing transportation project; therefore, it will have no impact on traffic volumes and would generate a less than significant amount of pollutants during construction due to the very short duration of project construction. According to the table 1 of the Caltrans Carbon Monoxide Protocol and table 2 of the Code of Federal Regulations (CFR) 93.126, this project is also exempt from all emissions analysis. Thus, the proposed project would not conflict with the AQMP, violate any air quality standard, result in a net increase of any criteria pollutant, or expose sensitive receptors to substantial pollutant concentrations. Impacts would be less than significant.

#### d) Less Than Significant Impact

Temporary construction activities could generate fugitive dust from the operation of construction equipment. The proposed project would comply with construction

standards adopted by the South Coast Air Quality Management District (SCAQMD) as well as Caltrans standardized procedures for minimizing air pollutants during construction (AMM measure AQ-1). Impacts would be less than significant.

### **Avoidance, Minimization, and/or Mitigation Measures**

AQ-1: Air Quality. The proposed project shall comply with Caltrans Standard Specifications Section 14-9, Air Quality, which requires contractors to comply with all federal, state, regional, and local rules, regulations, and ordinances related to air quality.

## **2.2.4 Biological Resources**

Would the project:

<b>Question</b>	<b>CEQA Determination</b>
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?	Less Than Significant Impact
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?	Less Than Significant with Mitigation Incorporated
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?	Less Than Significant with Mitigation Incorporated
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?	Less Than Significant Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	No Impact
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?	Less Than Significant with Mitigation Incorporated

### **CEQA Significance Determinations for Biological Resources**

The Caltrans District 8 Biological Studies December 14, 2024, Natural Environment Study (Minimal Impacts), NESMI, and May 1, 2024, 1L820 Environmental Study

Request (ESR) Revision #5 Memorandum for the proposed project was used to make the following CEQA significance determinations.

#### **a) Less Than Significant Impact**

Pursuant to Section 7(a)(2) of the Federal Endangered Species Act (FESA), Caltrans has determined that the proposed project would result in 'no effect' to federally-listed species and federally-designated critical habitat. Thus, Section 7 consultation for this project would not be required.

The following includes federally-listed species that may be present in the area of the proposed project (see Attachments E and G): Stephen's kangaroo rat (*Dipodomys stephensi* [incl. *D. cascus*]), federally endangered (FE); coastal California gnatcatcher (*Poliophtila californica californica*), federally threatened (FT); least Bell's vireo (*Vireo bellii pusillus*), FE; southwestern willow flycatcher (*Empidonax traillii extimus*) FE, southwestern pond turtle (*Actinemys pallida*), proposed threatened (PT); western spadefoot, PT; steelhead -southern California distinct population segment, DPS, (*Oncorhynchus mykiss irideus* pop. 10), FE; Quino checkerspot butterfly (*Euphydryas editha quino*), FE; Riverside fairy shrimp (*Streptocephalus woottoni*), FE; San Diego fairy shrimp (*Branchinecta sandiegonensis*), FE; vernal pool fairy shrimp (*Branchinecta lynchi*), FT; Munz's onion (*Allium munzii*), FE; San Diego ambrosia (*Ambrosia pumila*), FE; slender-horned spineflower (*Dodecahema leptoceras*), FE; spreading navarretia (*Navarretia fossalis*), FT; thread-leaved brodiaea (*Brodiaea filifolia*), FT; and monarch butterfly (*Danaus plexippus*), federal candidate (FC).

In addition, Caltrans has determined that the proposed project would result on 'no effect' on steelhead-Southern California DPS. Thus, consultation with the NOAA Fisheries for this project would not be required.

Pursuant to the California Endangered Species Act (CESA), the proposed project would result in 'no take' of state-listed or candidate species and will not cause species of special concern and rare species to trend towards becoming listed. Thus, the project would not require a California Fish and Game Code Section 2081 incidental take permit from the California Department of Fish and Wildlife (CDFW).

The following includes state-listed species that may be present in the area of the proposed project (Attachments F and G): mountain lion (*Puma concolor*), state candidate threatened (SCT); Stephen's kangaroo rat (*Dipodomys stephensi*), state threatened (ST); bald eagle (*Haliaeetus leucocephalus*), state endangered (SE); least Bell's vireo (*Vireo bellii pusillus*), state endangered (SE); southwestern willow flycatcher (*Empidonax traillii extimus*), SE; tricolored blackbird (*Agelaius tricolor*), ST; western yellow-billed cuckoo (*Coccyzus americanus occidentalis*), SE; Crotch bumble bee (*Bombus crotchii*), state candidate endangered (SCE); Munz's onion (*Allium munzii*) ST; slender-horned spineflower (*Dodecahema leptoceras*) SE; and thread-leaved brodiaea (*Brodiaea filifolia*) SE.

Although some of the above species have suitable or marginal habitat within the biological study area (BSA), which consists of the project limits and a 500-foot buffer, the project impact area primarily consists of the maintained road right-of-way and previously disturbed areas with compacted or barren soils void of suitable habitat for special-status species. Therefore, the project is not anticipated to have a substantial adverse effect on these species.

However, to minimize potential impacts to candidate, sensitive, or special-status species, the proposed project would require the following AMM measures: approval of equipment staging, storing, and borrow site by the Caltrans biologist (Bio-General-1), temporary artificial lighting restrictions (Bio-General-2), preconstruction bat surveys (Bio-General-4), a biological monitor (Bio-General 8); invasive weed control (Bio-General-16); rare plant surveys, flagging, and fencing (Bio-Plant-1); revegetation (Bio-Plant-2); and preconstruction nesting bird surveys ( Bio-Avian-1). Thus, the project would have a less than significant impact on candidate, sensitive, or special-status species.

### **b & c) Less Than Significant Impact with Mitigation**

The proposed project is anticipated to directly impact a total of approximately 0.31 acres of riparian area and approximately 0.18 acres of riverine area. The amount of these areas that would be permanently impacted by this project would be determined during the design phase of the project.

Jurisdictional waters that are found in the vicinity (a 5-mile radius) of the proposed project are Temescal Wash, Lee Lake, and Lake Mathews. The proposed project would permanently impact approximately 1.26 acres and temporarily impact approximately 0.91 acres of Waters of the United States (WUS). The project would also permanently impact approximately 1.30 acres and temporarily impact approximately 0.92 acres of Waters of the State (WoS).

To minimize impacts to the above areas, the project would implement the following AMM measures: approval of equipment staging, storing, and borrow site by the Caltrans biologist (Bio-General-1); biological mitigation for permits (Bio-General-3), a biological monitor (Bio-General 8); invasive weed control (Bio-General-16); rare plant surveys, flagging, and fencing (Bio-Plant-1); and revegetation (Bio-Plant-2). Thus, the project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community, or on any state or federally protected wetlands.

### **d) Less Than Significant Impact**

Although the proposed project would have some temporary and permanent impacts on wildlife habitat, the project would occur on the existing state and interstate route alignments and would not impede on the use of local watercourses or drainage features that can provide local and regional wildlife movement. Thus, the project would not interfere substantially with any migratory wildlife corridors or the movement of any

native resident or migratory fish or wildlife species. This project would also not impede on the use of native wildlife nursery sites.

#### **e) No Impact**

The proposed project would not conflict with any local policies or ordinances protecting biological resources.

#### **f) No Significant Impact with Mitigation**

The proposed project would comply with the Western Riverside Multiple Species Habitat Conservation Plan (WR-MSHCP) and no other conservation plans have been adopted in the area. To minimize potential conflicts with the WR-MSHCP, the proposed project would require the following AMM measures: approval of equipment staging, storing, and borrow site by the Caltrans biologist (Bio-General-1), temporary artificial lighting restrictions (Bio-General-2), biological mitigation for permits (Bio-General-3); preconstruction bat surveys (Bio-General-4), a biological monitor (Bio-General 8); invasive weed control (Bio-General-16); rare plant surveys, flagging, and fencing (Bio-Plant-1); revegetation (Bio-Plant-2); and preconstruction nesting bird surveys (Bio-Avian-1). Thus, the project would not conflict with the provisions of the WR-MSHCP or any other habitat conservation plan.

#### **Avoidance, Minimization, and/or Mitigation Measures**

Bio-General-1: Equipment Staging, Storing & Borrow Sites. All equipment staging, storing, and borrow sites require the approval of the Caltrans biologist.

Bio-General-2: Temporary Artificial Lighting Restrictions. 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-General 3: Biological Mitigation for Permits.\* Project impacts to jurisdictional areas will be mitigated and coordinated with the US Army Corps of Engineers (USACE), US Fish and Wildlife Service (USFWS), Santa Ana Regional Water Quality Control Board (SARWQCB), and California Department of Fish and Wildlife (CDFW). The project shall include all permit conditions as deemed appropriate by the respective resource agencies.

Bio-General-4 Preconstruction Surveys: Preconstruction bat surveys must be conducted by a qualified biologist 3 days prior to project activities within each culvert. If a bat is located, the resident engineer and Caltrans biologist must be contacted and additional measures and/or agency coordination may be required.

Bio-General-16: Invasive Weed Control. To address impacts to coastal scrub habitat, a qualified biologist must identify invasive species during vegetation removal. Treatment and disposal methods must be approved by the Caltrans biologist prior to vegetation removal.

Bio-Plant-1: Rare Plant Surveys, Flagging and Fencing. Within 30-days prior to construction and during the typical rare plant blooming season (March - June) a qualified biologist will conduct a pre-construction plant survey. Special-status plants must be flagged for visual identification to construction personnel for work avoidance. Special-status plants detected that feature multiple plants in a single location must be fenced with stakes and flagging to temporarily identify the environmentally sensitive area (ESA).

Bio-Plant-2: Revegetation. Revegetation of areas where vegetation has been removed must include California native species that reflect the regional ecology. In particular, riparian trees and vegetation must be replaced at a ratio of 2:1, with the exception of the tamarisk tree, which will only be replaced at a ratio of 1:1.

Bio-Avian-1: Preconstruction Nesting Bird Survey. If project activities cannot avoid the nesting season, generally regarded as February 1 - September 30, then preconstruction nesting bird surveys must be conducted 3 days prior to construction by a qualified biologist to locate and avoid nesting birds. If an active avian nest is located, a no-construction buffer may be established and monitored by the qualified biologist and/or monitored until the young have fledged or the nest is no longer active.

\*For Bio-General-3, “permits” refers to the following: the Western Riverside County Multiple Species Habitat Conservation Plan (WR-MSHCP) Determination of Biologically Equivalent or Superior Preservation (DBESP) Report; the Clean Water Act Section 404 Permit; the California Fish and Game Code Section 1602 Agreement for Streambed Alteration; and the Clean Water Act Section 401 Water Discharge Permit.

## 2.2.5 Cultural Resources

Would the project:

Question	CEQA Determination
a) Cause a substantial adverse change in the significance of a historical resource pursuant to in §15064.5?	No Impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	No Impact
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	No Impact

### CEQA Significance Determinations for Cultural Resources

The Caltrans District 8 Cultural Studies September 8, 2023, Historic Property Survey Report for the proposed project (undertaking) was used to make the following determinations. The studies for this undertaking were carried out in a manner consistent with Caltrans’ regulatory responsibilities under Section 106 of the National Historic Preservation Act (36 CFR Part 800) and pursuant to the January 2014 *First Amended Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and*

*the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act (Section 106 PA), as well as under Public Resources Code 5024 and pursuant to the January 2015 Memorandum of Understanding Between the California Department of Transportation and the California State Historic Preservation Office Regarding Compliance with Public Resources Code Section 5024 and Governor's Executive Order W-26-92, addended 2019 (5024 MOU) as applicable.*

**a) No Impact**

Caltrans Professionally Qualified Staff (PQS) determined that there are 'no historical resources' present as outlined in the CEQA Guidelines §15064.5(a). Thus, the project would not cause a substantial adverse change in the significance of a historical resource.

**b) No Impact**

Due to the disturbed nature of the area of potential effect (APE), the proposed project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5. However, to minimize potential effects to cultural resources, AMM measure CR-1 would be implemented.

**c) No Impact**

Due to the disturbed nature of the area of potential effect (APE), the proposed project would not disturb any human remains. However, to minimize potential effects to human remains, AMM measure CR-2 would be implemented.

**Avoidance, Minimization, and/or Mitigation Measures**

CR-1: Buried Cultural Resources. If buried cultural resources are encountered during Project Activities, it is Caltrans policy that work stop in that area until a qualified archaeologist can evaluate the nature and significance of the find.

CR-2: Human Remains. 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; Andrew Walters, DEBC: (909) 260-5178 and Gary Jones, DNAC: (909) 261-8157. Further provisions of PRC 5097.98 are to be followed as applicable.

## **2.2.6 Energy**

Would the project:

Question	CEQA Determination
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	No Impact
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	No Impact

### **CEQA Significance Determinations for Energy**

#### **a) No Impact**

While the proposed project would consume energy resources during project construction, the operation of the project itself would not require the use of energy resources. Therefore, Caltrans would implement the following AMM measures to prevent wasteful, inefficient, or unnecessary consumption of resources during construction of the proposed project: emission reduction (measure GHG-1), construction debris recycling (measure GHG-2), and a transportation management plan (measure TR-1). Thus, the proposed project would have no impact on the environment due to wasteful, inefficient, or unnecessary consumption of energy resources.

#### **b) No Impact**

The proposed project would not conflict with any known state or local plan for renewable energy or energy efficiency. Thus, the project would have no impact on any such plans.

### **Avoidance, Minimization, and/or Mitigation Measures**

**GHG-1: Emissions Reductions.** The proposed project shall comply with Caltrans Standard Specifications Section 7-1.02A and 7-1.02C, Emissions Reductions, which require contractors to comply with all emission reduction laws applicable to the project and to certify that they are aware of and will comply with all California Air Resources Board (ARB) emission reduction regulations.

**GHG-2: Recycling and Waste Reduction.** The proposed project shall recycle construction debris as practicable and reduce construction waste. The contractor must comply with Caltrans Standard Specifications Section 14-10, Solid Waste Disposal and Recycling, and submit the following: a solid waste disposal and recycling report that shows the types and amounts of project-generated solid waste taken to or diverted from landfills or reused on the project; and a recycled materials report form that shows the types and amounts of recycled materials incorporated into the project.

**TR-1: Transportation Management Plan (TMP).** Prior to construction, a TMP will be prepared and coordinated with local emergency responders, and implemented to minimize traffic delays and associated idling emissions during construction. This plan will include a public information and awareness campaign.

## 2.2.7 Geology and Soils

Would the project:

Question	CEQA Determination
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.	No Impact
ii) Strong seismic ground shaking?	No Impact
iii) Seismic-related ground failure, including liquefaction?	No Impact
iv) Landslides?	No Impact
b) Result in substantial soil erosion or the loss of topsoil?	No Impact
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?	No Impact
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?	No Impact
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?	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	No Impact

### CEQA Significance Determinations for Geology and Soils

**a<sub>i</sub>, a<sub>ii</sub>, a<sub>iii</sub>, a<sub>iv</sub>, b, c, & d) No Impact**

According to the Caltrans Water Quality Planning Tool (accessed 6/26/2024), the proposed project site has the following attributes. The culverts located at the southern end of the project site are located in sandstone, shale, and conglomerate that are mostly consolidated. The more northern culverts are located within alluvium, lake, playa, and terrace deposits that are unconsolidated and consolidated. The site is within 0.5 miles of a fault trace.

Since the proposed project would require a very limited amount of excavating and new construction, and slopes prone to erosion would be protected by new rock slope protection, the proposed project would not directly or indirectly cause potential

substantial adverse effects related to earthquakes, landslides, erosion, instability, or expansive soils. In addition, temporary impacts to soil would be minimized by the following AMM measures: development of a storm water pollution prevention plan (SWPPP) prior to construction (measure WQ-1) and revegetation after construction (measure Bio-Plant-2).

**e) No Impact**

The proposed project would not require soils that would need to adequately support the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.

**f) No Impact**

According to the District 8 Paleontological Studies April 14, 2024, Email Memorandum for the proposed project, the project is located on previously disturbed soil so it would not directly destroy a unique paleontological resource or site or unique geologic feature.

**Avoidance, Minimization, and/or Mitigation Measures**

WQ-1. Erosion Control. Erosion control shall be provided for all disturbed soil areas per California State Water Resources Control Board guidelines or as determined by the Caltrans District 8 landscape architect. In particular, a Stormwater Pollution Prevention Plan (SWPPP) will be prepared by the contractor and approved by Caltrans prior to the start of construction. The SWPPP would incorporate best management practices to implement sediment, erosion, and pollution prevention control measures to protect water quality.

Bio-Plant-2: Revegetation. Revegetation of areas where vegetation has been removed must include California native species that reflect the regional ecology. In particular, riparian trees and vegetation must be replaced at a ratio of 2:1, with the exception of the tamarisk tree, which will only be replaced at a ratio of 1:1.

**2.2.8 Greenhouse Gas Emissions**

Would the project:

Question	CEQA Determination
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Less Than Significant Impact
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	No Impact

**CEQA Significance Determinations for Greenhouse Gas Emissions**

**a) Less Than Significant Impact**

While the proposed project would result in greenhouse gas (GHG) emissions during construction, Caltrans anticipates that the project would not result in any increase in operational GHG emissions. To reduce GHG emissions during and after construction, AMM measures AQ-1, Bio-Plant-2, GHG-1, GHG-2, GHG-3, AQ-1, and TR-1 would be implemented. With these measures, the impact of the project's generation of GHG emissions on the environment would be less than significant (see the "Climate Change" Section 2.4 for more details).

## **b) No Impact**

The proposed project would not conflict with plans to reduce greenhouse gases, such as the County of Riverside Climate Action Plan (2019 Update) and the Western Riverside Council of Governments Active Transportation Plan (2018), since the proposed project would comply with all emission reduction laws applicable to the project (AMM measure GHG-1), embrace recycling and waste reduction (AMM measure GHG-2), include water conservation (AMM measure GHG-3), and not prevent the implementation of GHG reduction policies such as reducing automobile use and providing active transportation modes, such as bike paths (see Table 2-1). Thus, the project would not conflict with any applicable plan, policy or regulation adopted for the purpose of reducing emissions of greenhouse gases.

## **Avoidance, Minimization, and/or Mitigation Measures**

**AQ-1: Air Quality.** The proposed project shall comply with Caltrans Standard Specifications Section 14-9, Air Quality, which requires contractors to comply with all federal, state, regional, and local rules, regulations, and ordinances related to air quality.

**Bio-Plant-2: Revegetation.** Revegetation of areas where vegetation has been removed must include California native species that reflect the regional ecology. In particular, riparian trees and vegetation must be replaced at a ratio of 2:1, with the exception of the tamarisk tree, which will only be replaced at a ratio of 1:1.

**GHG-1: Emissions Reductions.** The proposed project shall comply with Caltrans Standard Specifications Section 7-1.02A and 7-1.02C, Emissions Reductions, which require contractors to comply with all emission reduction laws applicable to the project and to certify that they are aware of and will comply with all California Air Resources Board (ARB) emission reduction regulations.

**GHG-2: Recycling and Waste Reduction.** The proposed project shall recycle construction debris as practicable and reduce construction waste. The contractor must comply with Caltrans Standard Specifications Section 14-10, Solid Waste Disposal and Recycling, and submit the following: a solid waste disposal and recycling report that shows the types and amounts of project-generated solid waste taken to or diverted from landfills or reused on the project; and a recycled materials report form that shows the types and amounts of recycled materials incorporated into the project.

GHG-3: Water Conservation. The contractor will comply with Caltrans Standard Specification 10-4, Water Usage, that requires the contractor to submit a water conservation plan within 10 days of notification by the project engineer of a water shortage or a local mandate from a local water authority to ration water.

TR-1: Transportation Management Plan (TMP). Prior to construction, a TMP will be prepared and coordinated with local emergency responders, and implemented to minimize traffic delays and associated idling emissions during construction. This plan will include a public information and awareness campaign.

## 2.2.9 Hazards and Hazardous Materials

Would the project:

Question	CEQA Determination
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Less Than Significant Impact
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?	Less Than Significant Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	No Impact
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?	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two nautical 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?	No Impact
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Less Than Significant Impact
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	Less Than Significant Impact

## **CEQA Significance Determinations for Hazards and Hazardous Materials**

The Caltrans District 8 Environmental Engineering Studies April 16, 2024, Initial Site Assessment Checklist for the proposed project was used to make the following significance determinations.

### **a & b) Less Than Significant Impact**

Although the proposed project may require the transportation and disposal of materials containing lead, such as soil and residue from striping and pavement markings, the lead concentrations in these materials are considered nonhazardous and a lead compliance plan (AMM measure HAZ-1) would be implemented to minimize exposure to these materials to workers, the public, and the environment. Thus, the proposed project would have a less than significant impact on the public or the environment a) through the routine transport, use, or disposal of hazardous materials, or b) through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

### **c) No Impact**

No schools exist within 0.25 miles of the proposed project. Thus, the project would not emit hazardous emissions or require the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

### **d) No Impact**

The proposed project would not be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Thus, the project would not create a significant hazard to the public or the environment regarding the disturbance of any previously identified hazardous material sites.

### **e) No Impact**

The proposed project would not be located within two nautical miles of an airport or an airport use plan. Thus, the project would not result in a safety hazard or excessive noise for any people residing or working near the project area.

### **f) Less Than Significant Impact**

Construction of the proposed project would require no detours and most project construction would only require one-way traffic control. However, 55-hour lane closures are expected on the northbound and southbound I-15 at the Indian Truck Trail intersection (at PM 30.61), with each direction being closed at separate times.

A transportation management plan (TR-1) would be prepared and coordinated with local emergency responders to ensure that these temporary lane closures during

construction would not impair the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

#### **g) Less Than Significant Impact**

The proposed project would be located within a 'very high fire hazard severity zone' as designated by the California Department of Forestry and Fire Protection (Cal Fire 2024). To prevent any construction-related fires, the proposed project would follow Cal Fire guidelines for equipment use, control of flammable materials, use of fuel breaks, and fire monitoring when fire hazard conditions are elevated as specified under Caltrans Standard Special Provision 7-1.02M(2) (AMM measure WF-1).

The proposed project itself would not introduce any new structures to the area that would increase the risk of wildfire. In addition, the project would protect the integrity of the freeway itself to allow for continued emergency access along I-15.

