

# **Interstate 15 Drainage System Rehabilitation**

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

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



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



December 2024

## General Information about This Document

The California Department of Transportation (Caltrans) has prepared this Initial Study (IS) with Mitigated Negative Declaration 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. The IS circulated to the public for 31 days between July 26, 2024, and August 26, 2024. Comments received during this period are included in Chapter 4. Elsewhere throughout this document, revisions made are indicated in the text since the draft document circulation. Minor editorial changes and clarifications have not been so indicated.

Additional copies of this document and the related technical studies are available for review at 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://ceqanet.opr.ca.gov/2024071066>

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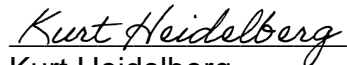
*Interstate 15 (I-15) Drainage System Rehabilitation Along Interstate 15 from 0.4 Miles South of Indian Truck Trail Undercrossing Bridge (Post Mile 30.0) to 1.1 Miles North of Temescal Canyon Road Undercrossing Bridge (Post Mile 33.0) in Riverside County*

## **Initial Study with 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

12/17/2024  
Date

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# 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.

## Determination

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

The project would have no effect on 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 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 measures incorporated, the project would have less than significant effects to biological resources:

Bio-General-1: Equipment Staging, Storing, & Borrow Sites. All equipment staging, storing, and borrow sites require the approval of the Caltrans biologist. Stockpiles shall be maintained to avoid the spread of invasive plants and shall not be placed at locations subject to Fish and Game Code section 1602. Materials, including spoils and equipment, shall not be placed at locations subject to Fish and Game Code section 1602. This measure has been added to the mitigation measure list in this determination section since the draft document circulation.

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. This measure has been added to the mitigation measure list in this determination section since the draft document circulation.

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.

Bio-General-4: Preconstruction Bat Surveys. Preconstruction bat surveys must be conducted by a qualified bat biologist at least 14 days prior to project activities within each culvert and at any trees to be removed. A daytime assessment shall be conducted by a qualified bat biologist to examine areas that are suitable for bat use, including maternity roosts. If, during project activities, bats are located, the resident engineer and Caltrans biologist must be contacted and additional measures and agency coordination shall be required. If a maternity roost is identified within the project impact area, then project activities shall be avoided within 300 feet of all roosting structures in the project area from April 1 to August 31 and November to February to avoid the maternity and hibernation season, respectively, unless an agency-approved bat mitigation and management plan (BMMP) has been enacted. This measure has been added to the mitigation measure list in this determination section since the draft document circulation.

Bio-General-8: Biological Monitor. The Caltrans approved biologist must monitor project activities once a week to ensure that measures are being implemented and documented. This measure has been added to the mitigation measure list in this determination section since the draft document circulation.

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. A specific targeted approach shall be implemented for any herbicide application by avoiding species that are not intended to be removed and by reducing herbicide application to the smallest possible radius around plant species that are selected for application. All herbicides utilized adjacent to Fish and Game Code section 1602 resources and other sensitive aquatic habitat areas shall be registered for aquatic use by the California Department of Pesticide Regulation (CDPR). Herbicide sprays in these areas shall only be used when wind speeds measure less than 10 mph. The mixture shall contain a dye (registered for aquatic use by CDPR) to show overspray and shall be conducted in a manner to minimize overspray onto adjacent native vegetation. This measure has been added to the mitigation measure list in this determination section since the draft document circulation.

Bio-Plant-1: Rare Plant Surveys, Flagging, and Fencing. Prior to construction and during the appropriate peak blooming seasons for each plant with the potential to occur onsite, a qualified biologist will conduct a preconstruction focused plant survey according to Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Sensitive Natural Communities (CDFW 2018), and adherence to MSHCP survey protocol requirements. 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). No work will occur that will impact any fenced plants, and the agencies will be notified for further instruction. Focus level surveys will be conducted yearly at the proper peak blooming seasons for each plant until construction begins. This measure has been added to the mitigation measure list in this determination section since the draft document circulation.

Bio-Plant-2: Revegetation. Revegetation of areas where vegetation has been removed must include California native species that reflect the regional ecology. As a replacement for removal of one tamarisk tree, Caltrans will plant a total of ten (10) mulefat shrubs throughout the affected riparian areas with a plant establishment period of one (1) year. This measure has been added to the mitigation measure list in this determination section since the draft document circulation.

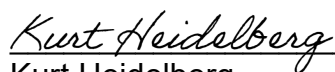
Bio-General-12: Animal Entrapment. To prevent inadvertent entrapment of fauna during project activities, all excavated steep-walled holes, or trenches more than 6" must be covered at the close of each working day by plywood (or similar material) or provided with one or more escape ramps constructed of earth fill or wooden planks. At the beginning of each working day, all such holes or trenches must be inspected to ensure no animals have been trapped during the previous night. Before such holes or trenches are filled, they must be thoroughly inspected for trapped animals. Trapped animals must be released by the qualified biologist. Additionally, all trash collection devices will be engineered so as to prevent entrapment of animal species. This measure has been added to the mitigation measure list in this determination section since the draft document circulation.

Bio-Connectivity-1: Trash Collection Devices. The trash collection devices at culverts shall not impede the movement of wildlife and safeguards shall be designed to avoid entrapment of wildlife. This measure has been added to the mitigation measure list in this determination section since the draft document circulation.

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. This measure has been added to the mitigation measure list in this determination section since the draft document circulation.

Bio-Plant PSM-4: Soil Decomposition: In order to allow for better plant and seed bank recovery from project activities, all soils compacted during project activities will be decomposed at the end of project activities. This measure has been added to the mitigation measure list in this determination section since the draft document circulation.

Bio-Insect-1: Crotch's Bumble Bee Habitat Assessment. Prior to vegetation removal and/or grading, a Designated Biologist shall conduct a habitat assessment to determine whether Crotch's bumble bee habitat is present or absent in the project site and adjoining area. The habitat assessment shall be performed according to the 2023 CDFW Survey Considerations for Candidate Bumble Bee. If habitat for Crotch's bumble bee is present, a Designated Biologist shall conduct focused surveys to determine presence/absence of Crotch's bumble bee prior to vegetation removal and/or grading. Survey methodology shall follow the 2023 CDFW Survey Considerations for Candidate Bumble Bee (available at <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=213150>). Surveys shall be conducted during the flying season when the species is most likely to be detected above ground, between March 1 to September 1, by an approved Designated Biologist familiar with Crotch's bumble bee behavior and life history. Surveys shall be conducted within the project site and areas adjacent to the project site where suitable habitat exists. Survey results including negative findings shall be submitted to CDFW at least 30 days prior to project-related vegetation removal and/or ground-disturbing activities. If the species is identified on site, the project proponent shall fully avoid the species absent take authorization. If the project may result in take of Crotch's bumble bee through either nest destruction or destruction of potential nests hidden in bunch grasses or other nesting habitat, or if complete avoidance of Crotch's bumble bee cannot be achieved, Caltrans shall obtain appropriate California Endangered Species Act (CESA) authorization (i.e., a finalized CESA Incidental Take Permit (ITP) under Fish and Game Code section 2081) prior to initiation of project activities. This measure has been added to the mitigation measure list in this determination section since the draft document circulation.



Kurt Heidelberg

Deputy District Director

District 8

California Department of Transportation

12/17/2024

Date

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# **Chapter 1      Proposed Project**

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## **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).