Thus, the proposed project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

#### **Avoidance, Minimization, and/or Mitigation Measures**

HAZ-1: Lead Compliance Plan. The project shall comply with Caltrans Standard Special Provision (SSP) 7-1.02K(6)(j)(iii), which includes specifications for handling, removing, and disposing of unregulated earth material containing lead, and requires a lead compliance plan for soil disturbance. Management of this material exposes workers to health hazards that must be addressed in the lead compliance plan. This material contains average lead concentrations below 80 mg/kg total lead and below 5 mg/L soluble lead and is not regulated by the Department of Toxic Substances Control (DTSC) as a hazardous substance or a hazardous waste. This material does not require disposal at a permitted landfill or solid waste disposal facility. The Regional Water Quality Control Board (RWQCB) has jurisdiction over reuse of this material at locations outside the job site limits. The project shall also comply with Caltrans Standard Special Provision 84-9.03B which requires that the lead compliance plan also addresses the management of residue from removing yellow traffic stripes and pavement markings that contain an average lead concentration less than 1,000mg/kg total lead and 5mg/L soluble lead; these lead concentrations are not considered a hazardous waste.

TR-1: Transportation Management Plan (TMP). Prior to construction, a TMP will be prepared and coordinated with local emergency responders, and implemented to minimize traffic delays and associated idling emissions during construction. This plan will include a public information and awareness campaign.

WF-1: Wildfire Prevention. The contractor for the project must follow California Department of Forestry and Fire Protection (Cal Fire) guidelines for equipment use, control of flammable materials, use of fuel breaks, and fire monitoring when fire hazard conditions are elevated as specified under Caltrans Standard Special Provision 7-1.02M(2).

## 2.2.10 Hydrology and Water Quality

Would the project:

Question	CEQA Determination
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	No Impact
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	No Impact
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;	No Impact
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	No Impact
(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	No Impact
(iv) impede or redirect flood flows?	No Impact
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	No Impact
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	No Impact

### CEQA Significance Determinations for Hydrology and Water Quality

The Caltrans District 8 Biological Studies December 14, 2023, Natural Environment Study (Minimal Impacts) [NESMI] and Caltrans District 8 Environmental Planning June 14, 2024, Scoping Questionnaire for Water Quality Issues were used to make the following CEQA determinations.

The proposed project lies entirely within the Santa Ana Watershed and crosses three tributaries of Temescal Wash – Indian Wash, Mayhew Wash, and Coldwater Wash. Thus, the project is under the jurisdiction of the Santa Ana Regional Water Quality Control Board.

### **a) No Impact**

The proposed project itself would include the installation six (6) trash collection devices to improve water quality. These trash collection devices (TCDs) would reduce or prevent trash discharges from Caltrans' right of way to storm drain systems and receiving waters in order to protect water quality and comply with the Caltrans National Pollutant Discharge Elimination System (NPDES) Permit deadlines as follows: 35% compliance by December 2, 2025; 70% compliance by December 2, 2028; and 100% compliance by the December 2, 2030. Thus, this portion of the project would be expected to improve water quality standards.

The proposed project would have a disturbed soil area of more than one (1) acre, so a Storm Water Pollution Prevention Plan (SWPPP), AMM measure WQ-1, would be required for the project to remain compliant with the Construction General Permit. The SWPPP would incorporate best management practices to implement sediment, erosion, and pollution prevention control measures to protect water quality. Revegetation (AMM measure Bio-Plant-2) would also help prevent erosion over the long-term and protect water quality.

The depth of excavation for the proposed project would be about five (5) feet, so the project would not impact ground water.

Thus, proposed project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.

### **b) No Impact**

The depth of excavation for the proposed project would be about five (5) feet, so the project would not directly impact ground water. In addition, the project would include minimal amounts of new impervious surfaces. Thus, the project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.

### **ci, cii, ciii, & civ) No Impact**

The culverts being replaced or repaired would be remain in their current locations and would only include minimal amounts of new impervious surfaces due to the new rock slope protection and trash collection devices. In addition, the culverts would improve the current water flow and not redirect it, the new rock slope protection would decrease erosion, and the trash collections devices would improve water quality. Thus the proposed project would have a less than significant impact on 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) No Impact**

According to Flood Insurance Rate Maps (FIRM 06065C2005G, FIRM 06065C1390G, and FIRM 06065C1390G) provided by the Federal Emergency Management Agency (FEMA 2023), the proposed project would not lie within a tsunami, or seiche zone; however, the project would cross three areas designated as 'zone X,' areas of minimal flood hazard, at Indian Wash, Mayhew Wash, and Coldwater Wash. Yet, according to the District 8 Hydraulics Unit's December 22, 2023, Location Hydraulics Studies and Summary Floodplain Evaluations Reports for the proposed project, the project would not significantly encroach on any floodplain. Thus, the project would not release any pollutants due to project inundation.

#### **e) No Impact**

The proposed project itself would include the installation six (6) trash collection devices to improve water quality. These trash collection devices (TCDs) would reduce or prevent trash discharges from Caltrans' right of way to storm drain systems and receiving waters in order to protect water quality and comply with the Caltrans National Pollutant Discharge Elimination System (NPDES) Permit deadlines as follows: 35% compliance by December 2, 2025; 70% compliance by December 2, 2028; and 100% compliance by the December 2, 2030.

The proposed project would have a disturbed soil area of more than one (1) acre, so a Storm Water Pollution Prevention Plan (SWPPP), AMM measure WQ-1, would be required for the project to remain compliant with the Construction General Permit. The SWPPP would incorporate best management practices to implement sediment, erosion, and pollution prevention control measures to protect water quality. Revegetation (AMM measure Bio-Plant-2) would also help prevent erosion over the long-term and protect water quality.

The depth of excavation for the proposed project would be about five (5) feet, so the project would not impact ground water.

Thus, proposed project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

#### **Avoidance, Minimization, and/or Mitigation Measures**

WQ-1. Erosion Control. Erosion control shall be provided for all disturbed soil areas per California State Water Resources Control Board guidelines or as determined by the Caltrans District 8 landscape architect. In particular, a Stormwater Pollution Prevention Plan (SWPPP) will be prepared by the contractor and approved by Caltrans prior to the start of construction. The SWPPP would incorporate best management practices to implement sediment, erosion, and pollution prevention control measures to protect water quality.

Bio-Plant-2: Revegetation. Revegetation of areas where vegetation has been removed must include California native species that reflect the regional ecology. In particular, riparian trees and vegetation must be replaced at a ratio of 2:1, with the exception of the tamarisk tree, which will only be replaced at a ratio of 1:1.

## 2.2.11 Land Use and Planning

Would the project:

Question	CEQA Determination
a) Physically divide an established community?	No Impact
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?	No Impact

### CEQA Significance Determinations for Land Use and Planning

#### a) No Impact

The proposed project would not create any new physical barriers that would divide an established community.

#### b) No Impact

The land use within 0.5 miles of the proposed project site consists of residential, light industrial, commercial, and open space rural areas, as well as public facilities, including one school (Dr. Bernice Todd Elementary) and two fire stations (Riverside County Fire Department Station No. 64 and Temescal Fire Station).

Although the project would require one permanent drainage easement, the proposed project would not result in any change in land use type, or any increase or decrease in land use. Thus the project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation.

## 2.2.12 Mineral Resources

Would the project:

Question	CEQA Determination
a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?	No Impact
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?	No Impact

## CEQA Significance Determinations for Mineral Resources

### a & b) No Impact

According to the California Geological Survey (2024) the proposed project is not located within 0.5 miles of mineral land. Thus, the project would not result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state, or result in the loss of availability of a locally important mineral resource recovery site.

## 2.2.13 Noise

Would the project result in:

Question	CEQA Determination
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?	Less Than Significant Impact
b) Generation of excessive groundborne vibration or groundborne noise levels?	Less Than Significant Impact
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 nautical 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?	No Impact

## CEQA Significance Determinations for Noise

### a & b) Less Than Significant Impact

According to the Caltrans District 8 Environmental Engineering April 16, 2024, the proposed project is not a Type I project under Title 23 of the Code of Federal Regulations (CFR) Section 772.7, therefore a noise study is not expected to be required. However, to minimize the construction-generated noise, Caltrans Standard Specification 14-8.02 and Standard Special Provision 14-8.02 (AMM measure NOI-1) would be followed.

### c) No Impact

The proposed project is not located within two nautical miles of a public airport or public use airport.

## **Avoidance, Minimization, and/or Mitigation Measures**

NOI-1: Noise Control. The proposed project must minimize construction-generated noise and comply with Caltrans Standard Specification 14-8.02 and Standard Special Provision 14-8.02.

### **2.2.14 Population and Housing**

Would the project:

<b>Question</b>	<b>CEQA Determination</b>
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)?	No Impact
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	No Impact

### **CEQA Significance Determinations for Population and Housing**

#### **a) No Impact**

The proposed project would only repair, replace, and improve the current drainage system; no new homes, businesses, or roads would be built. Thus, the project would not induce substantial unplanned population growth in an area directly or indirectly in the project area.

#### **b) No Impact**

Although the proposed project would require one temporary construction and one permanent drainage easement, these land acquisitions would not take away any residences in the project area. Thus, the proposed project would have no impact on displacing substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

### **2.2.15 Public Services**

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:

<b>Question</b>	<b>CEQA Determination</b>
a) Fire protection?	No Impact
b) Police protection?	No Impact

Question	CEQA Determination
c) Schools?	No Impact
d) Parks?	No Impact
e) Other public facilities?	No Impact

## CEQA Significance Determinations for Public Services

### a) No Impact

The proposed project would not be providing any new or physically altered governmental facilities and would not be requiring any new or physically altered governmental facilities. Thus, there would be no construction of government facilities associated with the proposed project that could cause significant environmental impacts.

Construction of the proposed project would require no detours and most project construction would only require one-way traffic control. However, 55-hour lane closures are expected on the northbound and southbound I-15 at the Indian Truck Trail intersection (at PM 30.61), with each direction being closed at separate times.

A transportation management plan (TR-1) would be prepared and coordinated with local emergency responders to ensure that these temporary lane closures during construction would maintain acceptable service ratios, response times, or other performance objectives for all public services. Thus, the proposed project would have no impact on the performance objectives of fire protection, police protection, schools, parks, or any other public services.

### Avoidance, Minimization, and/or Mitigation Measures

TR-1: Transportation Management Plan (TMP). Prior to construction, a TMP will be prepared and coordinated with local emergency responders, and implemented to minimize traffic delays and associated idling emissions during construction. This plan will include a public information and awareness campaign.

## 2.2.16 Recreation

Question	CEQA Determination
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?	No Impact
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?	No Impact

## CEQA Significance Determinations for Recreation

### a) No Impact

Although there are several public parks (Sycamore Creek Sports Park, Temescal Valley Community Park, and Terramor Park) within 0.5 miles of the proposed project, the proposed project would not increase the use of any existing recreational facility. Thus, the project would not cause or accelerate the substantial physical deterioration of any recreational facility.

### b) No Impact

The proposed project would not include recreational facilities or the construction of recreational facilities. Thus, the project would have no adverse physical impact on the environment due to the construction or expansion of recreational facilities.

## 2.2.17 Transportation

Would the project:

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

## CEQA Significance Determinations for Transportation

### a) No Impact

The proposed project would maintain the configuration and capacity of the current circulation system. In addition, no bicycle or pedestrian facilities exist within the project limits. Thus, the project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.

### b) No Impact

The proposed project would not be a capacity-increasing project and would not increase 'vehicle miles traveled.' Thus, the proposed project would not conflict with or be inconsistent with CEQA guidelines section 15064.3, subdivision (b).

### **c) No Impact**

The proposed project would not change the geometry of or add any new uses to the transportation facility. However, the project itself is expected to reduce the number and severity of traffic collisions along I-15 within the project limits by reducing the amount of water crossing the highway and roadbed. Thus, the project would not substantially increase hazards due to a geometric design feature of or incompatible use with a transportation facility.

### **d) Less Than Significant Impact**

The proposed project would not change the geometry of or add any new uses to the transportation facility, and the project would not add or remove any capacity to the current transportation facility. Therefore, construction of the project itself would be the only impact of the project on the transportation facility.

Construction of the proposed project would not require any detours and most project construction would only require one-way traffic control. However, 55-hour lane closures are expected on the northbound and southbound I-15 at the Indian Truck Trail intersection (at PM 30.61), with each direction being closed at separate times. A transportation management plan (TMP), and public information and awareness campaign would be prepared and coordinated with local emergency responders, to minimize traffic delays. Thus, the project would not result in any inadequate emergency access.

### **Avoidance, Minimization, and/or Mitigation Measures**

TR-1: Transportation Management Plan (TMP). Prior to construction, a TMP will be prepared and coordinated with local emergency responders, and implemented to minimize traffic delays and associated idling emissions during construction. This plan will include a public information and awareness campaign.

## **2.2.18 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:

<b>Question</b>	<b>CEQA Determination</b>
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	No Impact

Question	CEQA Determination
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.	No Impact

### CEQA Significance Determinations for Tribal Cultural Resources

The Caltrans District 8 Cultural Studies September 8, 2023, Historic Property Survey Report for the proposed project (undertaking) was used to make the following determinations. The studies for this undertaking were carried out in a manner consistent with Caltrans' regulatory responsibilities under Section 106 of the National Historic Preservation Act (36 CFR Part 800) and pursuant to the January 2014 *First Amended Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act* (Section 106 PA), as well as under Public Resources Code 5024 and pursuant to the January 2015 *Memorandum of Understanding Between the California Department of Transportation and the California State Historic Preservation Office Regarding Compliance with Public Resources Code Section 5024 and Governor's Executive Order W-26-92, addended 2019* (5024 MOU) as applicable.

Caltrans District 8 Cultural Studies contacted the Native American Heritage Commission (NAHC) on November 7, 2022, for a search of the Sacred Lands File (SLF). The NAHC responded on December 12, 2022, with a list of local Native American tribes that should be contacted.

Caltrans District 8 Cultural Studies contacted the following Native American tribes on November 7, 2022, to provide them with information about the project: the Gabrieleno Kizh Nation; Pechanga Band of Luiseno Indians, Soboba Band of Luiseno Indians, Pala Band of Mission Indians, and Rincon Band of Mission Indians. On November 8, 2022, and December 21, 2022, the Gabrielino Kizh Nation and Rincon Band of Luiseno Indians responded, respectively, and requested additional information about the project, which Caltrans provided. A second letter was sent to the Pechanga Band of Luiseno Indians on December 21, 2022, with responses from the tribe; however, on January 10, 2023, Caltrans Cultural Studies discussed the project during their quarterly meeting with the Tribe. The completed HPSR was sent to the Pechanga Band of Luiseno Indians on March 15, 2023, for their review. Follow-up letters were sent on December 21, 2022, and January 23, 2023, to the Soboba Band of Luiseno Indians and Pala Band of Mission Indians Tribes; no responses have been received from either Tribe to date.

## **a & b) No Impact**

Caltrans Professionally Qualified Staff (PQS) determined that there are 'no historical resources' present as outlined in the CEQA Guidelines §15064.5(a). Thus, the project would not cause a substantial adverse change in the significance of any tribal cultural resource.

## **Avoidance, Minimization, and/or Mitigation Measures**

CR-1: Buried Cultural Resources. If buried cultural resources are encountered during Project Activities, it is Caltrans policy that work stop in that area until a qualified archaeologist can evaluate the nature and significance of the find.

CR-2: Human Remains. 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; Andrew Walters, DEBC: (909) 260-5178 and Gary Jones, DNAC: (909) 261-8157. Further provisions of PRC 5097.98 are to be followed as applicable.

## **2.2.19 Utilities and Service Systems**

Would the project:

<b>Question</b>	<b>CEQA Determination</b>
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	No Impact
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	No Impact
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?	No Impact
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?	No Impact
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	No Impact

## **CEQA Significance Determinations for Utilities and Service Systems**

### **a) No Impact**

The proposed project would not require the construction of new or expanded utilities. Although a variety of utilities can be found within the proposed project area, such as underground gas, water, sewer, telephone, fiber optic, electrical, and cable TV utilities, all utilities found within the project limits would be protected in place. Thus, the project would have no impact on any utility.

### **b) No Impact**

The contractor for the proposed project would be encouraged to conserve water in all construction activities. If a water shortage or a local mandate comes from a local water authority to ration water occurs, then the contractor would be required to submit a water conservation plan within 10 days of notification; this plan would include measures that the contractor would implement for each activity to conserve water (AMM measure GHG-3). After construction, the proposed project would not require a water supply. Thus, the proposed project would have no impact on available water supplies.

### **c) No Impact**

The proposed project would have no need for wastewater treatment. Thus, the project would have no impact on wastewater treatment facilities.

### **d & e) No Impact**

The proposed project would include permanent trash collection devices and implement a Stormwater Pollution Prevention Plan (AMM measure WQ-1) during construction for preventing stormwater pollution, which includes solid waste. In addition, the project would recycle construction debris as practicable and reduce construction waste (AMM measure GHG-2). Thus, the project would not 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; the project would also comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

## **Avoidance, Minimization, and/or Mitigation Measures**

GHG-2: Recycling and Waste Reduction. The proposed project shall recycle construction debris as practicable and reduce construction waste. The contractor must comply with Caltrans Standard Specifications Section 14-10, Solid Waste Disposal and Recycling, and submit the following: a solid waste disposal and recycling report that shows the types and amounts of project-generated solid waste taken to or diverted from landfills or reused on the project; and a recycled materials report form that shows the types and amounts of recycled materials incorporated into the project.

GHG-3: Water Conservation. The contractor will comply with Caltrans Standard Specification 10-4, Water Usage, that requires the contractor to submit a water conservation plan within 10 days of notification by the project engineer of a water shortage or a local mandate from a local water authority to ration water.

WQ-1. Erosion Control. Erosion control shall be provided for all disturbed soil areas per California State Water Resources Control Board guidelines or as determined by the Caltrans District 8 landscape architect. In particular, a Stormwater Pollution Prevention Plan (SWPPP) will be prepared by the contractor and approved by Caltrans prior to the start of construction. The SWPPP would incorporate best management practices to implement sediment, erosion, and pollution prevention control measures to protect water quality.

## 2.2.20 Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

Question	CEQA Determination
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	Less Than Significant Impact
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?	Less Than Significant Impact
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?	Less Than Significant Impact
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?	Less Than Significant Impact

### CEQA Significance Determinations for Wildfire

#### a & b) Less Than Significant Impact

According to the California Department of Forestry and Fire (Cal Fire) Fire Hazard Severity Zone Map (accessed June 26, 2024) the proposed project would be located in a 'very high fire hazard severity zone' in a state responsibility area. However, due to the limited scope of the project and with the implementation of a transportation management plan and a measure for wildfire prevention (AMM measures TR-1 and WF-1, respectively), the proposed project would not substantially impair an emergency response or evacuation plan, or exacerbate wildfire risk.

### **c) Less Than Significant Impact**

The proposed project would require the installation and maintenance of ten (10) access trails 4-feet wide to many of the drainage sites. However, implementation of measure WF-1 would prevent wildfires during construction of these trails. In addition, the trails would be minimal in area (a total of about 4,000 square feet) such that minimal long-term maintenance would be required for each one. Thus, the installation of infrastructure for maintenance of the project would have a less than significant impact on fire risk or other temporary or ongoing impacts to the environment.

### **d) Less Than Significant Impact**

The proposed project is limited in scope and would include rock slope protection and revegetation after construction to help stabilize the slope. Thus, the project would not 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.

### **Avoidance, Minimization, and/or Mitigation Measures**

TR-1: Transportation Management Plan (TMP). Prior to construction, a TMP will be prepared and coordinated with local emergency responders, and implemented to minimize traffic delays and associated idling emissions during construction. This plan will include a public information and awareness campaign.

WF-1: Wildfire Prevention. The contractor for the project must follow California Department of Forestry and Fire Protection (Cal Fire) guidelines for equipment use, control of flammable materials, use of fuel breaks, and fire monitoring when fire hazard conditions are elevated as specified under Caltrans Standard Special Provision 7-1.02M(2).

## **2.2.21 Mandatory Findings of Significance**

<b>Question</b>	<b>CEQA Determination</b>
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?	Less Than Significant with Mitigation Incorporated

Question	CEQA Determination
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)?	No Impact
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	No Impact

## CEQA Significance Determinations for Mandatory Findings of Significance

### a) Less Than Significant Impact with Mitigation Incorporated

The proposed project would not 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. Avoidance, minimization, and mitigation measures would be implemented to ensure that the proposed project would result in less-than-significant impacts.

### b) No Impact

The proposed project would not result in cumulatively considerable effects when combined with past, present, and reasonably foreseeable future projects. Thus, the proposed project would have no impact on cumulative impacts.

### c) No Impact

The proposed project would have no environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly. Thus, the proposed project would have no adverse impacts on human beings.

## 2.3 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<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), tetrafluoromethane, hexafluoroethane, sulfur hexafluoride (SF<sub>6</sub>), and various hydrofluorocarbons (HFCs). CO<sub>2</sub> 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<sub>2</sub> 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<sub>2</sub>.

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.

### 2.3.1 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](#).

#### 2.3.1.1 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.

## **2.3.2 Environmental Setting**

The proposed project is in an urban area of Riverside County with a well-developed road and street network. The land use within 0.5 miles of the proposed project site consists of residential, light industrial, commercial, and open space rural areas, as well as public facilities, including one school and one fire station. The route in the project area is heavily used during peak hours. A regional transportation plan/sustainable communities strategy (RTP/SCS) by the Southern California Association of Governments (SCAG) guides transportation development in the project area. The County of Riverside Climate Action Plan (2019 Update) addresses GHGs in the project area.

### **2.3.2.1 GHG Inventories**

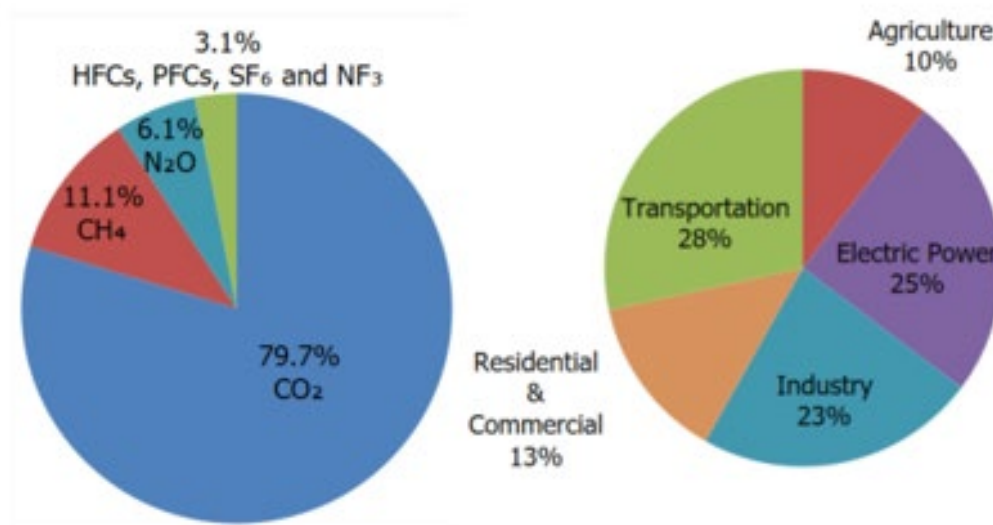
A GHG emissions inventory estimates the amount of GHGs discharged into the atmosphere by specific sources over a period of time. Tracking annual GHG emissions allows countries, states, and smaller jurisdictions to understand how emissions are changing and what actions may be needed to attain emission 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 2022 were 5,489.0 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 15% of total U.S. emissions in 2022 [U.S. EPA 2024a].) While total GHG emissions in 2022 were 17% below 2005 levels, they increased by 1% over 2021 levels. Of these, 80% were CO<sub>2</sub>, 11% were CH<sub>4</sub>, and 6% were N<sub>2</sub>O; the balance consisted of fluorinated gases. From 1990 to 2022, CO<sub>2</sub> emissions decreased by only 2% (U.S. EPA 2024a).

The transportation sector's share of total GHG emissions remained at 28% in 2022 and continues to be the largest contributing sector (Figure 2-1). Transportation activities accounted for 37% of U.S. CO<sub>2</sub> emissions from fossil fuel combustion in 2022. This is a decrease of 0.5% from 2021 (U.S. EPA 2024a, 2024b)).

**Figure 2-1. U.S. 2022 Greenhouse Gas Emissions**



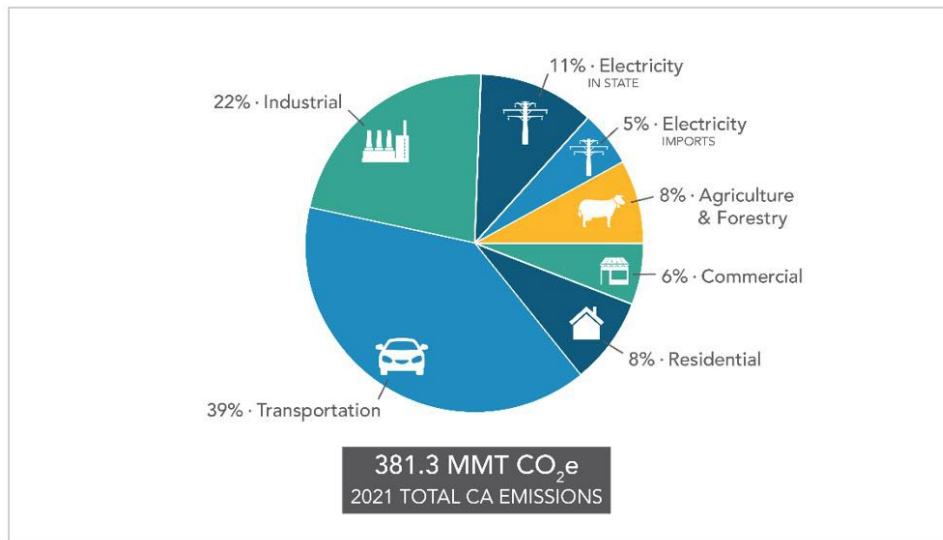
(Source: U.S. EPA 2024b)

### **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 2021 despite growth in population and state economic output (Figure 2-3).

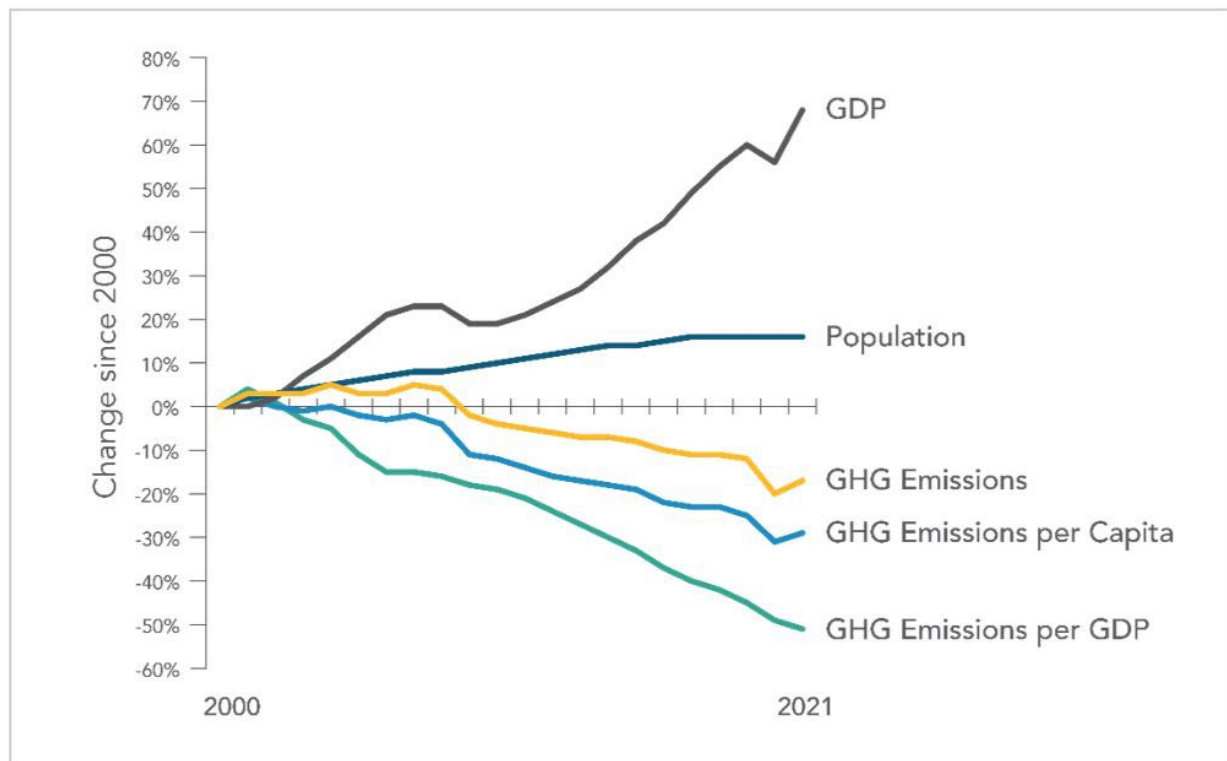
Transportation emissions remain the largest contributor to GHG emissions in the state (Figure 2-2) (ARB 2023).

**Figure 2-2. California 2021 Greenhouse Gas Emissions by Economic Sector**



(Source: ARB 2023)

**Figure 2-3. Change in California GDP, Population, and GHG Emissions since 2000**



(Source: ARB 2023)

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 2022a).

### 2.3.2.2 Regional Plans

As required by The Sustainable Communities and Climate Protection Act of 2008, ARB sets regional GHG reduction targets for California's 18 metropolitan planning organizations (MPOs) to achieve through planning future projects that will cumulatively achieve those goals, and reporting how they will be met in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Targets are set at a percent reduction of passenger vehicle GHG emissions per person from 2005 levels. The proposed project is included in the RTP/SCS for SCAG. The regional reduction target for SCAG is 19 percent by 2035 (ARB 2021).

**Table 2-1. Regional and Local Greenhouse Gas Reduction Plans**

Title	GHG Reduction Policies or Strategies
County of Riverside Climate Action Plan (2019 Update)	<ul style="list-style-type: none"> <li>• Energy efficiency in buildings</li> <li>• Regional agency coordination /Education and Outreach</li> <li>• Smart Growth</li> <li>• Water conservation</li> <li>• Reduction in automobile use</li> <li>• Renewable energy/Alternative fuel</li> <li>• Waste reduction</li> </ul>
Western Riverside Council of Governments Active Transportation Plan (2018)	<ul style="list-style-type: none"> <li>• Provide active transportation modes as affordable options to reduce criteria pollutants, greenhouse gas emissions, and vehicle miles traveled (VMT).</li> </ul>

### 2.3.3 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<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O, and HFCs. CO<sub>2</sub> emissions are a product of burning gasoline

or diesel fuel in internal combustion engines, along with relatively small amounts of CH<sub>4</sub> and N<sub>2</sub>O. 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<sub>2</sub> is the most important GHG, so amounts of other gases are expressed relative to CO<sub>2</sub>, using a metric called “carbon dioxide equivalent”, or CO<sub>2</sub>e. The global warming potential of CO<sub>2</sub> is assigned a value of 1, and the GWP of other gases is assessed as multiples of CO<sub>2</sub>.)

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.

### **2.3.3.1 Operational Emissions**

The purpose of the proposed project is to rehabilitate the drainage system along I-15, which would not increase the vehicle capacity of the roadway. This type of project generally causes no increase in operational GHG emissions. Because the project would not increase the number of travel lanes on I-15, 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.

### **2.3.3.2 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.

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.

Construction of the proposed project would result in GHG emissions from fuel combustion associated with off-road and on-road construction equipment and vehicles. According to the Caltrans District 8 May 10, 2024, Construction GHG Emissions Estimate Memorandum for the project, the anticipated GHG construction activity emissions were calculated using the Caltrans Construction Emissions Tool (CAL-CET). Construction of the proposed project is expected to last 120 days and would result in the estimated daily greenhouse gas emissions of 827.85 lb/day of CO<sub>2</sub>e (CO<sub>2</sub> equivalent) and a total of 50 ton/year of CO<sub>2</sub>e for the duration of project construction.

### **2.3.3.3 CEQA Conclusion**

While the proposed project would result in GHG emissions during construction, the project would not result in any increase in operational GHG emissions. The proposed project would 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.

## **2.3.4 Greenhouse Gas Reduction Strategies**

### **2.3.4.1 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 2022b).

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).

#### **2.3.4.2 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.

#### **2.3.4.3 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.

**AQ-1: Air Quality.** The proposed project shall comply with Caltrans Standard Specifications Section 14-9, Air Quality, which requires contractors to comply with all federal, state, regional, and local rules, regulations, and ordinances related to air quality.

**Bio-Plant-2: Revegetation.** Revegetation of areas where vegetation has been removed must include California native species that reflect the regional ecology. In particular, riparian trees and vegetation must be replaced at a ratio of 2:1, with the exception of the tamarisk tree, which will only be replaced at a ratio of 1:1.

GHG-1: Emissions Reductions. The proposed project shall comply with Caltrans Standard Specifications Section 7-1.02A and 7-1.02C, Emissions Reductions, which require contractors to comply with all emission reduction laws applicable to the project and to certify that they are aware of and will comply with all California Air Resources Board (ARB) emission reduction regulations.

GHG-2: Recycling and Waste Reduction. The proposed project shall recycle construction debris as practicable and reduce construction waste. The contractor must comply with Caltrans Standard Specifications Section 14-10, Solid Waste Disposal and Recycling, and submit the following: a solid waste disposal and recycling report that shows the types and amounts of project-generated solid waste taken to or diverted from landfills or reused on the project; and a recycled materials report form that shows the types and amounts of recycled materials incorporated into the project.

GHG-3: Water Conservation. The contractor will comply with Caltrans Standard Specification 10-4, Water Usage, that requires the contractor to submit a water conservation plan within 10 days of notification by the project engineer of a water shortage or a local mandate from a local water authority to ration water.

TR-1: Transportation Management Plan (TMP). Prior to construction, a TMP will be prepared and coordinated with local emergency responders, and implemented to minimize traffic delays and associated idling emissions during construction. This plan will include a public information and awareness campaign.

## **2.3.5 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.

### **2.3.5.1 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).

### **2.3.5.2 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).

### **2.3.5.3 Project Adaptation Analysis**

The adaptation analysis is intended to demonstrate how the project would be adapted or resilient to climate change effects. EO B-30-15 requires that all projects consider future climate conditions in the planning and design decisions.

#### ***Sea Level Rise***

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

## ***Precipitation and Flooding***

Climate change analyses for bridge and culvert projects in floodplains both inside and outside the coastal zone, and any projects adjacent to or over water, should consider the risk of changed precipitation patterns under climate change. Historical data is no longer a reliable predictor of future conditions. Changes in precipitation scenarios under future climate conditions include more-extreme precipitation events and more precipitation falling as rain than snow, depending on geographic location. These factors and others, such as land use changes that increase impervious surface in the watershed, can affect flood magnitude and frequency.

The proposed project area lies within the Santa Ana River Watershed and the project limits cross three tributaries of Temescal Wash - Indian Wash, Mayhew Wash, and Coldwater Wash. According to Flood Insurance Rate Maps (FIRM 06065C2005G, FIRM 06065C1390G, and FIRM 06065C1390G) provided by the Federal Emergency Management Agency (FEMA 2023), these three washes are designated as 'zone X,' areas of minimal flood hazard. However, according to the District 8 Hydraulics Unit's December 22, 2023, Location Hydraulics Studies and Summary Floodplain Evaluations Reports for the proposed project, the project would not significantly encroach on any floodplain.

The Caltrans Climate Change Vulnerability Assessment for District 8 (2019) assesses and maps changes in the 100-year storm precipitation depth in the district. According to this assessment, the 100-year storm precipitation depth within the proposed project area is anticipated to increase by up to 4.9% in 2055 through 2085.

Designs and/or materials that would provide resilience to increased precipitation would be part of or considered for the proposed project. For example, several of the culverts would be replaced with culverts wider in diameter than their current diameter to accommodate greater water flow.

## ***Wildfire***

Wildfire combined with heavier precipitation events can lead to flash floods and mudslides that can severely impact the highway system.

The proposed project would be located in a 'very high fire hazard severity zone' as designated by the California Department of Forestry and Fire Protection (Cal Fire 2024).

The Caltrans Climate Change Vulnerability Assessment for District 8 (2019) assesses and maps changes in the level of wildfire concern in the district. According to this assessment, the level of wildfire concern within the proposed project area is anticipated to be at a medium level in 2055 and remain at a medium level in 2085.

Although the proposed project would be located in an area highly vulnerable to wildfire, the following features and measures would decrease its vulnerability. The drainages, slope protection, and trash collection devices would consist of fire-resistant materials such as asphalt, concrete, metal, and rocks. During the design and construction phase of the project, additional fire-resistant materials would also be considered.

## ***Temperature***

Temperature affects choice of pavement materials, design of foundations and retaining walls in terms of ground moisture conditions, and need for expansion/contraction of bridge joints. During operations and maintenance, higher temperatures will affect safety of employees working outdoors, survival of landscaping and vegetation in right-of-way, and pavement condition, which could require more frequent maintenance.

The Caltrans Climate Change Vulnerability Assessment for District 8 (2019) assesses and maps changes in the average maximum temperature over seven consecutive days in the district. According to this assessment, the average maximum temperature over seven consecutive days within the proposed project area is anticipated to increase by up to 5.9°F in 2055 and up to 11.9 °F in 2085. As a result, a concrete binder that can maintain both extreme cold conditions and high heat over seven consecutive days would be considered for the pavement being replaced at sites where culverts would be replaced as part of the proposed project.

## 2.4 WILDFIRE

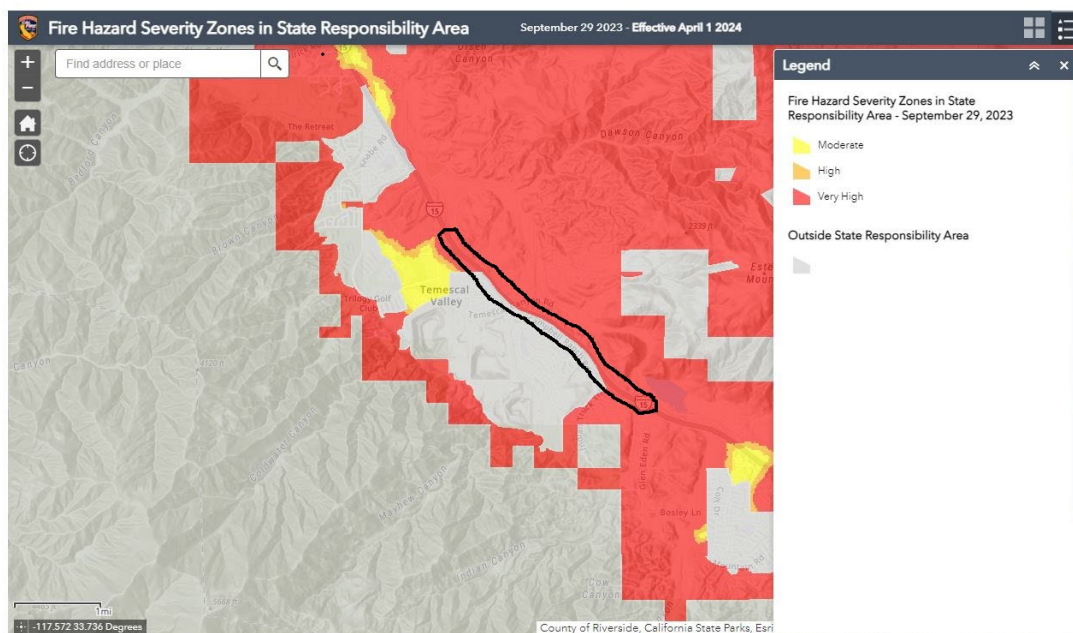
### Regulatory Setting

Senate Bill 1241 required the Office of Planning and Research, the Natural Resources Agency, and the California Department of Forestry and Fire Protection to develop amendments to the “CEQA Checklist” for the inclusion of questions related to fire hazard impacts for projects located on lands classified as very high fire hazard severity zones. The 2018 updates to the CEQA Guidelines expanded this to include projects “near” these very high fire hazard severity zones.

### Affected Environment

The proposed project would be located in a ‘very high fire hazard severity zone’ as designated by the California Department of Forestry and Fire Protection (Cal Fire 2024).

**Figure 2-4: Fire Hazard Severity Zones in State Responsibility Area. The proposed project, encircled, is shown on this map in a designated ‘very high fire hazard severity zone’ in a state responsibility area (Cal Fire 2024).**



### Environmental Consequences

Due to the limited scope of the project and with the implementation of a transportation management plan and a measure for wildfire prevention (AMM measures TR-1 and WF-1, respectively), the proposed project would not substantially impair an emergency response or evacuation plan, or exacerbate wildfire risk.

The proposed project would require the installation and maintenance of ten (10) access trails 4-feet wide to many of the drainage sites. However, implementation of AMM measure WF-1 would prevent wildfires during construction of these trails. In addition,

the trails would be minimal in area (a total of about 4,000 square feet) such that minimal long-term maintenance would be required for each one. Thus, the installation of infrastructure for maintenance of the project would have a less than significant impact on fire risk or other temporary or ongoing impacts to the environment.

### **Avoidance, Minimization, and/or Mitigation Measures**

TR-1: Transportation Management Plan (TMP). Prior to construction, a TMP will be prepared and coordinated with local emergency responders, and implemented to minimize traffic delays and associated idling emissions during construction. This plan will include a public information and awareness campaign.

WF-1: Wildfire Prevention. The contractor for the project must follow California Department of Forestry and Fire Protection (Cal Fire) guidelines for equipment use, control of flammable materials, use of fuel breaks, and fire monitoring when fire hazard conditions are elevated as specified under Caltrans Standard Special Provision 7-1.02M(2).

## **2.5 REFERENCES**

- California Air Resources Board (ARB). 2008. Climate Change Scoping Plan Appendices. Volume II: Analysis and Documentation. Appendix I, p. I-19. December.  
<https://ww3.arb.ca.gov/cc/scopingplan/document/scopingplandocument.htm>. Accessed: June 14, 2024.
- California Air Resources Board (ARB). 2021. SB 375 Regional Plan Climate Targets. <https://ww2.arb.ca.gov/our-work/programs/sustainable-communities-program/regional-plan-targets>. Accessed: June 14, 2024.
- California Air Resources Board (ARB). 2022a. 2022 Scoping Plan for Achieving Carbon Neutrality. Executive Summary. <https://ww2.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan/2022-scoping-plan-documents>. Accessed: June 14, 2024.
- California Air Resources Board (ARB). 2022b. Climate Change. <https://ww2.arb.ca.gov/our-work/topics/climate-change>. Accessed: June 14, 2024.
- California Air Resources Board (ARB). 2023. California Greenhouse Gas Emissions Inventory Data—2023 Edition, 2000-2021. <https://ww2.arb.ca.gov/ghg-inventory-data>. Accessed: June 14, 2024.
- California Department of Conservation. 2024. Farmland Mapping and Monitoring Program, California Important Farmland Finder. <https://maps.conservation.ca.gov/DLRP/CIFF/>. Accessed: June 14, 2024.

- California Department of Forestry and Fire Protection (Cal Fire). 2024. <https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones>. Accessed: 6/26/2024.
- California Department of Transportation (Caltrans). 2019. Caltrans Climate Change Vulnerability Assessments. District 8 Technical Report. December. Prepared by WSP. <https://dot.ca.gov/programs/transportation-planning/2019-climate-change-vulnerability-assessments>. Accessed: June 14, 2024.
- California Department of Transportation (Caltrans). 2020. Caltrans Greenhouse Gas Emissions and Mitigation Report. Final. August. Prepared by ICF, Sacramento, CA. <https://dot.ca.gov/programs/public-affairs/mile-marker/summer-2021/ghg>. Accessed: June 14, 2024.
- California Department of Transportation (Caltrans). 2021a. California Transportation Plan 2050. February. <https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/state-planning-equity-and-engagement/california-transportation-plan>. Accessed: June 14, 2024.
- California Department of Transportation (Caltrans). 2021b. Caltrans 2020-2024 Strategic Plan. <https://storymaps.arcgis.com/stories/f190b9755a184b268719dac9a11153f7>. Accessed: June 14, 2024.
- California Department of Transportation (Caltrans). 2024. Caltrans Water Quality Planning Tool. <https://sv03tmcstormdat.ct.dot.ca.gov/wqpt/wqpt.aspx>. Accessed: June 26, 2024.
- California Department of Transportation (Caltrans). 2023. Sustainable Operations at Caltrans. <https://dot.ca.gov/programs/esta/sustainable-caltrans>. Accessed: June 14, 2024.
- California Geological Survey (CGS). 2022. Surface Mining and Reclamation Act Mineral Lands Classification Data Portal. <https://maps.conservation.ca.gov/cgs/informationwarehouse/mlc/>. Accessed: June 14, 2024.
- California Governor's Office of Planning and Research (OPR). 2015. A Strategy for California @ 50 Million. November. <https://opr.ca.gov/planning/environmental-goals/>. Accessed: June 14, 2024.
- California Natural Resources Agency. 2022. Nature-Based Climate Solutions: Natural and Working Lands Climate Smart Strategy. <https://resources.ca.gov/Initiatives/Expanding-Nature-Based-Solutions>. Accessed: June 14, 2024.
- California Natural Resources Agency. 2023. California Climate Adaptation Strategy. <https://climateresilience.ca.gov/overview/index.html>. Accessed: June 14, 2024.

- California Ocean Protection Council. 2022. State Agency Sea-Level Rise Action Plan for California. February. <https://www.opc.ca.gov/climate-change/sea-level-rise-2/>. Accessed: June 14, 2024.
- California State Transportation Agency. 2021. Climate Action Plan for Transportation Infrastructure (CAPTI). <https://calsta.ca.gov/subject-areas/climate-action-plan>. Accessed: June 14, 2024.
- Climate-Safe Infrastructure Working Group. 2018. Paying it Forward: The Path Toward Climate-Safe Infrastructure in California. September. [https://resources.ca.gov/CNRALegacyFiles/docs/climate/ab2800/AB2800\\_Climate-SafeInfrastructure\\_FinalNoAppendices.pdf](https://resources.ca.gov/CNRALegacyFiles/docs/climate/ab2800/AB2800_Climate-SafeInfrastructure_FinalNoAppendices.pdf). Accessed: June 14, 2024.
- Federal Emergency Management Agency (FEMA). 2023. National Flood Hazard Layer. <https://www.fema.gov/flood-maps/national-flood-hazard-layer>. Accessed December 22, 2023.
- Federal Highway Administration (FHWA). 2022. Sustainability. <https://www.fhwa.dot.gov/environment/sustainability/resilience/>. Last updated July 29, 2022. Accessed: June 14, 2024.
- Federal Highway Administration (FHWA). No date. Sustainable Highways Initiative. <https://www.fhwa.dot.gov/environment/sustainability/initiative/>. Accessed: June 14, 2024.
- National Oceanic and Atmospheric Administration (NOAA). 2022. 2022 Sea Level Rise Technical Report. <https://oceanservice.noaa.gov/hazards/sealevelrise/sealevelrise-tech-report.html>. Accessed: November 13, 2023.
- State of California. 2018. California's Fourth Climate Change Assessment. <http://www.climateassessment.ca.gov/>. Accessed: June 14, 2024.
- U.S. Department of Transportation (U.S. DOT). 2014. Corporate Average Fuel Economy (CAFE) Standards. <https://www.transportation.gov/mission/sustainability/corporate-average-fuel-economy-cafe-standards>. Accessed: June 14, 2024.
- U.S. Department of Transportation. 2023. Climate Action. January. <https://www.transportation.gov/priorities/climate-and-sustainability/climate-action>. Accessed: June 14, 2024.
- U.S. Environmental Protection Agency (U.S. EPA). 2021. Final Rule to Revise Existing National GHG Emissions Standards for Passenger Cars and Light Trucks Through Model Year 2026. December. <https://www.epa.gov/regulations-emissions-vehicles-and-engines/final-rule-revise-existing-national-ghg-emissions>. Accessed: June 14, 2024.

- U.S. Environmental Protection Agency. 2024a. Data Highlights. Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2022. <https://www.epa.gov/ghgemissions/inventory-us-greenhouse-gas-emissions-and-sinks>. Accessed: June 14, 2024.
- U.S. Environmental Protection Agency. 2024b. Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2022. <https://www.epa.gov/ghgemissions/inventory-us-greenhouse-gas-emissions-and-sinks>. Accessed: June 14, 2024.
- U.S. Global Change Research Program. 2023. Fifth National Climate Assessment. <https://nca2023.globalchange.gov/chapter/front-matter/>. Accessed: June 14, 2024.

## **Chapter 3      Comments and Coordination**

---

Early and continuing coordination with the general public and public agencies is an essential part of the environmental process. It helps planners determine the necessary scope of environmental documentation and the level of analysis required, and to 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 and/or will be accomplished through a variety of formal and informal methods, including interagency coordination meetings, public notices, project development team (PDT) meetings, etc. This chapter summarizes the results of Caltrans' efforts to fully identify, address, and resolve project-related issues through early and continuing coordination.

### **Native American Heritage Commission**

Caltrans District 8 Cultural Studies contacted the Native American Heritage Commission (NAHC) on November 7, 2022, for a search of the Sacred Lands File (SLF). The NAHC responded on December 12, 2022, with a list of local Native American tribes that should be contacted.

### **Native American Tribes, Groups, and Individuals**

Caltrans District 8 Cultural Studies contacted the following Native American tribes on November 7, 2022, to provide them with information about the project: the Gabrieleno Kizh Nation; Pechanga Band of Luiseno Indians, Soboba Band of Luiseno Indians, Pala Band of Mission Indians, and Rincon Band of Mission Indians. On November 8, 2022, and December 21, 2022, the Gabrieleno Kizh Nation and Rincon Band of Luiseno Indians responded, respectively, and requested additional information about the project, which Caltrans provided. A second letter was sent to the Pechanga Band of Luiseno Indians on December 21, 2022, with responses from the tribe; however, on January 10, 2023, Caltrans Cultural Studies discussed the project during their quarterly meeting with the Tribe. The completed HPSR was sent to the Pechanga Band of Luiseno Indians on March 15, 2023, for their review. Follow-up letters were sent on December 21, 2022, and January 23, 2023, to the Soboba Band of Luiseno Indians and Pala Band of Mission Indians Tribes; no responses have been received from either Tribe to date.

### **Local Historical Society or Historic Preservation Group**

Because the proposed project would be located on I-15 within the Caltrans right of way and would only involve repairing/maintaining existing infrastructure, there would be minimal potential of the project to affect adjacent built-environment properties. Thus, Caltrans District 8 Cultural Studies deemed that consultation with the local historical society was unnecessary for this project.

## **U.S. Fish and Wildlife Service (USFWS) and California Department of Fish and Wildlife (CDFW)**

Caltrans District 8 Biological Studies conducted early coordination with USFWS and CDFW. They had two joint meetings with USFWS and CDFW on May 1, 2024, and May 15, 2024, to obtain clarification on the WR-MSHCP requirements.

One official U.S. Fish and Wildlife Service (USFWS) list of federally threatened, endangered, and proposed species, critical habitat, and candidate species that may be affected by the project was requested and received on May 1, 2024, using the USFWS IPaC website (Appendix E).

## **Local Public Agencies**

Caltrans District 8 mailed a public notification letter regarding the proposed project to the City of Corona on January 17, 2024.

Caltrans District 8 held meetings with the Riverside County Transportation Commission (RCTC) on October 13, 2023, and November 14, 2023, to discuss any potential conflicts between the proposed project and Caltrans' joint project with RCTC, the I-15 Express Lanes Project Southern Extension (EA 0J082), and any required coordination between Caltrans and RCTC.

## **Other Public Agencies**

All anticipated environmental permits and approvals are currently being coordinated with the appropriate public agencies and Caltrans anticipates that all necessary permits and approvals would be received by December 1, 2025.

## **Chapter 4      List of Preparers**

---

The following Caltrans staff contributed to the preparation of this IS-MND.

Kurt Heidelberg, Deputy District Director, Environmental Planning

Shawn Oriaz, Acting Office Chief, Environmental Studies

Gita Tokhamafshan, Acting Branch Chief, Environmental Studies Unit "C"

Natasha Walton, Environmental Scientist - Environmental Generalist, Environmental Studies Unit "C"

Olufemi Odufalu, Senior Transportation Engineer, Environmental Engineering Unit "B"

Fatima Islam, Transportation Engineer Civil, Air Specialist, Environmental Engineering Unit "B"

Farhana Islam, Transportation Engineer (Civil), Noise Specialist Environmental Engineering Unit "B"

Donald Cheng, Transportation Engineer Civil, Hazardous Waste Specialist, Environmental Engineering Unit "B"

Michael Grimes, Acting Branch Chief, Biological Studies and Surveys

Sarah Ball, Associate Environmental Planner - Biologist, Biological Studies Unit

Adam D. Compton, Branch Chief, Environmental Regulatory Permits Unit

Maria Hamlett, Associate Environmental Planner - Biologist, Permits Coordinator, Environmental Regulatory Permits Unit

Scott Quinnell, Senior Environmental Planner, Branch Chief, Environmental Stewardship & Biological Monitoring Unit

Andrew Walters, Branch Chief, Cultural Studies Unit

Ashley Bowman, Associate Environmental Planner - Archaeology, Cultural Studies Unit

Shannon Clarendon, Associate Environmental Planner – Archaeology, Cultural Studies Unit

Bahram Karimi, Associate Environmental Planner, Paleontologist

Jeanine Porter, Associate Environmental Planner – Generalist, Environmental Studies Unit "D"

Steven Magallanes, Senior Landscape Architect

Jared Anderson, Landscape Associate

Melaine Hall, Landscape Associate

Raghuram Radhakrishnan, Project Manager, Division of Program and Project Management

Christopher Smith, Assistant Project Manager, Division of Program and Project Management

Rebecca Guirado, Deputy District Director, Right of Way & Land Surveys

Susan Esparza, Project Delivery Manager Deputy District Director District 8, Right of Way

Haissam Yahya, Deputy District Director, Traffic Operations

Aung Naing, Traffic Design Chief

Jesus Galvan, Deputy District Director, Design

Catalino A. Pining III, District 8 Director

Vinh Truong, Branch Chief, Design E

Shahid Ahmed, Project Engineer, Design E

Greg Clark, Greg Clark, Senior Landscape Architect, Office Chief, Office of Storm Water Quality

Warran Powers, Office of Storm Water Quality

Alan Bisi, Office Chief, Hydraulics

Michael Huynh, Transportation Engineer, Hydraulics

Christine Senteno, Office Chief, Project Coordination, District 8, Right of Way

Gustavo Gutierrez, Right of Way Agent, Project Coordination

Emily Leinen, Public Information Officer, Office of Public and Legislative Affairs

Carolina Rojas, Manager, Project and Infrastructure Relations

## **Chapter 5      Distribution List**

---

The public notice for this Draft IS/MND will be distributed to the public. Recipients will include utilities, local and regional public agencies, elected officials, interest groups and organizations, and local property owners who may be interested in reviewing the proposed project.

### **Utilities**

AT&T Distribution

Elsinore Vally Municipal Water District

Lee Lake Water / Temescal Valley Water District

Level 3 Communications / Lumen Technologies Inc.

MCI Communications Services (Verizon Business Services)

Zayo Network Services

Metronet

Crown Castle Communications

Santa Ana Watershed Project Authority

Southern California Edison – Transmission

Southern California Gas Distribution, Corona

Spectrum, Riverside

Southern California Edison Distribution, San Jacinto Region

Southern California Edison Transmission Telecommunication

### **Agencies**

California State Clearinghouse

California Department of Fish and Wildlife

Santa Ana Regional Water Quality Control Board

United States Fish and Wildlife Service

Riverside County Habitat Conservation Agency

California Highway Patrol

Riverside County Fire Department

Riverside County Planning Development

Fire Chief, Corona Fire Department

Chief of Police, Corona

Fire Chief, Lake Elsinore Fire Department

Chief of Police, Lake Elsinore

Native American Heritage Commission

California Scenic Highway Program Coordinator

California Department of Forestry and Fire Protection

## **Elected Officials**

Mayor of Corona

Mayor of Lake Elsinore

District 2 Supervisor, Riverside County Board of

Supervisors District 32 Senator, California State Senate

District 63 Assemblymember, California State Assembly

## **Interested Groups and Organizations**

San Geronio Chapter of the Sierra Club

California Native Plant Society

San Bernardino Valley Audubon Society

Corona Regional Medical Center

Corona-Norco Unified School District

Lake Elsinore Unified School District

## **Property Owners Located Within A 500 Feet of the Drainage Work**

BBG SERRANO LLC, PO BOX 1839, CORONA, CA 92878-1839

GLEN IVY INV INC, 8949 BUFFALO AVE., RANCHO CUCAMONGA, CA 91730- 5534

MCP INDUSTRIES INC, PO BOX 1839, CORONA, CA 92878-1839

VERMEULEN PROP 5, 2677 N MAIN ST STE 930, SANTA ANA, CA 92705-6632

BAHU, ISA, ANAHEIM CA 92808-1469

CUMMINS, KENNETH J, NEWPORT BEACH, CA 92660-2101

WSM SERRANO LLC, 1301 EAST RD, LA HABRA HGTS CA 90631-8159

DELEO 28, LLC, 22079 KNABE RD, CORONA CA 92883-7111

KAO, JUN WEI, BUENA PARK, CA 90620-4107

INDUSI LP, 1609 N BUSH ST STE 1, SANTA ANA CA 92701-7420

MARTINEZ, JULIAN, CORONA CA 92883-3068

ASGARD, LP, 1609 N BUSH ST STE 6 SANTA ANA CA 92701-7420

MAYHEW LAND CO, LLC, PO BOX 15450, IRVINE CA 92623-5450

SYCAMORE CREEK COMMUNITY ASSN, 25420 MAYHEW CANYON RD CORONA  
CA 92883-3072

JENKINS, AARON E, CORONA, CA 92883-8486

LEE LAKE WATER DISTRICT, 22646 TEMESCAL CANYON RD, CORONA, CA  
92883-4106

PAWLIKOWSKI JR, JOSEPH JOHN, CORONA, CA 92883-3102

ESQUIVEL, ARMANDO J, CORONA CA 92883-3102

BRITTO JR, FRANK, CORONA CA 92883-3085

JUST, MELANIE, CORONA CA 92879-6013

CONTRERAS, VICTOR MANUEL, CORONA CA 92883-3086

PAZ, JOSE ALBERTO VILLA, CORONA, CA 92883-3085

KAMON, MARC, CORONA, CA 92883-3085

VARGAS, JOSE L, LOS ANGELES CA 90022-1611

STOTT, IAN, CORONA, CA 92883-3068

LOMAS, KIMBERLY ANN, CORONA, CA 92883-8486

MENDOZA, JOSE A, CORONA, CA 92883-8486

SINGH, HARENDRA, TRABUCO CANYON, CA 92679-3708

GHASEMI, KOROUGH, CORONA, CA 92883-3070

GOMEZ, LISA B, CORONA, CA 92883-3070

SIMIEN, DIAMOND, CORONA, CA 92883-3070

JENKINS, KENNETH GLEN, CORONA, CA 92883-3070

MOSLEY, PAUL E, CORONA, CA 92883-3070

MILLER, LEE R, CORONA, CA 92883-3070

GRAY III, JOHN, CORONA, CA 92883-3070

BROWN, SHANEE M, CORONA, CA 92883-3070

FLORES, CARLOS M, CORONA, CA 92883-8485

SMITH FAMILY TRUST, 4030 COLDWATER CANYON AVE, STUDIO CITY, CA 91604-2353

MOORE, JAMES RAYMOND, CORONA CA 92883-3082

MACHADO, JOSHUA K, CORONA, CA 92883-3003

LARA, JOSEPH VALENTIN, CORONA, CA 92883-3002

JOSEPH, JOHN ANTHONY, GLENDORA, CA 91740-5842

HETLAND JR, FRANK J, CORONA, CA 92883-3071

BESERRA, BERNADETTE, CORONA CA 92883-3070

LUDTKE, PHILIP, CORONA CA 92883-3070

BEARD, JONATHAN DANIEL, CORONA CA 92883-3070

HOYT, MICHAEL R, CORONA, CA 92883-3070

SHANODA, SAMUEL REZK HABASHY, BAY POINT, CA 94565-7996

REYES, CATALINO, CORONA, CA, 92883-3036  
TREADWELL, DEBORAH G, CORONA, CA 92883-3036  
MACIAS, THOMAS, CORONA, CA 92883-3037  
LOMELI, EDUARDO, CORONA, CA 92883-3036  
VARGAS, JUAN CARLOS, CORONA, CA 92883-3027  
PATTERSON, MALCOM, CORONA, CA 92883-3027  
VILLA, JUAN FRANCISCO, CORONA, CA 92883-3026  
ARROYO, MARCO ANTONIO GARCIA, CORONA, CA 92883-3082  
TUMANG, DARREN TOLEDO, CORONA, CA 92883-3026  
GARASS, MACKARIOUS MAGDY AZIZ, CORONA, CA 92883-8489  
SHENOUDA, MINA Y, CORONA, CA 92883-8489  
ROMERO, LILLY, CORONA, CA 92883-8489  
RENTERIA, NUBIA, CORONA, CA 92883-8489  
REPLOGLE, TIMOTHY, CORONA, CA 92883-8489  
SALTO, 2175 SAMPSON AVE STE 111, CORONA CA 92879-6013  
CANDELARIA, JEREMIAH SCOTT, CORONA CA 92883-8490  
THOMPSON, GLORIA, CORONA CA 92883-3026  
RAMIREZ, NESTOR ARMANDO, CORONA, CA 92883-8489  
CUTHERS, TIM J, VILLA PARK, CA 92867-3032  
ISKANDER, MINA, CORONA, CA 92883-3080  
THOMAS, MARVIN, CORONA, CA 92883-3080  
KWAN, TONY T, CORONA, CA 92883-3080  
BERZINJI, ARAS, CORONA CA 92883-3080

NIETO, DIDAC FERNANDEZ, CORONA CA 92883-8481

HOOKEE, JOSHUA, CORONA, CA 92883-8482

HIGBEE, MATTHEW G, CORONA CA 92883-8482

STOKES, RENEE M, CORONA CA 92883-8482

VARGAS, JOSE M, CORONA CA 92883-3080

SPEEDWAY DEVELOPMENTS LLC 15350 FAIRFIELD RANCH RD STE K CHINO  
HILLS CA 91709-8825

TOSCANA COMMERCE PARTNERS LP, 2222 E 17TH ST, SANTA ANA CA 92705-  
8608

HUBBARD, ERIC R, PO BOX 92225, LONG BEACH CA 90809-2225

ELSINORE VALLEY MUNICIPAL WATER DISTRICT (EVMWD), PO BOX 3000, LAKE  
ELSINORE CA 92531-3000

DIEUJUSTE, FEDELYNE, CORONA, CA 92883-8481

GUTIERREZ, KRISTIAN, CORONA, CA 92883-8481

DAUS JR, CORNELIUS S, CORONA, CA 92883-8481

BALTIERRA, CARLOS, CORONA, CA 92883-8481

PENIX, JAIDE CARVAIRE, CORONA, CA 92883-8481

BRINTLE, GREGORY S, CORONA, CA 92883-8481

JONES SR, ROBERT GROVES, CORONA, CA 92883-8465

WOLF, SANDRA M, CORONA, CA 92883-8466

PETERSON, ERIC WILLIAM, CORONA, CA 92883-8481

HPA BORROWER 2016 2 ML, 180 N STETSON AVE STE 3650, CHICAGO IL 60601-  
6709

FLORES, RAYMOND ANTHONY LOPEZ, CORONA CA 92883-8481

SHENG, NENG HAUNG, THOUSAND OAKS CA 91362-4800

RAMIREZ, MARCOS C, CORONA, CA 92883-8481

CAMARILLO, JAMES L, CORONA, CA 92883-8496

LEGASPI, GRACE, CORONA, CA 92883-8483

CALIF, THR PROPERTY MANAGEMENT, 1717 MAIN ST STE 2000, DALLAS, TX  
75201-4657

JOHNSON, SHAWN NEIL, CORONA CA 92883-8495

HILL, MICHAEL T, CORONA CA 92883-8495

COUNTY OF RIVERSIDE PO BOX 1180, RIVERSIDE CA 92502-1180

WESTERN RIVERSIDE COUNTY REG CON AUTHORITY, 3403 10TH ST STE 320,  
RIVERSIDE CA 92501-3627

SANUSI, YVONNE S, RIVERSIDE, CA 92503-4870

FRANCO, ILIBERTO, CORONA, CA 92883-4724

SERRANO RIDGE COMMUNITY ASSN, 5 PETERS CANYON RD STE 100, IRVINE  
CA 92606-1792

CAR, KKS HOLDINGS, SAN JUAN CAPISTRANO, CA 92675- 4855

FLOWERS, SCOTT, CORONA, CA 92883-4724

DUCHATEAU II, JEFFREY PETER, CORONA CA 92883-4725

SUAREZ, JAVIER E, CORONA, CA 92883-4725

LOESCH, JAMES J, CORONA, CA 92883-4725

OLAZABA, CAROLINA, CORONA, CA 92883-4725

AGUAYO, HECTOR, CORONA CA 92883-4725

FEY, DAVID J, CORONA CA 92883-4725

SALSOL RIVERSIDE LLC 8502 E CHAPMAN AVE # 412, ORANGE CA 92869-2461

ALFARO, JOSE N, CORONA, CA 92883-4725

CALIF, ROIC, PO BOX 130339, CARLSBAD, CA 92013-0339

VONS COMPANIES INC, PO BOX 130339, CARLSBAD, CA 92013-0339

RIVERSIDE COUNTY, 3403 10TH ST, RIVERSIDE, CA 92501-3670

WELLS FARGO BANK, PO BOX 891, LONG BEACH CA 90801-0891

PATEL, DILIP, CORONA, CA 92883-5209

BEACH, GARFIELD CVS, LOS ANGELES CA 90064-4812

WESTERN RIVERSIDE COUNTY REGIONAL CONSERVATION AUTHORITY, PO  
BOX 12008, RIVERSIDE CA 92502-2208

PHARRIS, RONALD W, IRVINE, CA 92614-8264

TUCKER, GREGORY ALLEN, CORONA, CA 92883-5209

LUNNEY, CHRISTIAAN, CORONA, CA 92883-5209

QUARTARONE, JASON THOMAS, VAN NUYS CA 91406-2009

SYCAMORE, UAP, 4699 JAMBOREE RD, NEWPORT BEACH CA 92660-2526

SMITH, DWIGHT HAL, STUDIO CITY, CA 91604-2353

CHUNG, COREY K, CORONA, CA 92883-4724-8486

## **Appendix A Title VI/Non-Discrimination Policy Statement**

---

The most recent Caltrans Title VI/Non-Discrimination Policy Statement is in this appendix. This statement can be found in other languages on the [Caltrans Civil Rights Title VI page](#).

## 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](http://www.dot.ca.gov)



September 2023

### NON-DISCRIMINATION POLICY STATEMENT

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

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

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

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

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

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

TONY TAVARES  
Director

## **Appendix B   Programmed Funding**

---

The proposed project is programmed in the 2024 State Highway Operation and Protection Program (SHOPP) under 20.XX.201.151 HA42, drainage system restoration. See the highlighted project line on page 1 of 5 of the 2024 SHOPP document in this appendix. The total programmed for the project is \$8,282,000.

2024 SHOPP As of May 2024 Close-Out (\$1,000)																						
Dist	County	Route	Post Miles	Location/Description	EA	PPNO	Project ID	Prog Code	FY	RW	Con	Vote	Vote Date	Fund Type	PA&ED	PS&E	RW Sup	Con Sup	Total Cap & Sup	Performance Value	Performance Measure	Approved Baseline Agreement
08	Riverside	10	R0.000/R4.400	In Calimesa, from the San Bernardino County line to east of Brookside Avenue. Rehabilitate roadway, improve highway worker safety, upgrade median barrier, signs, guardrail, drainage, and striping, upgrade facilities to Americans with Disabilities Act (ADA) standards, install fiber optic cable, and construct stormwater Best Management Practices (BMP) to meet requirements of National Pollutant Discharge Elimination System (NPDES) permit.	1J650	3011W	0818000089	201.122	24-25	\$56	\$66,312	\$0		NH	\$2,988	\$3,150	\$318	\$6,769	\$79,593	26.2	Lane mile(s)	Baseline Required
08	Riverside	10	R4.400/8.200	In and near Beaumont, from east of Brookside Avenue to Pennsylvania Avenue. Rehabilitate roadway, lighting, and drainage systems, upgrade guardrail, improve pedestrian and bicycle infrastructure and highway worker safety, install fiber optic cable, and upgrade facilities to Americans with Disabilities Act (ADA) standards.	1J640	3011V	0818000088	201.122	24-25	\$50	\$57,597	\$0		NH	\$2,261	\$4,755	\$26	\$8,544	\$73,233	24.2	Lane mile(s)	Baseline Required
08	Riverside	10	R14.600/R16.300	In Banning, at the Desert Hills Commercial Vehicle Enforcement Facility (CVEF). Upgrade CVEF, install an Electronic Screening (E-Screening) system, and upgrade Changeable Message Sign (CMS).	1K960	3014Q	0819000122	201.321	24-25	\$33	\$11,262	\$0		ST-CASH	\$1,821	\$2,239	\$202	\$4,415	\$19,972	1.0	Location(s)	
08	Riverside	10	R24.500/26.400	Near Banning, at the eastbound and westbound Whitewater Safety Roadside Rest Areas (SRRAs). Upgrade water and wastewater systems.	1M530	3018Y	0821000134	201.250	27-28	\$1,150	\$16,210	\$0		NH	\$1,039	\$2,898	\$143	\$3,633	\$25,073	2.0	Location(s)	
08	Riverside	10	32.600/44.400	In and near Cathedral City, from 0.5 mile west of Indian Avenue to 0.1 mile west of Monterey Avenue. Rehabilitate pavement, upgrade lighting and Transportation Management Systems (TMS) elements.	1M360	3018N	0821000109	201.121	27-28	\$137	\$52,475	\$0		NH	\$1,757	\$2,179	\$289	\$7,117	\$63,954	93.7	Lane mile(s)	Baseline Required
08	Riverside	10	R58.000	In Indio, at the Indio Maintenance Station at 83997 Indio Boulevard. Demolish two buildings, construct one new building, construct six bay materials bins, add a generator, construct Electric Vehicle (EV) chargers, and upgrade facilities to Americans with Disabilities Act (ADA) standards.	1L060	3014U	0819000141	201.352	24-25	\$26	\$7,903	\$0		ST-CASH	\$898	\$2,205	\$47	\$2,164	\$13,243	1.0	Location(s)	
08	Riverside	10	R134.800/R144.500	Near Blythe, at the Wileys Well Safety Roadside Rest Areas (SRRAs); also from 0.2 mile west of Wileys Well Road to 0.6 mile west of Mesa Drive. Upgrade water and sewer systems at SRRAs and replace water system along Route 10.	1M610	3019E	0821000146	201.250	26-27	\$83	\$13,834	\$0		NH	\$1,314	\$2,640	\$218	\$4,364	\$22,453	1.0	Location(s)	
08	Riverside	10		In Riverside County, on Routes 10, 62, 74, 86, and 111 at various locations. Advance mitigation banking credits.	1F561	3004P	0816000026	201.240	24-25	\$4,500	\$0	\$0		NH	\$60	\$106	\$7	\$54	\$4,727	4.0	Location(s)	
08	Riverside	15	3.000/8.100	In Temecula, from 0.2 mile south of South Route 79/Temecula Parkway to 1.5 miles north of North Route 79 / Winchester Road. Rehabilitate pavement, upgrade guardrail and Transportation Management System (TMS) elements, replace crash cushion, and construct Class 3 bike lanes.	1M350	3018M	0821000111	201.121	26-27	\$24	\$21,907	\$0		NH	\$1,767	\$1,703	\$94	\$3,324	\$28,819	41.2	Lane mile(s)	
08	Riverside	15	8.100/24.100	In and near Murrieta and Lake Esinore, from 1.4 miles south of Murrieta Hot Springs Road to 0.2 mile north of Nichols Road. Rehabilitate roadway, upgrade Transportation Management Systems (TMS) elements, Weigh in Motion (WIM) systems, lighting, and guardrail, construct facilities to Americans with Disabilities Act (ADA) standards.	1L250	3015U	0819000168	201.121	26-27	\$56	\$58,808	\$0		NH	\$1,899	\$1,839	\$200	\$6,598	\$69,400	95.9	Lane mile(s)	Baseline Required
08	Riverside	15	30.000/33.000	Near Temescal Valley, from south of Indian Truck Trail to south of Temescal Canyon Road. Rehabilitate drainage systems and construct stormwater Best Management Practices (BMPs) to meet requirements of National Pollutant Discharge Elimination System (NPDES) permit.	1L820	3017J	0820000161	201.151	25-26	\$374	\$3,824	\$0		RMRA	\$1,203	\$1,265	\$384	\$1,232	\$8,282	14.0	Culvert(s) (ea)	

## **Appendix C   Index of Plans and Project Layouts**

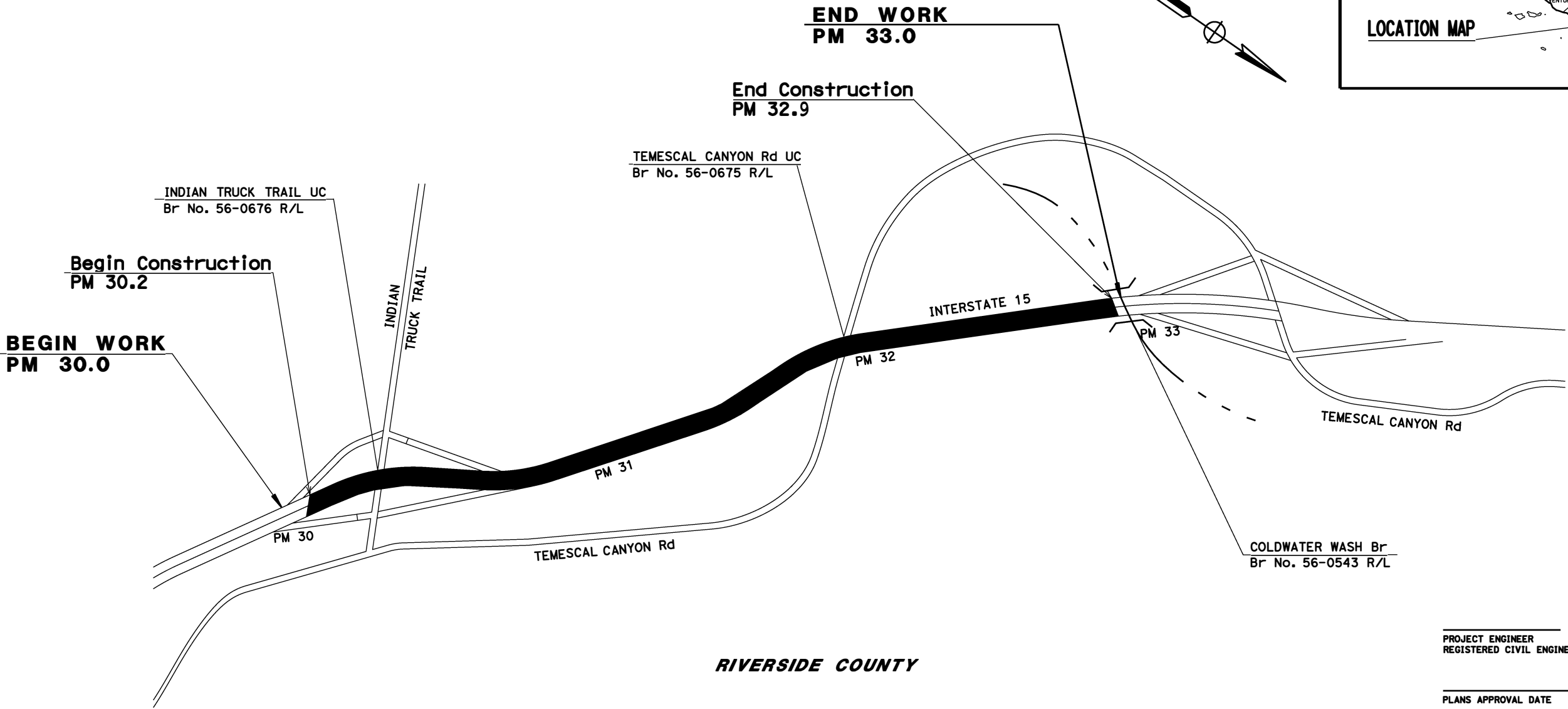
---

INDEX OF PLANS

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
PROJECT PLANS FOR CONSTRUCTION ON  
STATE HIGHWAY  
IN RIVERSIDE COUNTY  
INTERSTATE I-15

BETWEEN 0.4 MILES SOUTH OF INDIAN TRUCK TRAIL UNDERCROSSING  
AND 1.1 MILES NORTH OF TEMESCAL CANYON ROAD UC BRIDGE

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2018



RIVERSIDE COUNTY

NOT TO SCALE

PROJECT ENGINEER  
REGISTERED CIVIL ENGINEER

DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS  
OFFICERS OR AGENTS SHALL NOT BE  
RESPONSIBLE FOR THE ACCURACY OR  
COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

CONTRACT No.	08-1L820
PROJECT ID	08200 00161

THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES)  
OF LICENSE AS SPECIFIED IN THE "NOTICE TO BIDDERS."



LEGEND:

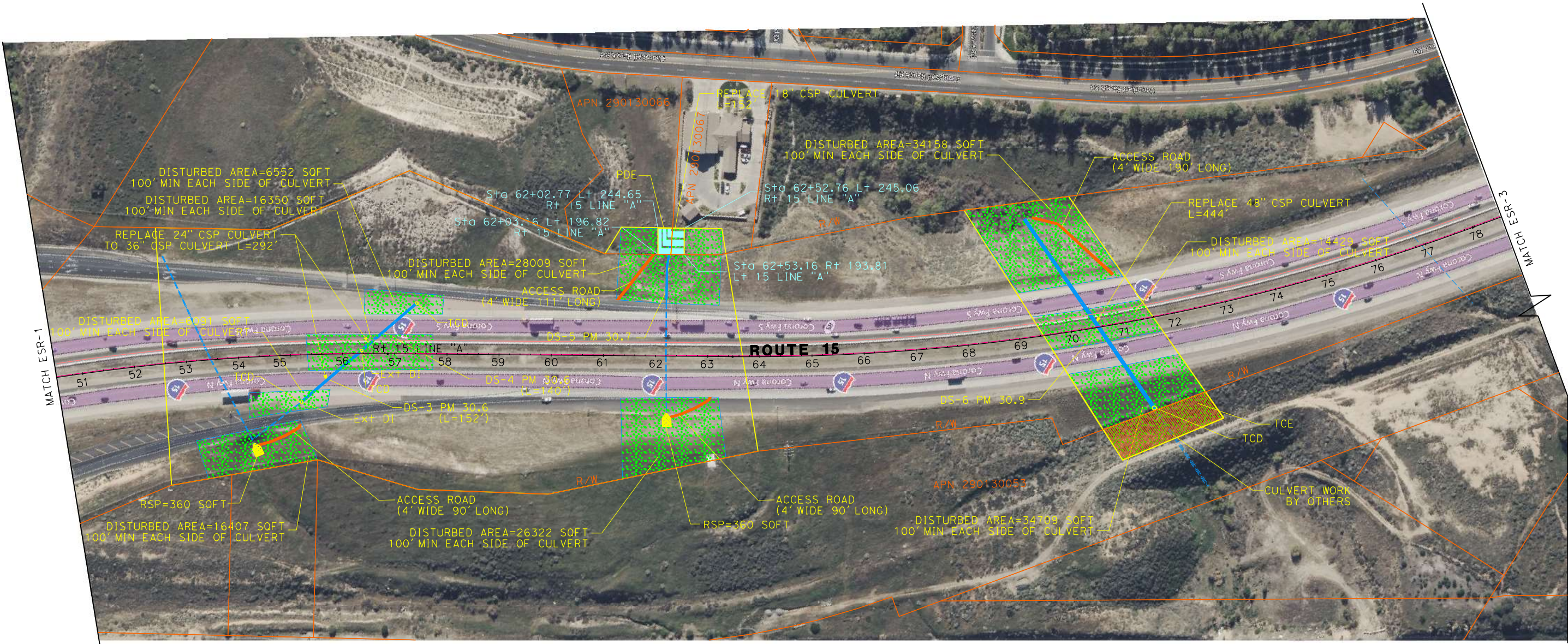
- PERMANENT DRAINAGE EASEMENT (PDE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)
- DISTURBED AREA DURING CONSTRUCTION
- PROJECT FOOT PRINT
- PERMANENT FOOT ACCESS ROAD

- TCD = TRASH COLLECTION DEVICES
- RSP = ROCK SLOPE PROTECTION
- DS = DRAINAGE SYSTEM
- DI = DRAINAGE INLET
- CSP = CORRUGATED STEEL PIPE

ENVIRONMENTAL STUDY REQUEST

ESR-1

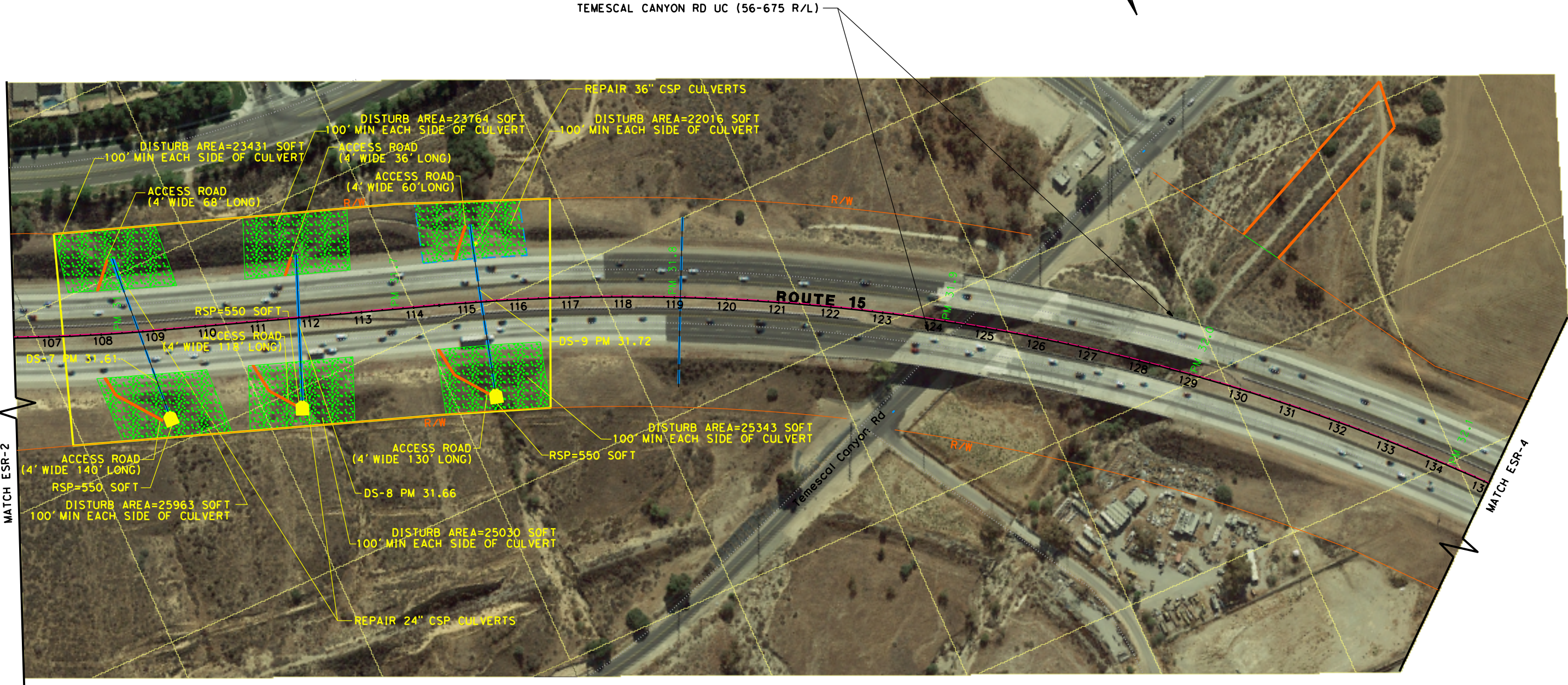
SCALE: 1"=100'



ENVIRONMENTAL STUDY REQUEST

SCALE: 1"=100'

ESR-2





DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
08	Riv	15	30.0/33.0	4	4
REGISTERED CIVIL ENGINEER			DATE		
PLANS APPROVAL DATE			No. _____ Exp. _____ CIVIL STATE OF CALIFORNIA		
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.					

## **Appendix D    Avoidance, Minimization and/or Mitigation Summary**

---

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
DBESP	US Fish and Wildlife Service & California Department of Fish and Wildlife			
1602	California Department of Fish and Wildlife			
404	US Army Corps of Engineers			
401	Santa Ana Regional Water Quality Control Board			

Date of ECR: June 27, 2024  
Date of Approved ED:

## ENVIRONMENTAL COMMITMENTS RECORD

08-RIV-15  
PM 30.0/33.0

Project Phase:

- ☒ PA/ED (DED/FED)  
☐ PS&E Submittal \_\_\_\_\_ %  
☐ Construction

### (Interstate 15 Drainage System Rehabilitation)

EA 08-1L820  
PN 0820000161  
Generalist: Natasha Walton  
ECL: To Be Determined

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmen- tal Analysis Source	Responsible for Development and/or Implemen- tation of Measure	Timing/ Phase	SS, SSP, or NSSP	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Construction Task Complete	Environmental Compliance	
							Date / Initials	Date / Initials	YES	NO
<b><u>CULTURAL RESOURCES</u></b>										
<b>CR-1:</b> Buried Cultural Resources. If buried cultural resources are encountered during Project Activities, it is Caltrans policy that work stop in that area until a qualified archaeologist can evaluate	11 of 57	District Cultural Studies Historic Property Survey Report	District Cultural Studies  District Design	Final Design  Con- struction	SS 14-2.03A					

Date of ECR: June 27, 2024

Date of Approved ED:

# ENVIRONMENTAL COMMITMENTS RECORD

08-RIV-15

PM 30.0/33.0

Project Phase:

☒ PA/ED (DED/FED)☐ PS&E Submittal \_\_\_\_\_ %☐ Construction

## (Interstate 15 Drainage System Rehabilitation)

EA 08-1L820

PN 0820000161

Generalist: Natasha Walton

ECL: To Be Determined

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmen- tal Analysis Source	Responsible for Development and/or Implemen- tation of Measure	Timing/ Phase	SS, SSP, or NSSP	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Construction Task Complete	Environmental Compliance	
							Date / Initials	Date / Initials	YES	NO
the nature and significance of the find.		(September 8, 2023)	Resident Engineer  Contractor							
<b>CR-2:</b> Human Remains. 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	11 of 57	District Cultural Studies Historic Property Survey Report (September 8, 2023)	District Cultural Studies  District Design  Resident Engineer  Contractor	Final Design  Con- struction						

Date of ECR: June 27, 2024

Date of Approved ED:

# ENVIRONMENTAL COMMITMENTS RECORD

08-RIV-15

PM 30.0/33.0

Project Phase:

☒ PA/ED (DED/FED)☐ PS&E Submittal \_\_\_\_\_ %☐ Construction

## (Interstate 15 Drainage System Rehabilitation)

EA 08-1L820

PN 0820000161

Generalist: Natasha Walton

ECL: To Be Determined

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmen- tal Analysis Source	Responsible for Development and/or Implemen- tation of Measure	Timing/ Phase	SS, SSP, or NSSP	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Construction Task Complete	Environmental Compliance	
							Date / Initials	Date / Initials	YES	NO
Environmental Planning; Andrew Walters, DEBC: (909) 260-5178 and Gary Jones, DNAC: (909) 261-8157. Further provisions of PRC 5097.98 are to be followed as applicable.										
<b><u>BIOLOGICAL RESOURCES</u></b>										
<b>Bio-General-1:</b> Equipment Staging, Storing & Borrow Sites. All equipment staging, storing, and borrow sites require the approval of the Caltrans biologist.	186 of 187	District Biological Studies Natural Environment Study (Minimal Impacts) (December 14, 2024)	District Design  District Environmental Planning  Resident Engineer  Contractor	Final Design  Con- struction						

Date of ECR: June 27, 2024

Date of Approved ED:

# ENVIRONMENTAL COMMITMENTS RECORD

## (Interstate 15 Drainage System Rehabilitation)

08-RIV-15

PM 30.0/33.0

Project Phase:

☒ PA/ED (*DED/FED*)☐ PS&E Submittal \_\_\_\_\_ %☐ Construction

EA 08-1L820

PN 0820000161

Generalist: Natasha Walton

ECL: To Be Determined

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmen- tal Analysis Source	Responsible for Development and/or Implemen- tation of Measure	Timing/ Phase	SS, SSP, or NSSP	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Construction Task Complete	Environmental Compliance	
							Date / Initials	Date / Initials	YES	NO
<b>Bio-General-2:</b> Temporary Artificial Lighting Restrictions. Artificial lighting must be directed at the work site to minimize light spillover outside of the construction footprint if project activities occur at night.	186 of 187	District Biological Studies Natural Environment Study (Minimal Impacts) (December 14, 2024)	District Design  District Environmental Planning  Resident Engineer  Contractor	Final Design  Con- struction						
<b>Bio-General 3:</b> Biological Mitigation for Permits. Project impacts to jurisdictional areas will be mitigated and coordinated with the US Army Corps of Engineers (USACE), US Fish and Wildlife Service (USFWS), Santa Ana Regional Water Quality Control Board (SARWQCB), and California Department of		Draft Envi- ronmental Document (IS-MND) (June 2024)	District Design District Environmental Planning  Resident Engineer  Contractor	Final Design  Con- struction		<i>General Note:</i> For this measure, "permits" refers to the following: the Western Riverside County Multiple Species Habitat Conservation Plan (WR-MSHCP) Determination of Biologically Equivalent or Superior Preservation (DBESP) Report; the Clean Water Act Section 404				

Date of ECR: June 27, 2024

Date of Approved ED:

# ENVIRONMENTAL COMMITMENTS RECORD

08-RIV-15

PM 30.0/33.0

Project Phase:

☒ PA/ED (DED/FED)☐ PS&E Submittal \_\_\_\_\_ %☐ Construction

## (Interstate 15 Drainage System Rehabilitation)

EA 08-1L820

PN 0820000161

Generalist: Natasha Walton

ECL: To Be Determined

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmen- tal Analysis Source	Responsible for Development and/or Implemen- tation of Measure	Timing/ Phase	SS, SSP, or NSSP	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Construction Task Complete	Environmental Compliance	
							Date / Initials	Date / Initials	YES	NO
Fish and Wildlife (CDFW). The project shall include all permit conditions as deemed appropriate by the respective resource agencies.						Permit; the California Fish and Game Code Section 1602 Agreement for Streambed Alteration; and the Clean Water Act Section 401 Water Discharge Permit.				
<b>Bio-General-4</b> <b>Preconstruction Surveys:</b> Preconstruction bat surveys must be conducted by a qualified biologist 3 days prior to project activities within each culvert. If a bat is located, the resident engineer and Caltrans biologist must be contacted and additional measures and/or agency coordination may be required.	186 of 187	District Biological Studies Natural Environment Study (Minimal Impacts) (December 14, 2024)	District Design  District Environmental Planning  Resident Engineer  Contractor	Final Design  Con- struction						

Date of ECR: June 27, 2024

Date of Approved ED:

# ENVIRONMENTAL COMMITMENTS RECORD

08-RIV-15

PM 30.0/33.0

Project Phase:

☒ PA/ED (DED/FED)☐ PS&E Submittal \_\_\_\_\_ %☐ Construction

## (Interstate 15 Drainage System Rehabilitation)

EA 08-1L820

PN 0820000161

Generalist: Natasha Walton

ECL: To Be Determined

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmental Analysis Source	Responsible for Development and/or Implement- ation of Measure	Timing/ Phase	SS, SSP, or NSSP	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Construction Task Complete	Environmental Compliance	
							Date / Initials	Date / Initials	YES	NO
<b>Bio-General-16:</b> Invasive Weed Control. To address impacts to coastal scrub habitat, a qualified biologist must identify invasive species during vegetation removal. Treatment and disposal methods must be approved by the Caltrans biologist prior to vegetation removal.	186 of 187	District Biological Studies Natural Environment Study (Minimal Impacts) (December 14, 2024)	District Design  District Environmental Planning  Resident  Engineer Contractor	Final Design  Con- struction						
<b>Bio-Plant-1:</b> Rare Plant Surveys, Flagging and Fencing. Within 30-days prior to construction and during the typical rare plant blooming season (March - June) a qualified biologist will conduct a pre-construction plant survey. Special-status plants must be flagged for visual identification to construction	186 of 187	District Biological Studies Natural Environment Study (Minimal Impacts) (December 14, 2024)	District Design  District Environmental Planning  Resident Engineer  Contractor	Final Design  Con- struction						

Date of ECR: June 27, 2024

Date of Approved ED:

# ENVIRONMENTAL COMMITMENTS RECORD

08-RIV-15

PM 30.0/33.0

Project Phase:

☒ PA/ED (DED/FED)☐ PS&E Submittal \_\_\_\_\_ %☐ Construction

## (Interstate 15 Drainage System Rehabilitation)

EA 08-1L820

PN 0820000161

Generalist: Natasha Walton

ECL: To Be Determined

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmen- tal Analysis Source	Responsible for Development and/or Implemen- tation of Measure	Timing/ Phase	SS, SSP, or NSSP	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Construction Task Complete	Environmental Compliance	
							Date / Initials	Date / Initials	YES	NO
personnel for work avoidance. Special-status plants detected that feature multiple plants in a single location must be fenced with stakes and flagging to temporarily identify the environmentally sensitive area (ESA).										
<b>Bio-Plant-2:</b> Revegetation. Revegetation of areas where vegetation has been removed must include California native species that reflect the regional ecology. In particular, riparian trees and vegetation must be replaced at a ratio of 2:1, with the exception of the tamarisk tree, which will only be replaced at a ratio of 1:1.		Draft Envi- ronmental Document (IS-MND) (June 2024)	District Design  District Environmental Planning  Resident Engineer  Contractor	Final Design  Con- struction						

Date of ECR: June 27, 2024

Date of Approved ED:

# ENVIRONMENTAL COMMITMENTS RECORD

08-RIV-15

PM 30.0/33.0

Project Phase:

☒ PA/ED (DED/FED)☐ PS&E Submittal \_\_\_\_\_ %☐ Construction

## (Interstate 15 Drainage System Rehabilitation)

EA 08-1L820

PN 0820000161

Generalist: Natasha Walton

ECL: To Be Determined

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmen- tal Analysis Source	Responsible for Development and/or Implemen- tation of Measure	Timing/ Phase	SS, SSP, or NSSP	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Construction Task Complete	Environmental Compliance	
							Date / Initials	Date / Initials	YES	NO
<b>Bio-Avian-1:</b> Preconstruction Nesting Bird Survey. If project activities cannot avoid the nesting season, generally regarded as February 1 - September 30, then preconstruction nesting bird surveys must be conducted 3 days prior to construction by a qualified biologist to locate and avoid nesting birds. If an active avian nest is located, a no-construction buffer may be established and monitored by the qualified biologist and/or monitored until the young have fledged or the nest is no longer active.	186 of 187	District Biological Studies Natural Environment Study (Minimal Impacts) (December 14, 2024)	District Design  District Environmental Planning  Resident Engineer  Contractor	Final Design  Con- struction						
<b><u>TRAFFIC AND TRANSPORTATION/BICYCLE AND PEDESTRIAN FACILITIES</u></b>										

Date of ECR: June 27, 2024

Date of Approved ED:

# ENVIRONMENTAL COMMITMENTS RECORD

08-RIV-15

PM 30.0/33.0

Project Phase:

☒ PA/ED (DED/FED)☐ PS&E Submittal \_\_\_\_\_ %☐ Construction

## (Interstate 15 Drainage System Rehabilitation)

EA 08-1L820

PN 0820000161

Generalist: Natasha Walton

ECL: To Be Determined

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmen- tal Analysis Source	Responsible for Development and/or Implemen- tation of Measure	Timing/ Phase	SS, SSP, or NSSP	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Construction Task Complete	Environmental Compliance	
							Date / Initials	Date / Initials	YES	NO
<b>TR-1:</b> Transportation Management Plan (TMP). Prior to construction, a TMP will be prepared and coordinated with local emergency responders, and implemented to minimize traffic delays and associated idling emissions during construction. This plan will include a public information and awareness campaign.		Draft Environmental Document (IS-MND) (June 2024)	District Design  District Environmental Planning  Resident Engineer  Contractor	Final Design  Con- struction	SSPs 12-3.32C to 12-4.02C					
<b>GREENHOUSE GAS EMISSIONS</b>										
<b>GHG-1:</b> Emissions Reductions. The proposed project shall comply with Caltrans Standard Specifications Section 7-1.02A and 7-1.02C, Emissions Reductions, which		Draft Environmental Document (IS-MND) (June 2024)	District Design  District Environmental Planning	Final Design  Con- struction	SSs 7-1.02A & 7-1.02C					

Date of ECR: June 27, 2024

Date of Approved ED:

# ENVIRONMENTAL COMMITMENTS RECORD

08-RIV-15

PM 30.0/33.0

Project Phase:

☒ PA/ED (DED/FED)☐ PS&E Submittal \_\_\_\_\_ %☐ Construction

## (Interstate 15 Drainage System Rehabilitation)

EA 08-1L820

PN 0820000161

Generalist: Natasha Walton

ECL: To Be Determined

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmen- tal Analysis Source	Responsible for Development and/or Implemen- tation of Measure	Timing/ Phase	SS, SSP, or NSSP	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Construction Task Complete	Environmental Compliance	
							Date / Initials	Date / Initials	YES	NO
require contractors to comply with all emission reduction laws applicable to the project and to certify that they are aware of and will comply with all California Air Resources Board (ARB) emission reduction regulations.			Resident Engineer  Contractor							
<b>GHG-2:</b> Recycling and Waste Reduction. The proposed project shall recycle construction debris as practicable and reduce construction waste. The contractor must comply with Caltrans Standard Specifications Section 14-10, Solid Waste Disposal and Recycling, and submit the following: a solid waste disposal and recycling report		Draft Envi- ronmental Document (IS-MND) (June 2024)	Resident Engineer  Contractor	Con- struction	SS- 14-10					

Date of ECR: June 27, 2024

Date of Approved ED:

# ENVIRONMENTAL COMMITMENTS RECORD

08-RIV-15

PM 30.0/33.0

Project Phase:

☒ PA/ED (DED/FED)☐ PS&E Submittal \_\_\_\_\_ %☐ Construction

## (Interstate 15 Drainage System Rehabilitation)

EA 08-1L820

PN 0820000161

Generalist: Natasha Walton

ECL: To Be Determined

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmen- tal Analysis Source	Responsible for Development and/or Implemen- tation of Measure	Timing/ Phase	SS, SSP, or NSSP	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Construction Task Complete	Environmental Compliance	
							Date / Initials	Date / Initials	YES	NO
that shows the types and amounts of project-generated solid waste taken to or diverted from landfills or reused on the project; and a recycled materials report form that shows the types and amounts of recycled materials incorporated into the project.										
<b>GHG-3:</b> Water Conservation. The contractor will comply with Caltrans Standard Specification 10-4, Water Usage, that requires the contractor to submit a water conservation plan within 10 days of notification by the project engineer of a water shortage or a local mandate		Draft Envi- ronmental Document (IS-MND) (June 2024)	Resident Engineer  Contractor	Con- struction	SS 10-4					

Date of ECR: June 27, 2024

Date of Approved ED:

# ENVIRONMENTAL COMMITMENTS RECORD

08-RIV-15

PM 30.0/33.0

Project Phase:

☒ PA/ED (DED/FED)☐ PS&E Submittal \_\_\_\_\_ %☐ Construction

## (Interstate 15 Drainage System Rehabilitation)

EA 08-1L820

PN 0820000161

Generalist: Natasha Walton

ECL: To Be Determined

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmen- tal Analysis Source	Responsible for Development and/or Implemen- tation of Measure	Timing/ Phase	SS, SSP, or NSSP	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Construction Task Complete	Environmental Compliance	
							Date / Initials	Date / Initials	YES	NO
from a local water authority to ration water.										
<b>WATER QUALITY AND STORM RUNOFF</b>										
<b>WQ-1:</b> Erosion Control. Erosion control shall be provided for all disturbed soil areas per California State Water Resources Control Board guidelines or as determined by the Caltrans District 8 landscape architect. In particular, a Stormwater Pollution Prevention Plan (SWPPP) will be prepared by the contractor and approved by Caltrans prior to the start of construction. The SWPPP would incorporate best management practices to implement sediment, erosion,		Draft Envi- ronmental Document (IS-MND) (June 2024)	District Design  District Environmental Planning  Resident Engineer  Contractor	Final Design  Con- struction						

Date of ECR: June 27, 2024

Date of Approved ED:

# ENVIRONMENTAL COMMITMENTS RECORD

08-RIV-15

PM 30.0/33.0

Project Phase:

☒ PA/ED (DED/FED)☐ PS&E Submittal \_\_\_\_\_ %☐ Construction

## (Interstate 15 Drainage System Rehabilitation)

EA 08-1L820

PN 0820000161

Generalist: Natasha Walton

ECL: To Be Determined

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmen- tal Analysis Source	Responsible for Development and/or Implemen- tation of Measure	Timing/ Phase	SS, SSP, or NSSP	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Construction Task Complete	Environmental Compliance	
							Date / Initials	Date / Initials	YES	NO
and pollution prevention control measures to protect water quality.										
<b><u>NOISE AND VIBRATION</u></b>										
<b>NOI-1:</b> Noise Control. The proposed project must minimize construction- generated noise and comply with Caltrans Standard Specification 14-8.02 and Standard Special Provision 14-8.02.	1 of 1	District Environ- mental Engineering Noise Review Memoran- dum (April 16, 2024)	District Design  District Environmental Engineering  Resident Engineer  Contractor	Final Design  Con- struction	SS 14- 8.02 & SSP 14- 8.02					
<b><u>HAZARDOUS WASTE / MATERIALS</u></b>										
<b>HAZ-1:</b> Lead Compliance Plan. The project shall comply with Caltrans Standard Special Provision (SSP) 7-	2 of 2	District Environ- mental Engineering	District Design	Final Design	SSP 7- 1.02K( 6)(j)					

Date of ECR: June 27, 2024

Date of Approved ED:

# ENVIRONMENTAL COMMITMENTS RECORD

08-RIV-15

PM 30.0/33.0

Project Phase:

☒ PA/ED (DED/FED)☐ PS&E Submittal \_\_\_\_\_ %☐ Construction

## (Interstate 15 Drainage System Rehabilitation)

EA 08-1L820

PN 0820000161

Generalist: Natasha Walton

ECL: To Be Determined

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmen- tal Analysis Source	Responsible for Development and/or Implemen- tation of Measure	Timing/ Phase	SS, SSP, or NSSP	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Construction Task Complete	Environmental Compliance	
							Date / Initials	Date / Initials	YES	NO
1.02K(6)(j)(iii), which includes specifications for handling, removing, and disposing of unregulated earth material containing lead, and requires a lead compliance plan for soil disturbance. Management of this material exposes workers to health hazards that must be addressed in the lead compliance plan. This material contains average lead concentrations below 80 mg/kg total lead and below 5 mg/L soluble lead and is not regulated by the Department of Toxic Substances Control (DTSC) as a hazardous substance or a hazardous waste. This material does not require disposal at a permitted landfill or solid		Studies Initial Site Assessment Checklist (April 16, 2024)	District Environmental Engineering  Resident Engineer  Contractor	Constru ction	(iii), & 84- 9.03B					

Date of ECR: June 27, 2024

Date of Approved ED:

# ENVIRONMENTAL COMMITMENTS RECORD

08-RIV-15

PM 30.0/33.0

Project Phase:

☒ PA/ED (DED/FED)☐ PS&E Submittal \_\_\_\_\_ %☐ Construction

## (Interstate 15 Drainage System Rehabilitation)

EA 08-1L820

PN 0820000161

Generalist: Natasha Walton

ECL: To Be Determined

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmen- tal Analysis Source	Responsible for Development and/or Implemen- tation of Measure	Timing/ Phase	SS, SSP, or NSSP	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Construction Task Complete	Environmental Compliance	
							Date / Initials	Date / Initials	YES	NO
waste disposal facility. The Regional Water Quality Control Board (RWQCB) has jurisdiction over reuse of this material at locations outside the job site limits. The project shall also comply with Caltrans Standard Special Provision 84-9.03B which requires that the lead compliance plan also addresses the management of residue from removing yellow traffic stripes and pavement markings that contain an average lead concentration less than 1,000mg/kg total lead and 5mg/L soluble lead; these lead concentrations are not										

Date of ECR: June 27, 2024

Date of Approved ED:

# ENVIRONMENTAL COMMITMENTS RECORD

08-RIV-15

PM 30.0/33.0

Project Phase:

☒ PA/ED (DED/FED)☐ PS&E Submittal \_\_\_\_\_ %☐ Construction

## (Interstate 15 Drainage System Rehabilitation)

EA 08-1L820

PN 0820000161

Generalist: Natasha Walton

ECL: To Be Determined

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmen- tal Analysis Source	Responsible for Development and/or Implemen- tation of Measure	Timing/ Phase	SS, SSP, or NSSP	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Construction Task Complete	Environmental Compliance	
							Date / Initials	Date / Initials	YES	NO
considered a hazardous waste.										
<b><u>AIR QUALITY</u></b>										
<b>AQ-1:</b> Air Quality. The proposed project shall comply with Caltrans Standard Specifications Section 14-9, Air Quality, which requires contractors to comply with all federal, state, regional, and local rules, regulations, and ordinances related to air quality.		Draft Environmental Document (IS-MND) (June 2024)	District Design District  Environmental Planning  Resident Engineer  Contractor	Final Design  Con- struction	SS 14-9					
<b><u>WILDFIRE</u></b>										
<b>WF-1:</b> Wildfire Prevention. The contractor for the project must follow California		Draft Environmental Document	District Design	Final Design	SSP 7-					

Date of ECR: June 27, 2024

Date of Approved ED:

# ENVIRONMENTAL COMMITMENTS RECORD

08-RIV-15

PM 30.0/33.0

Project Phase:

☒ PA/ED (DED/FED)☐ PS&E Submittal \_\_\_\_\_ %☐ Construction

## (Interstate 15 Drainage System Rehabilitation)

EA 08-1L820

PN 0820000161

Generalist: Natasha Walton

ECL: To Be Determined

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmen- tal Analysis Source	Responsible for Development and/or Implemen- tation of Measure	Timing/ Phase	SS, SSP, or NSSP	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Construction Task Complete	Environmental Compliance	
							Date / Initials	Date / Initials	YES	NO
Department of Forestry and Fire Protection (Cal Fire) guidelines for equipment use, control of flammable materials, use of fuel breaks, and fire monitoring when fire hazard conditions are elevated as specified under Caltrans Standard Special Provision 7-1.02M(2).		(IS-MND) (June 2024)	District Environmental Planning  Resident Engineer  Contractor	Con- struction	1.02M (2)					

## **Appendix E   U.S. Fish and Wildlife Letter**

---



## United States Department of the Interior

### FISH AND WILDLIFE SERVICE

Carlsbad Fish And Wildlife Office

2177 Salk Avenue - Suite 250

Carlsbad, CA 92008-7385

Phone: (760) 431-9440 Fax: (760) 431-5901



In Reply Refer To:

05/01/2024 20:04:25 UTC

Project Code: 2023-0120048

Project Name: 1L820

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

#### To Whom It May Concern:

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

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

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

A biological assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2) (c)). For projects other than major construction activities, the Service suggests that a biological

evaluation similar to a biological assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a biological assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found at the Fish and Wildlife Service's Endangered Species Consultation website at:

<https://www.fws.gov/service/esa-section-7-consultation>

**Migratory Birds:** In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts, see <https://www.fws.gov/program/migratory-bird-permit/what-we-do>.

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures, see <https://www.fws.gov/library/collections/threats-birds>.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit <https://www.fws.gov/partner/council-conservation-migratory-birds>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

## OFFICIAL SPECIES LIST

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

**Carlsbad Fish And Wildlife Office**

2177 Salk Avenue - Suite 250

Carlsbad, CA 92008-7385

(760) 431-9440

## PROJECT SUMMARY

Project Code: 2023-0120048

Project Name: 1L820

Project Type: Culvert Repair/Replacement/Maintenance

### Project Description: Culvert Repair

Project Location:

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@33.7595443,-117.46574670855883,14z>



Counties: Riverside County, California

## ENDANGERED SPECIES ACT SPECIES

There is a total of 18 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries<sup>1</sup>, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

- 
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

## MAMMALS

NAME	STATUS
Stephens' Kangaroo Rat <i>Dipodomys stephensi</i> (incl. <i>D. cascus</i> ) No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/3495">https://ecos.fws.gov/ecp/species/3495</a>	Threatened

## BIRDS

NAME	STATUS
California Spotted Owl <i>Strix occidentalis occidentalis</i> Population: Coastal-Southern California No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/7266">https://ecos.fws.gov/ecp/species/7266</a>	Proposed Endangered
Coastal California Gnatcatcher <i>Polioptila californica californica</i> There is <b>final</b> critical habitat for this species. Your location does not overlap the critical habitat. Species profile: <a href="https://ecos.fws.gov/ecp/species/8178">https://ecos.fws.gov/ecp/species/8178</a>	Threatened
Least Bell's Vireo <i>Vireo bellii pusillus</i> There is <b>final</b> critical habitat for this species. Your location does not overlap the critical habitat. Species profile: <a href="https://ecos.fws.gov/ecp/species/5945">https://ecos.fws.gov/ecp/species/5945</a>	Endangered
Southwestern Willow Flycatcher <i>Empidonax traillii extimus</i> There is <b>final</b> critical habitat for this species. Your location does not overlap the critical habitat. Species profile: <a href="https://ecos.fws.gov/ecp/species/6749">https://ecos.fws.gov/ecp/species/6749</a>	Endangered
Western Snowy Plover <i>Charadrius nivosus nivosus</i> Population: Pacific Coast population DPS-U.S.A. (CA, OR, WA), Mexico (within 50 miles of Pacific coast) There is <b>final</b> critical habitat for this species. Your location does not overlap the critical habitat. Species profile: <a href="https://ecos.fws.gov/ecp/species/8035">https://ecos.fws.gov/ecp/species/8035</a>	Threatened

## REPTILES

NAME	STATUS
Southwestern Pond Turtle <i>Actinemys pallida</i> No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/4768">https://ecos.fws.gov/ecp/species/4768</a>	Proposed Threatened

## AMPHIBIANS

NAME	STATUS
Western Spadefoot <i>Spea hammondi</i> No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/5425">https://ecos.fws.gov/ecp/species/5425</a>	Proposed Threatened

## INSECTS

NAME	STATUS
<b>Monarch Butterfly</b> <i>Danaus plexippus</i> No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/9743">https://ecos.fws.gov/ecp/species/9743</a>	Candidate
<b>Quino Checkerspot Butterfly</b> <i>Euphydryas editha quino</i> (= <i>E. e. wrighti</i> ) There is <b>final</b> critical habitat for this species. Your location does not overlap the critical habitat. Species profile: <a href="https://ecos.fws.gov/ecp/species/5900">https://ecos.fws.gov/ecp/species/5900</a>	Endangered

## CRUSTACEANS

NAME	STATUS
<b>Riverside Fairy Shrimp</b> <i>Streptocephalus woottoni</i> There is <b>final</b> critical habitat for this species. Your location does not overlap the critical habitat. Species profile: <a href="https://ecos.fws.gov/ecp/species/8148">https://ecos.fws.gov/ecp/species/8148</a>	Endangered
<b>Vernal Pool Fairy Shrimp</b> <i>Branchinecta lynchi</i> There is <b>final</b> critical habitat for this species. Your location does not overlap the critical habitat. Species profile: <a href="https://ecos.fws.gov/ecp/species/498">https://ecos.fws.gov/ecp/species/498</a>	Threatened

## FLOWERING PLANTS

NAME	STATUS
<b>Munz's Onion</b> <i>Allium munzii</i> There is <b>final</b> critical habitat for this species. Your location does not overlap the critical habitat. Species profile: <a href="https://ecos.fws.gov/ecp/species/2951">https://ecos.fws.gov/ecp/species/2951</a>	Endangered
<b>San Diego Ambrosia</b> <i>Ambrosia pumila</i> There is <b>final</b> critical habitat for this species. Your location does not overlap the critical habitat. Species profile: <a href="https://ecos.fws.gov/ecp/species/8287">https://ecos.fws.gov/ecp/species/8287</a>	Endangered
<b>San Diego Button-celery</b> <i>Eryngium aristulatum</i> var. <i>parishii</i> No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/5937">https://ecos.fws.gov/ecp/species/5937</a>	Endangered
<b>Slender-horned Spineflower</b> <i>Dodecahema leptoceras</i> No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/4007">https://ecos.fws.gov/ecp/species/4007</a>	Endangered
<b>Spreading Navarretia</b> <i>Navarretia fossalis</i> There is <b>final</b> critical habitat for this species. Your location does not overlap the critical habitat. Species profile: <a href="https://ecos.fws.gov/ecp/species/1334">https://ecos.fws.gov/ecp/species/1334</a>	Threatened
<b>Thread-leaved Brodiaea</b> <i>Brodiaea filifolia</i> There is <b>final</b> critical habitat for this species. Your location does not overlap the critical habitat. Species profile: <a href="https://ecos.fws.gov/ecp/species/6087">https://ecos.fws.gov/ecp/species/6087</a>	Threatened

## CRITICAL HABITATS

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

## **IPAC USER CONTACT INFORMATION**

Agency: California Department of Transportation

Name: Sarah Ball

Address: 464 W 4th St

City: San Bernadino

State: CA

Zip: 92401

Email sarah.a.w.ball@gmail.com

Phone: 9092609467

## **Appendix F   California Natural Diversity Database Species List**

---

This list includes species found in the “Lake Mathews, California” and “Alberhill, California” 7.5-minute U.S. Geological Survey (USGS) quadrangles.



# Selected Elements by Scientific Name

## California Department of Fish and Wildlife

### California Natural Diversity Database



Query Criteria: Quad (Lake Mathews (3311774)) OR Alberhill (3311764))

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<b><i>Abronia villosa</i> var. <i>aurita</i></b> chaparral sand-verbena	PDNYC010P1	None	None	G5T2?	S2	1B.1
<b><i>Agelaius tricolor</i></b> tricolored blackbird	ABPBXB0020	None	Threatened	G1G2	S2	SSC
<b><i>Aimophila ruficeps</i> <i>canescens</i></b> southern California rufous-crowned sparrow	ABPBX91091	None	None	G5T3	S4	WL
<b><i>Allium marvinii</i></b> Yucaipa onion	PMLIL02330	None	None	G1	S1	1B.2
<b><i>Allium munzii</i></b> Munz's onion	PMLIL022Z0	Endangered	Threatened	G1	S1	1B.1
<b><i>Ambrosia pumila</i></b> San Diego ambrosia	PDAST0C0M0	Endangered	None	G1	S1	1B.1
<b><i>Anniella stebbinsi</i></b> Southern California legless lizard	ARACC01060	None	None	G3	S3	SSC
<b><i>Artemisiospiza belli</i> <i>belli</i></b> Bell's sparrow	ABPBX97021	None	None	G5T2T3	S3	WL
<b><i>Aspidoscelis hyperythra</i></b> orange-throated whiptail	ARACJ02060	None	None	G5	S2S3	WL
<b><i>Aspidoscelis tigris</i> <i>stejnegeri</i></b> coastal whiptail	ARACJ02143	None	None	G5T5	S3	SSC
<b><i>Athene cunicularia</i></b> burrowing owl	ABNSB10010	None	None	G4	S2	SSC
<b><i>Bombus crotchii</i></b> Crotch's bumble bee	IIHYM24480	None	Candidate Endangered	G2	S2	
<b><i>Calochortus weedii</i> var. <i>intermedius</i></b> intermediate mariposa-lily	PMLIL0D1J1	None	None	G3G4T3	S3	1B.2
<b>Canyon Live Oak Ravine Forest</b> Canyon Live Oak Ravine Forest	CTT61350CA	None	None	G3	S3.3	
<b><i>Centromadia pungens</i> ssp. <i>laevis</i></b> smooth tarplant	PDAST4R0R4	None	None	G3G4T2	S2	1B.1
<b><i>Chaetodipus fallax</i> <i>fallax</i></b> northwestern San Diego pocket mouse	AMAFD05031	None	None	G5T3T4	S3S4	
<b><i>Charadrius nivosus</i> <i>nivosus</i></b> western snowy plover	ABNNB03031	Threatened	None	G3T3	S3	SSC
<b><i>Chorizanthe parryi</i> var. <i>parryi</i></b> Parry's spineflower	PDPGN040J2	None	None	G3T2	S2	1B.1
<b><i>Chorizanthe polygonoides</i> var. <i>longispina</i></b> long-spined spineflower	PDPGN040K1	None	None	G5T3	S3	1B.2
<b><i>Clinopodium chandleri</i></b> San Miguel savory	PDLAM08030	None	None	G2G3	S2	1B.2



Selected Elements by Scientific Name  
California Department of Fish and Wildlife  
California Natural Diversity Database



Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<b><i>Coturnicops noveboracensis</i></b> yellow rail	ABNME01010	None	None	G4	S2	SSC
<b><i>Crotalus ruber</i></b> red-diamond rattlesnake	ARADE02090	None	None	G4	S3	SSC
<b><i>Dipodomys stephensi</i></b> Stephens' kangaroo rat	AMAFD03100	Threatened	Threatened	G2	S3	
<b><i>Dodecahema leptoceras</i></b> slender-horned spineflower	PDPGN0V010	Endangered	Endangered	G1	S1	1B.1
<b><i>Dudleya multicaulis</i></b> many-stemmed dudleya	PDCRA040H0	None	None	G2	S2	1B.2
<b><i>Dudleya viscida</i></b> sticky dudleya	PDCRA040T0	None	None	G2	S2	1B.2
<b><i>Eumops perotis californicus</i></b> western mastiff bat	AMACD02011	None	None	G4G5T4	S3S4	SSC
<b><i>Euphydryas editha quino</i></b> quino checkerspot butterfly	IILEPK405L	Endangered	None	G4G5T1T2	S1S2	
<b><i>Haliaeetus leucocephalus</i></b> bald eagle	ABNKC10010	Delisted	Endangered	G5	S3	FP
<b><i>Harpagonella palmeri</i></b> Palmer's grapplinghook	PDBOR0H010	None	None	G4	S3	4.2
<b><i>Hesperocyparis forbesii</i></b> Tecate cypress	PGCUP040C0	None	None	G2	S2	1B.1
<b><i>Horkelia cuneata var. puberula</i></b> mesa horkelia	PDROS0W045	None	None	G4T1	S1	1B.1
<b><i>Icteria virens</i></b> yellow-breasted chat	ABPBX24010	None	None	G5	S4	SSC
<b><i>Lepechinia cardiophylla</i></b> heart-leaved pitcher sage	PDLAM0V020	None	None	G3	S2S3	1B.2
<b><i>Lepidium virginicum var. robinsonii</i></b> Robinson's pepper-grass	PDBRA1M114	None	None	G5T3	S3	4.3
<b><i>Lepus californicus bennettii</i></b> San Diego black-tailed jackrabbit	AMAEB03051	None	None	G5T3T4	S3S4	
<b><i>Monardella hypoleuca ssp. intermedia</i></b> intermediate monardella	PDLAM180A4	None	None	G4T2?	S2?	1B.3
<b><i>Monardella macrantha ssp. hallii</i></b> Hall's monardella	PDLAM180E1	None	None	G5T3	S3	1B.3
<b><i>Myotis yumanensis</i></b> Yuma myotis	AMACC01020	None	None	G5	S4	
<b><i>Nyctinomops femorosaccus</i></b> pocketed free-tailed bat	AMACD04010	None	None	G5	S3	SSC
<b><i>Oncorhynchus mykiss irideus pop. 10</i></b> steelhead - southern California DPS	AFCHA0209J	Endangered	Candidate Endangered	G5T1Q	S1	



Selected Elements by Scientific Name  
California Department of Fish and Wildlife  
California Natural Diversity Database



Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<b><i>Pandion haliaetus</i></b> osprey	ABNKC01010	None	None	G5	S4	WL
<b><i>Phrynosoma blainvillii</i></b> coast horned lizard	ARACF12100	None	None	G4	S4	SSC
<b><i>Plegadis chihi</i></b> white-faced ibis	ABNGE02020	None	None	G5	S3S4	WL
<b><i>Poliophtila californica californica</i></b> coastal California gnatcatcher	ABPBJ08081	Threatened	None	G4G5T3Q	S2	SSC
<b><i>Pseudognaphalium leucocephalum</i></b> white rabbit-tobacco	PDAST440C0	None	None	G4	S2	2B.2
<b><i>Salvadora hexalepis virgultea</i></b> coast patch-nosed snake	ARADB30033	None	None	G5T4	S3	SSC
<b><i>Southern Coast Live Oak Riparian Forest</i></b> Southern Coast Live Oak Riparian Forest	CTT61310CA	None	None	G4	S4	
<b><i>Southern Cottonwood Willow Riparian Forest</i></b> Southern Cottonwood Willow Riparian Forest	CTT61330CA	None	None	G3	S3.2	
<b><i>Southern Riparian Forest</i></b> Southern Riparian Forest	CTT61300CA	None	None	G4	S4	
<b><i>Southern Sycamore Alder Riparian Woodland</i></b> Southern Sycamore Alder Riparian Woodland	CTT62400CA	None	None	G4	S4	
<b><i>Southern Willow Scrub</i></b> Southern Willow Scrub	CTT63320CA	None	None	G3	S2.1	
<b><i>Spea hammondi</i></b> western spadefoot	AAABF02020	Proposed Threatened	None	G2G3	S3S4	SSC
<b><i>Symphyotrichum defoliatum</i></b> San Bernardino aster	PDASTE80C0	None	None	G2	S2	1B.2
<b><i>Tortula californica</i></b> California screw moss	NBMUS7L090	None	None	G2G3	S2?	1B.2
<b><i>Vireo bellii pusillus</i></b> least Bell's vireo	ABPBW01114	Endangered	Endangered	G5T2	S3	

Record Count: 56

## **Appendix G   Regional Species, Habitats, and Natural Communities of Concern**

---

**Table 1: Listed, Proposed Species, Natural Communities, and Critical Habitat Potentially Occurring or Known to Occur in the Project Area.**

Common Name	Scientific Name	Status	General Habitat Description	Habitat Present / Absent	Rationale
<b>Natural Communities of Concern</b>					
Southern riparian forest	N/A	S4	Holland Classification Code: 61300  Sawyer-Keeler-Wolf equivalent: Populus fremontii - Fraxinus velutina - Salix gooddingii Forest & Woodland Alliance	A	The BSA does not contain southern riparian forest.
California sagebrush scrub	N/A	S5	Holland Classification Code: 32700  Sawyer-Keeler-Wolf equivalent: Artemisia californica shrubland alliance	HP	The BSA contains California sage scrub.
Southern sycamore alder riparian woodland	N/A	N/A	Holland Classification Code: 62400  Sawyer-Keeler-Wolf equivalent: <i>Platanus racemosa</i> Woodland Alliance.	A	The BSA does not contain Southern sycamore alder riparian woodlands
Southern cottonwood willow riparian forest	N/A	N/A	Holland Classification Code: 61330	A	The BSA does not contain Southern Cottonwood willow riparian forest.

**Table 1: Listed, Proposed Species, Natural Communities, and Critical Habitat Potentially Occurring or Known to Occur in the Project Area.**

Common Name	Scientific Name	Status	General Habitat Description	Habitat Present / Absent	Rationale
			Sawyer-Keeler-Wolf equivalent: <i>Populus fremontii</i> - <i>Fraxinus Velutina</i> - <i>Salix gooddingii</i> Forest Alliance		
Southern coast live oak riparian forest	N/A	N/A	Holland Classification Code: 61310  Sawyer-Keeler-Wolf equivalent: <i>Quercus agrifolia</i> Woodland Alliance.	A	The BSA does not contain Southern coast live oak riparian forest.
Southern willow scrub	N/A	N/A	Holland Classification Code: 63320  Sawyer-Keeler-Wolf equivalent: <i>Salix gooddingii</i> - <i>Salix laevigata</i> Forest & Woodland Alliance	A	The BSA does not contain Southern willow scrub.
Canyon live oak ravine forest	N/A	N/A	Holland Classification Code: 81350  Sawyer-Keeler-Wolf equivalent: <i>Quercus chrysolepis</i> forest and woodland alliance	A	The BSA does not contain Canyon live oak ravine forest.
<b>PLANTS</b>					
Chaparral sand-verbena	<i>Abronia villosa</i> var. <i>aurita</i>	CNPS 1B.1	Chaparral sand verbena, <i>Abronia villosa</i> var. <i>aurita</i> , is an annual herb with a CNPS ranking of 1B.1. Suitable habitats for chaparral sand	HP	Because chaparral sand verbena is known to occur along roadsides, there is suitable habitat in the PIA.

**Table 1: Listed, Proposed Species, Natural Communities, and Critical Habitat Potentially Occurring or Known to Occur in the Project Area.**

Common Name	Scientific Name	Status	General Habitat Description	Habitat Present / Absent	Rationale
			verbena are chaparral, coastal scrub, and desert dunes in sandy areas in elevations of -60-1,570 meters (-197-5,151 feet). Blooms from January through September.		
Yucaipa onion	<i>Allium marvinii</i>	CNPS 1B.2	Yucaipa onion, <i>Allium marvinii</i> , is a plant species with a CNPS ranking of 1B.2, BLM-S and USFS-S. Inhabits chaparral habitats in openings on clay soils at 850-1,070 meters (2,789-3,510 feet) in elevation. Bloom Time: March to April.	A	Altitude range of plant does not coincide with the BSA. No suitable habitat present.
Munz's onion	<i>Allium munzii</i>	FE, ST	Munz's onion, <i>Allium munzii</i> , is a federally endangered, state threatened, plant species that has a CNPS ranking of 1B.1. Found on steep, north-facing slopes or in low grade sandy washes. Inhabits chaparral, cismontane woodland, coastal scrub, and riparian scrub (CNDDDB 2020); species naturally occurs at elevations of 375-1,040 meters (1,230-3,412 feet) Bloom Time: March to May.	A	The Biological Study area lacks steep slopes and sandy washes, also the altitude range of the Munz's Onion is above the altitude of the BSA.

**Table 1: Listed, Proposed Species, Natural Communities, and Critical Habitat Potentially Occurring or Known to Occur in the Project Area.**

<b>Common Name</b>	<b>Scientific Name</b>	<b>Status</b>	<b>General Habitat Description</b>	<b>Habitat Present / Absent</b>	<b>Rationale</b>
San Diego ambrosia	<i>Ambrosia pumila</i>	FE, CNPS 1B.1	Occurs in the valleys of chaparral, coastal scrub, and valley and foothill grassland habitats within sandy loam, clay, and (sometimes) alkaline soils. Found on margins or near vernal pools or artificially disturbed areas at 3-580 meters (~10-11,745 feet) in elevation. WR-MSHCP CAPS. Bloom Time: April to October	HP	The BSA contains potentially suitable coastal scrub habitat. The PIA consists of the paved travel way and previously disturbed areas and contains no suitable habitat.
Parish's brittlescale	<i>Atriplex parishii</i>	CNPS 1B.1	Parish's brittlescale, <i>Atriplex parishii</i> , has a CNPS ranking of 1B.1, and a listing of USFS-S. Found in vernal pools, chenopod scrub, alkali playas, meadows and seeps, and wetland habitats, usually on drying alkali flats with fine soils, at 4-1,420 meters (13-4,659 feet) in elevation. WR-MSHCP CAPS. Bloom Time: June to October.	HP	Marginal habitat is present in the PIA. Surveys will be conducted to assess habitat suitability and presence.
Davidson's saltscale	<i>Atriplex serenana</i> var. <i>davidsonii</i>	CNPS 1B.2	Plant species with a CNPS ranking of 1B.2. Occurs in coastal bluff scrub and coastal scrub in alkaline soil at 1-480	HP	Marginal suitable habitat is present. Surveys will be conducted to verify presence or absence.

**Table 1: Listed, Proposed Species, Natural Communities, and Critical Habitat Potentially Occurring or Known to Occur in the Project Area.**

Common Name	Scientific Name	Status	General Habitat Description	Habitat Present / Absent	Rationale
			meters (1 -1,575 feet) in elevation. WR-MSHCP Criteria Area Plant Species. Bloom Time: April to October.		
thread-leaved brodiaea	<i>Brodiaea filifolia</i>	FT, SE, CNPS 1B.1	Found in chaparral (openings); cismontane woodland; coastal scrub; playas; valley and foothill grassland; vernal pool; and wetland habitats but is typically associated with annual grassland and vernal pools. Often surrounded by shrubland habitats in openings on clay soils at 15-1,030 meters (~49-3,379 feet) in elevation. WR-MSHCP CAPS. Bloom Time: March to June.	HP	Marginal suitable habitat is present. Surveys will be conducted to verify presence or absence.
Round-leaved filaree	<i>California macrophylla</i>	CNPS 2B.2	Round-leaved filaree, California macrophylla, is a CNPS species rank of 2B.1, and is covered in the WR-MSHCP. Requires open sites, dry grasslands, and shrublands below 4,000 feet. Blooms March–May.	HP	Species is covered under the WR-MHSCP. Presence is possible in the BSA. Pre-construction surveys will be conducted to identify potential presence in the PIA.
smooth tarplant	<i>Centromadia pungens</i> ssp. <i>laevis</i>	CNPS 1B.1	Found in alkali playa; chenopod scrub; meadow and seep; riparian woodland; valley and foothill grassland; wetlands; and	HP	The BSA contains suitable riparian, meadow, and valley and foothill grassland habitats. The PIA consists of the paved travel way and

**Table 1: Listed, Proposed Species, Natural Communities, and Critical Habitat Potentially Occurring or Known to Occur in the Project Area.**

Common Name	Scientific Name	Status	General Habitat Description	Habitat Present / Absent	Rationale
			disturbed habitats at 5 to 1,170 meters (~ 16-3,839 feet) in elevation. WR_MSCHP CAPS. Bloom Time: April to September		previously disturbed areas and contains no suitable habitat.
Parry's spineflower	<i>Chorizanthe parryi</i> var. <i>parryi</i>	CNPS 1B.1	Found in coastal scrub; chaparral; cismontane woodland; and valley and foothill grassland habitats, as well as dry and sandy-soiled slopes and flats, sometimes at the interface of 2 vegetation types such as chaparral and oak woodland, at 90-1,220 meters (~ 295-4,003 feet) in elevation. Bloom Time: May to June.	HP	The BSA contains suitable coastal scrub, cismontane woodland, and valley and foothill grassland. The PIA consists of the paved travel way and previously disturbed areas and contains no suitable habitat.
Long-spined spineflower	<i>Chorizanthe polygonoides</i> var. <i>longispina</i>	CNPS 1B.2	Long-spined spineflower, <i>Chorizanthe polygonoides</i> var. <i>longispina</i> , has a CNPS ranking of 1B.2 and a listing of BLM-S. Found in chaparral; coastal scrub; meadows and seeps; valley and foothill grassland; and vernal pool habitats within gabbroic clay at 30-1,630 meters (98-5,348 feet) in elevation. Bloom Time: April to June.	HP	The CNPS documents historic presence within the Lake Mathews USGS 7.5-minute quadrangle. Presence within the PIA is less likely due to degree of disturbance or presence of clay soils. Surveys will be conducted to determine presence.

**Table 1: Listed, Proposed Species, Natural Communities, and Critical Habitat Potentially Occurring or Known to Occur in the Project Area.**

Common Name	Scientific Name	Status	General Habitat Description	Habitat Present / Absent	Rationale
slender-horned spineflower	<i>Dodecahema leptoceras</i>	FE, SE, CNPS 1B.1	Found in chaparral, cismontane woodland, and alluvial fan sage scrub habitats, as well as flood-deposited terraces and washes with sandy soils. Associated vegetation includes <i>Encelia</i> , <i>Dalea</i> , <i>Lepidospartum</i> , etc. at 200-765 meters (~656-2,510 feet) in elevation. WR-MSHCP NEPS. Bloom Time: May to June	HP	The BSA contains suitable alluvial fan sage scrub habitat. The PIA consists of the paved travel way and previously disturbed areas and contains no suitable habitat.
Many-stemmed dudleya	<i>Dudleya multicaulis</i>	CNPS 1B.2	Many stemmed dudleya, <i>Dudleya multicaulis</i> , has a CNPS ranking of 1B.2. Inhabits chaparral, coastal scrub, and valley and foothill grassland habitats in heavy, often clayey soils or grassy slopes at 1-910 meters (3-2,986 feet) in elevation. Bloom Time: May to June.	A	The BSA lacks clay soils required for Many-stemmed dudleya. No suitable habitat.
San Diego button-celery	<i>Eryngium aristulatum</i> var. <i>parishii</i>	FE	San Diego button-celery, <i>Eryngium aristulatum</i> var. <i>parishii</i> , is a federally and state endangered listed plant species with a CNPS plant ranking of 1B.1. The inhabit wetlands, vernal pools, coastal scrub,	A	The location of the BSA is above the elevation required for the San Diego button-celery to survive. No suitable habitat.

**Table 1: Listed, Proposed Species, Natural Communities, and Critical Habitat Potentially Occurring or Known to Occur in the Project Area.**

Common Name	Scientific Name	Status	General Habitat Description	Habitat Present / Absent	Rationale
			valley and foothill grassland in San Diego mesa hardpan and claypan vernal pools and southern interior basalt flow vernal pools; usually surrounded by scrub at elevations of 15-880 meters (49-2,887 feet). Bloom Time: May to June.		
Coulter's goldfields	<i>Lasthenia glabrata</i> ssp. <i>coulteri</i>	CNPS 1B.1	Coulter's goldfields, <i>Lasthenia glabrata</i> ssp. <i>coulteri</i> , is an annual herb ranked as 1B.1 in the CNPS. Suitable habitats include alkali playa, marsh & swamp, wetland, coastal salt marshes, playas, vernal pools. Usually found on alkaline soils in playas, sinks and grasslands at elevations of 1-1,375 Meters (3-4,511 feet). WR-MSHCP CAPS. Blooms April to May.	A	The PIA is highly disturbed and present species are thick scrub. Coulter's goldfields need open grasses. No suitable habitat in the PIA for this species.
Little mouseltail	<i>Myosurus minimus</i> ssp. <i>apus</i>	CNPS 3.1	Little mouseltail, <i>Myosurus minimus</i> ssp. <i>apus</i> , is a plant species listed with a CNPS ranking of 3.1 and is a CAPS within the WR-MSHCP. Found in vernal pools; valley and foothill grassland; and wetland habitats within alkaline soils at	A	The PIA lacks suitable wetland and vernal pool features needed to support the little mouseltail. No suitable habitat.

**Table 1: Listed, Proposed Species, Natural Communities, and Critical Habitat Potentially Occurring or Known to Occur in the Project Area.**

Common Name	Scientific Name	Status	General Habitat Description	Habitat Present / Absent	Rationale
			20-640 meters (65-2,100 feet) in elevation. WR_MSHCP CAPS. Blooms April thru May.		
Spreading navarretia	<i>Navarretia fossalis</i>	FT	Spreading navarretia, <i>Navarretia fossalis</i> , is a federally threatened plant species with a CNPS ranking of 1B.1. They inhabit alkali playa, wetlands, vernal pools, chenopod scrub, marshes and swamps, playas; San Diego hardpan and San Diego claypan vernal pools; in swales & vernal pools, often surrounded by other habitat types at elevations of 15-850 meters (49-2,789 feet) in elevation. Bloom Time: April to June.	A	The BSA lacks the wetland and clay soil features required for spreading navarretia. The elevation of the BSA is also above the requirements of this species. No suitable habitat.
Brand's Star Phacelia	<i>Phacelia stellaris</i>	CNPS 1B.1	Brand's star phacelia, <i>Phacelia stellaris</i> , is a plant species with a CNPS ranking of 1B.1. Suitable habitats includes coastal scrub, coastal dunes in open areas at elevations of 3-370 meters (10-1,214 feet) in elevation. Bloom Time: March to May.	A	The elevation of the BSA is above the elevation suitable for this species. No suitable habitat.

**Table 1: Listed, Proposed Species, Natural Communities, and Critical Habitat Potentially Occurring or Known to Occur in the Project Area.**

<b>Common Name</b>	<b>Scientific Name</b>	<b>Status</b>	<b>General Habitat Description</b>	<b>Habitat Present / Absent</b>	<b>Rationale</b>
White rabbit-tobacco	<i>Pseudognaphalium leucocephalum</i>	CNPS 2B.2	Found in riparian woodland; cismontane woodland; coastal scrub; and chaparral habitats within sandy, gravelly soils at 35-515 meters (~ 115-1,690 feet) in elevation.  Bloom Time: July to October	HP	The BSA contains suitable woodland and coastal scrub habitats. The PIA consists of the paved travel way and previously disturbed areas and contains no suitable habitat.
San Bernardino aster	<i>Symphyotrichum defoliatum</i>	CNPS 1B.2	Inhabits meadows and seeps, cismontane woodland, coastal scrub, lower montane coniferous forest, marshes and swamps, and valley and foothill grassland habitats. Occurs in vernal mesic grassland or near ditches, streams and springs, and disturbed areas at 3-2,045 meters (~10-6,709 feet) in elevation.  Bloom Period: July to November	HP	The BSA contains marginal coastal scrub, annual grassland, and riparian habitat. The PIA consists of the paved travel way and previously disturbed areas and contains no suitable habitat.
<b>INVERTEBRATES</b>					
Vernal pool fairy shrimp	<i>Branchinecta lynchi</i>	FT	Vernal pool fairy shrimp, <i>Branchinecta lynchi</i> , are a federally threatened species of	A	There are no vernal pools in the PIA required for the survival of this species. No suitable habitat.

**Table 1: Listed, Proposed Species, Natural Communities, and Critical Habitat Potentially Occurring or Known to Occur in the Project Area.**

Common Name	Scientific Name	Status	General Habitat Description	Habitat Present / Absent	Rationale
			crustacean. They inhabit valley & foothill grassland, vernal pools, and wetlands, including small, clear-water sandstone-depression pools and grassed swale, earth slump, or basalt-flow depression pools. Vernal pool fairy shrimp are endemic to the grasslands of the Central Valley, Central Coast mountains, and South Coast mountains, in static rain-filled pools.		
Crotch bumble bee	<i>Bombus crotchii</i>	SCE	Crotch bumble bee, <i>Bombus crotchii</i> , is a state listed candidate endangered insect species. Their habitat is coastal California east to the Sierra-Cascade crest and south into Mexico. Their food plant genera include <i>Antirrhinum</i> , <i>Phacelia</i> , <i>Clarkia</i> , <i>Dendromecon</i> , <i>Eschscholzia</i> , and <i>Eriogonum</i> .	HP	The BSA contains sufficient food plants for presence to be considered.
monarch butterfly - California overwintering population	<i>Danaus plexippus</i> pop. 1	FCE	Monarchs are iconic butterfly species that is currently listed as federal candidate endangered. Milkweed is required for monarch habitat for egg laying	HP	The BSA contains potentially suitable coastal scrub and chaparral habitats. The PIA consists of the paved travel way and previously disturbed areas and contains no suitable habitat. Should the monarch become fully

**Table 1: Listed, Proposed Species, Natural Communities, and Critical Habitat Potentially Occurring or Known to Occur in the Project Area.**

Common Name	Scientific Name	Status	General Habitat Description	Habitat Present / Absent	Rationale
			and to provide food for larvae. While breeding, monarchs can be found in agricultural fields, pastureland, prairie remnants, urban and suburban residential areas, gardens, trees, and roadsides.		protected, further actions may be required to protect the species.
quino checkerspot butterfly	<i>Euphydryas editha quino</i>	FE	Found in chaparral and coastal sage shrub habitats in parts of Riverside and San Diego counties, especially within sunny openings and a high density of <i>Plantago erecta</i> , <i>P. insularis</i> , and <i>Orthocarpus purpurescens</i> .	A	The BSA is outside of the species current range.
Riverside fairy shrimp	<i>Streptocephalus woottoni</i>	FE	Riverside fairy shrimp, <i>Streptocephalus woottoni</i> , is a federally endangered crustacean species. They inhabit coastal scrub, valley & foothill grassland, vernal pool, and wetlands. They are endemic to Western Riverside, Orange, and San Diego counties in areas of tectonic swales/earth slump basins in grassland and coastal sage scrub. They seasonally inhabit	A	There are no vernal pools in the PIA required for the survival of this species. No suitable habitat.

**Table 1: Listed, Proposed Species, Natural Communities, and Critical Habitat Potentially Occurring or Known to Occur in the Project Area.**

Common Name	Scientific Name	Status	General Habitat Description	Habitat Present / Absent	Rationale
			static pools filled by winter/spring rains, hatching in warm water later in the season.		
<b>FISH</b>					
steelhead-southern California DPS	<i>Oncorhynchus mykiss irideus</i> pop. 10	FE	An aquatic species that inhabits South coast flowing waters. Federal listing refers to populations from Santa Maria River south to southern extent of range (San Mateo Creek in San Diego County). Southern steelhead likely have greater physiological tolerances to warmer water and more variable conditions.	A	Perennial waters necessary for obligate-aquatic fish species, fish passage, and/or spawning habitat are absent from the BSA.
<b>AMPHIBIANS</b>					
western spadefoot	<i>Spea hammondi</i>	SSC	Inhabits cismontane woodland; coastal scrub; valley & foothill grassland; vernal pools; and wetland habitats. Occurs primarily in grassland habitats but can be found in valley-foothill hardwood woodlands. Vernal pools are essential for breeding and egg-laying.	A	The BSA does not contain suitable aquatic breeding vernal pool and wetland habitats.
<b>REPTILES</b>					

**Table 1: Listed, Proposed Species, Natural Communities, and Critical Habitat Potentially Occurring or Known to Occur in the Project Area.**

Common Name	Scientific Name	Status	General Habitat Description	Habitat Present / Absent	Rationale
southern California legless lizard	<i>Anniella stebbinsi</i>	SSC	Found in a variety of habitats including broadleaved upland forest; chaparral; and coastal scrub habitats, south of the Transverse Range and extending to northwestern Baja California. Occurs in moist, sandy, or loose loamy soils under sparse vegetation. Soil preference is high moisture soils.	HP	The BSA contains suitable coastal scrub habitat. The PIA consists of the paved travel way and previously disturbed areas and contains no suitable habitat.
orange-throated whiptail	<i>Aspidoscelis hyperythra</i>	WL	Inhabits low-elevation coastal scrub; chaparral; cismontane woodland; and valley-foothill hardwood habitats. Prefers washes and other sandy areas with patches of brush and rocks. Perennial plants are necessary for termites, its main food source.	HP	The BSA contains suitable coastal scrub habitat. The PIA consists of the paved travel way and previously disturbed areas and contains no suitable habitat.
coastal whiptail	<i>Aspidoscelis tigris stejnegeri</i>	SSC	Found in deserts and semi-arid areas with sparse vegetation and open areas. Also found in woodland & riparian areas within firm, sandy, or rocky substrate.	HP	The BSA contains suitable riparian and coastal scrub habitats. The PIA consists of the paved travel way and previously disturbed areas and contains no suitable habitat.
red-diamond rattlesnake	<i>Crotalus ruber</i>	SSC	Occurs in chaparral; Mojavean desert scrub; Sonoran Desert scrub; woodland; grassland;	HP	The BSA has suitable habitat, but the PIA is too disturbed to support this species. Any presence would be transitory.

**Table 1: Listed, Proposed Species, Natural Communities, and Critical Habitat Potentially Occurring or Known to Occur in the Project Area.**

Common Name	Scientific Name	Status	General Habitat Description	Habitat Present / Absent	Rationale
			and desert areas, often in rocky and dense vegetation, from coastal San Diego County to the eastern slopes of the mountains. Needs rodent burrows, cracks in rocks or surface cover objects.		
coast horned lizard	<i>Phrynosoma blainvillii</i>	SSC	Frequents a variety of habitats, including chaparral; cismontane woodland; coastal bluff scrub; coastal scrub; desert wash; pinon & juniper woodlands; riparian scrub; riparian woodland; and valley & foothill grassland habitats. Most common in lowlands along sandy washes with scattered low bushes.	HP	The BSA contains suitable coastal scrub habitat. The PIA consists of the paved travel way and previously disturbed areas and contains no suitable habitat.
<b>BIRDS</b>					
tricolored blackbird	<i>Agelaius tricolor</i>	ST, SSC	Largely endemic to California. Inhabits freshwater marsh, marsh and swamp, swamp, and wetland habitats. Species is highly colonial and most numerous in the Central Valley & vicinity. Species requires open water, protected nesting substrate, and foraging area	A	The BSA does not contain suitable marsh or wetland habitats within its elevational range.

**Table 1: Listed, Proposed Species, Natural Communities, and Critical Habitat Potentially Occurring or Known to Occur in the Project Area.**

Common Name	Scientific Name	Status	General Habitat Description	Habitat Present / Absent	Rationale
			with insect prey within a few kilometers of the colony.		
Southern California rufous-crowned sparrow	<i>Aimophila ruficeps canescens</i>	WL	A resident in Southern California coastal sage scrub and sparse mixed chaparral habitat. Frequents relatively steep, often rocky hillsides with grass and forb patches.	HP	The BSA contains suitable coastal scrub habitat. The PIA consists of the paved travel way and previously disturbed areas and contains no suitable habitat.
Bell's sage sparrow	<i>Artemisiospiza belli belli</i>	WL	Primarily nests in chaparral habitat dominated by fairly dense stands of chamise. Found in coastal sage scrub in south of range. Species is a ground-nester that nests beneath shrubs or in a shrub 6-18 inches above ground. Territories are about 50 yards apart.	HP	The BSA contains suitable coastal scrub habitat. The PIA consists of the paved travel way and previously disturbed areas and contains no suitable habitat.
burrowing owl	<i>Athene cunicularia</i>	SSC	Found within coastal prairie; coastal scrub; Great Basin grassland; Great Basin scrub; Mojavean desert scrub; Sonora desert scrub; and valley and foothill grassland, often within dry annual or perennial	A	The BSA contains suitable scrub habitat. However, the burrowing owl requires open areas with sparse cover. BSA is highly vegetated with tall thick scrub. Surveys conducted determined no presence. The PIA consists of the paved travel way and previously disturbed areas and contains no

**Table 1: Listed, Proposed Species, Natural Communities, and Critical Habitat Potentially Occurring or Known to Occur in the Project Area.**

Common Name	Scientific Name	Status	General Habitat Description	Habitat Present / Absent	Rationale
			grasslands, deserts, and scrublands with low-growing vegetation; depends on other mammal burrows, particularly the California ground squirrel.		suitable habitat. Although in a WR-MSHCP survey area, there was no suitable habitat in the BSA.
Snowy Plover	<i>Charadrius nivosus nivosus</i>	FT	Snowy plovers are small shorebirds (sparrow-sized, ~6 inches long) with gray legs, short black beak, and pale gray-brown upperparts, and snowy white underparts. They nest on sandy beaches in unvegetated to sparsely vegetated areas among woody debris and shells. Eggs are laid in open depressions in the sand, vulnerable to predators and being trampled. Breeding season is mid-March and until mid-September. Two to three eggs are laid, for approximately twenty-eight days. Chicks are fully mobile.	A	Snowy plovers feed and nest along shorelines. There are no coastlines in the BSA. No suitable habitat.
Yellow rail	<i>Coturnicops noveboracensis</i>	SSC	Yellow rail, <i>Coturnicops noveboracensis</i> , is an avian species with a listing of CDFW-SSC, USFWS-BCC, USFS-S. Yellow rail is a summer resident in eastern Sierra Nevada in Mono County and is found in	A	The BSA lacks suitable wetlands for the yellow rail. No suitable habitat.

**Table 1: Listed, Proposed Species, Natural Communities, and Critical Habitat Potentially Occurring or Known to Occur in the Project Area.**

Common Name	Scientific Name	Status	General Habitat Description	Habitat Present / Absent	Rationale
			freshwater marsh and meadow and seep habitats.		
southwestern willow flycatcher	<i>Empidonax traillii extimus</i>	FE, SE	Southwestern willow flycatcher, <i>Empidonax traillii extimus</i> , is a federally and state endangered avian species that breeds in dense riparian vegetation near surface water or saturated soils in the American southwest. Water impoundment (dams), water diversion for agriculture, and groundwater pumping all have altered streamflow and thus riparian vegetation. Tamarisk has replaced willows in habitats; however, flycatchers do successfully nest in tamarisk.	A	The BSA contains suitable riparian habitat, however, the SWWF is a very shy species and the BSA is too disturbed by development for this species. The PIA consists of the paved travel way and previously disturbed areas and contains no suitable habitat.
bald eagle	<i>Haliaeetus leucocephalus</i>	SE	Bald eagles, <i>Haliaeetus leucocephalus</i> , are state endangered birds also listed as BLM-S and USFS-S as well as a USFWS-BCC. They are fully protected with the CDFW. They inhabit lower montane coniferous forest, old growth forests, ocean shore, lake margins, and rivers for both	A	BSA lacks tall trees and cliffs required for nesting. Any presence would be transitory. No suitable habitat

**Table 1: Listed, Proposed Species, Natural Communities, and Critical Habitat Potentially Occurring or Known to Occur in the Project Area.**

Common Name	Scientific Name	Status	General Habitat Description	Habitat Present / Absent	Rationale
			nesting and wintering. Most nests within 1 mile of water. They nests in large, old-growth, or dominant live tree with open branches, especially ponderosa pine. Roosts communally in winter.		
Yellow-breasted chat	<i>Icteria virens</i>	SSC	Yellow-breasted chat, <i>Icteria virens</i> , is an avian species listed as CDFW-SSC. A summer resident, the yellow-breasted chat inhabits riparian forest, riparian scrub, and riparian woodland habitats, inhabits riparian thickets of willow and other brushy tangles near watercourses. Nests in low, dense riparian, consisting of willow, blackberry, wild grape; forages and nests within 10 feet of the ground.	A	There is insufficient consistent habitat in the BSA to support the yellow-breasted chat. No suitable habitat.
coastal California gnatcatcher	<i>Polioptila californica californica</i>	FT, SSC	Found in low, coastal sage scrub or coastal bluff scrub within arid washes on top of mesas and slopes. An obligate, permanent resident of coastal sage scrub below 2,500 feet in	HP	The BSA contains potentially suitable coastal scrub habitat. The PIA consists of the paved travel way and previously disturbed areas and contains no suitable habitat. Presence of the coastal California gnatcatcher was confirmed

**Table 1: Listed, Proposed Species, Natural Communities, and Critical Habitat Potentially Occurring or Known to Occur in the Project Area.**

Common Name	Scientific Name	Status	General Habitat Description	Habitat Present / Absent	Rationale
			Southern California. Not all areas classified as coastal sage scrub are occupied.		in the BSA by ECORP biologists, August 31,2023.
California spotted owl	<i>Strix occidentalis occidentalis</i>	FPE	It primarily occurs in mountainous terrain in closed-canopied forests; steep, narrow canyons with relatively few trees; in riparian/hardwood forest, live oak; big cone Douglas-fir forest, and mixed conifer forest in southern California. Preferred nesting habitat is dense old growth forest.	A	Spotted Owls require dense old-growth forest. There are no forests in the BSA. No suitable habitat.
least Bell's vireo	<i>Vireo bellii pusillus</i>	FE, SE	A summer resident of Southern California within riparian forest, riparian scrub, or riparian woodland habitats; nests are along margins of bushes or twigs projecting into pathways, usually willow, <i>Baccharis</i> , or mesquite species, in low riparian in vicinity of water or in dry river bottoms below 2,000 feet in elevation.	HP	The BSA contains suitable riparian habitat. The PIA consists of the paved travel way and previously disturbed areas and contains no suitable habitat.

**MAMMALS**

**Table 1: Listed, Proposed Species, Natural Communities, and Critical Habitat Potentially Occurring or Known to Occur in the Project Area.**

<b>Common Name</b>	<b>Scientific Name</b>	<b>Status</b>	<b>General Habitat Description</b>	<b>Habitat Present / Absent</b>	<b>Rationale</b>
northwestern San Diego pocket mouse	<i>Chaetodipus fallax fallax</i>	SSC	A western San Diego County resident, inhabits coastal scrub, chaparral, grassland, sagebrush, and other habitat types with sandy, herbaceous areas associated with rocks or coarse gravel.	HP	The BSA contains suitable coastal scrub and chaparral habitats. The PIA consists of the paved travel way and previously disturbed areas and contains no suitable habitat.
Stephen's kangaroo rat	<i>Dipodomys stephensi</i>	FE, ST	Occurs primarily in coastal scrub and valley and foothill grassland habitat, as well as sagebrush with sparse canopic cover. Prefers buckwheat, chamise, brome grass and filaree species. Will burrow into firm soil.	HP	The BSA contains suitable habitat. Presence of small mammal burrow on the shoulder, within the right of way indicate protocol level surveys will be required to identify rodent species within the PIA.
western mastiff bat	<i>Eumops perotis californicus</i>	SSC	Found in many open, semi-arid to arid habitats, including conifer & deciduous woodlands, coastal scrub, grasslands, chaparral, etc. Roosts in crevices in cliff faces, high buildings, trees, and tunnels.	HP	The BSA contains suitable foraging and potentially roosting habitat. The PIA consists of the paved travel way and previously disturbed areas and contains no suitable habitat.
pocketed free-tailed bat	<i>Nyctinomops femorosaccus</i>	SSC	Inhabits a variety of arid areas in Southern California, including pinyon-juniper woodlands, Sonoran Desert scrub, palm oasis, desert wash, desert	A	The BSA contains suitable desert scrub and riparian habitats. The PIA consists of the paved travel way and previously disturbed areas and contains no suitable habitat. The BSA lacks cliffs or crevices suitable for

**Table 1: Listed, Proposed Species, Natural Communities, and Critical Habitat Potentially Occurring or Known to Occur in the Project Area.**

Common Name	Scientific Name	Status	General Habitat Description	Habitat Present / Absent	Rationale
			riparian, Joshua tree woodland, and riparian scrub habitats.		roosting bats. There are no suitable roosting sites within the BSA.
mountain lion	<i>Puma concolor</i>	SCT	Known from the Santa Ana Mountains, San Bernardino Mountains, San Jacinto Mountains, and Santa Rosa Mountains. Requires large contiguous areas of relatively undisturbed brushy, rugged, and rocky habitats within chaparral, coastal sage scrub, desert scrub, Riversidean alluvial fan sage scrub, pinyon-juniper woodland, riparian, coniferous forest, and oak woodlands. Utilizes rocky cliffs and ledges. Requires large habitat blocks for adequate dispersal.	A	The BSA contains suitable coastal scrub, riparian, and rugged terrain within the San Bernardino Mountains. The BSA lacks suitable denning habitat required of mountain lions, and the area is too disturbed and populated for this species. Any presence would be incidental and transitory. The PIA consists of the paved travel way and previously disturbed areas and contains no suitable habitat.

Absent [A] - no habitat present and no further work needed. Critical Habitat [CH]- USFWS critical habitat is present. Habitat Present [HP] - habitat is or may be present. The species may be present. Status: Federal Endangered (FE); State Candidate Endangered (SCE); State Candidate Threatened (SCT); State Endangered (SE); State Watch List (WL); Fully Protected (FP); State Species of Special Concern (SSC); California Native Plant Society (CNPS): 1A- plants presumed extirpated in CA and either rare or extinct elsewhere, 1B- plants rare, threatened, or endangered in CA and elsewhere, 2A- plants presumed extirpated in CA, but more common elsewhere, 2B- plants rare, threatened, or endangered in CA, but more common elsewhere.

## **Appendix H List of Technical Studies**

---

The following studies and/or technical analyses have been prepared and are incorporated by reference into this Initial Study and can be requested from Gita Tokhmafshan, Acting Senior Environmental Planner, California Department of Transportation, 464 West 4th Street, MS 827, San Bernardino, CA, 92401-1400; Gita.Tokhmafshan@dot.ca.gov; 909-501-5742.

Please note, many state and federal laws limit the disclosure of sensitive cultural and tribal resource information to the public. Additional information regarding confidentiality of these resources can be found in the Caltrans Standard Environmental Reference Volume 2 in Section 3.4.13.

Air Quality and Construction Greenhouse Gas (GHG) Emissions Estimate  
Memorandum (May 5, 2024)

Community Impact Assessment Scoping Assessment – Scoping Checklist (June 27, 2024)

Historic Property Survey Report (September 8, 2023)

Initial Site Assessment Checklist (April 16, 2024)

Landscape Architecture Scoping Questionnaire to Determine Visual Impact Assessment Level (December 7, 2023)

Location Hydraulic Study & Summary Floodplain Evaluation Report for Coldwater Wash (December 22, 2023)

Location Hydraulic Study & Summary Floodplain Evaluation Report for Indian Wash (December 22, 2023)

Location Hydraulic Study & Summary Floodplain Evaluation Report for Mayhew Wash (December 22, 2023)

Natural Environment Study (Minimal Impacts) (December 14, 2023)

Noise Review Memorandum (April 14, 2024)

Paleontological Resources Memorandum Email (April 17, 2024)

Scenic Resource Evaluation and Visual Impact Assessment Memorandum (June 2, 2022)

Scoping Questionnaire for Water Quality Issues (June 14, 2024)

Transportation Air Quality Conformity Findings Checklist (June 12, 2023)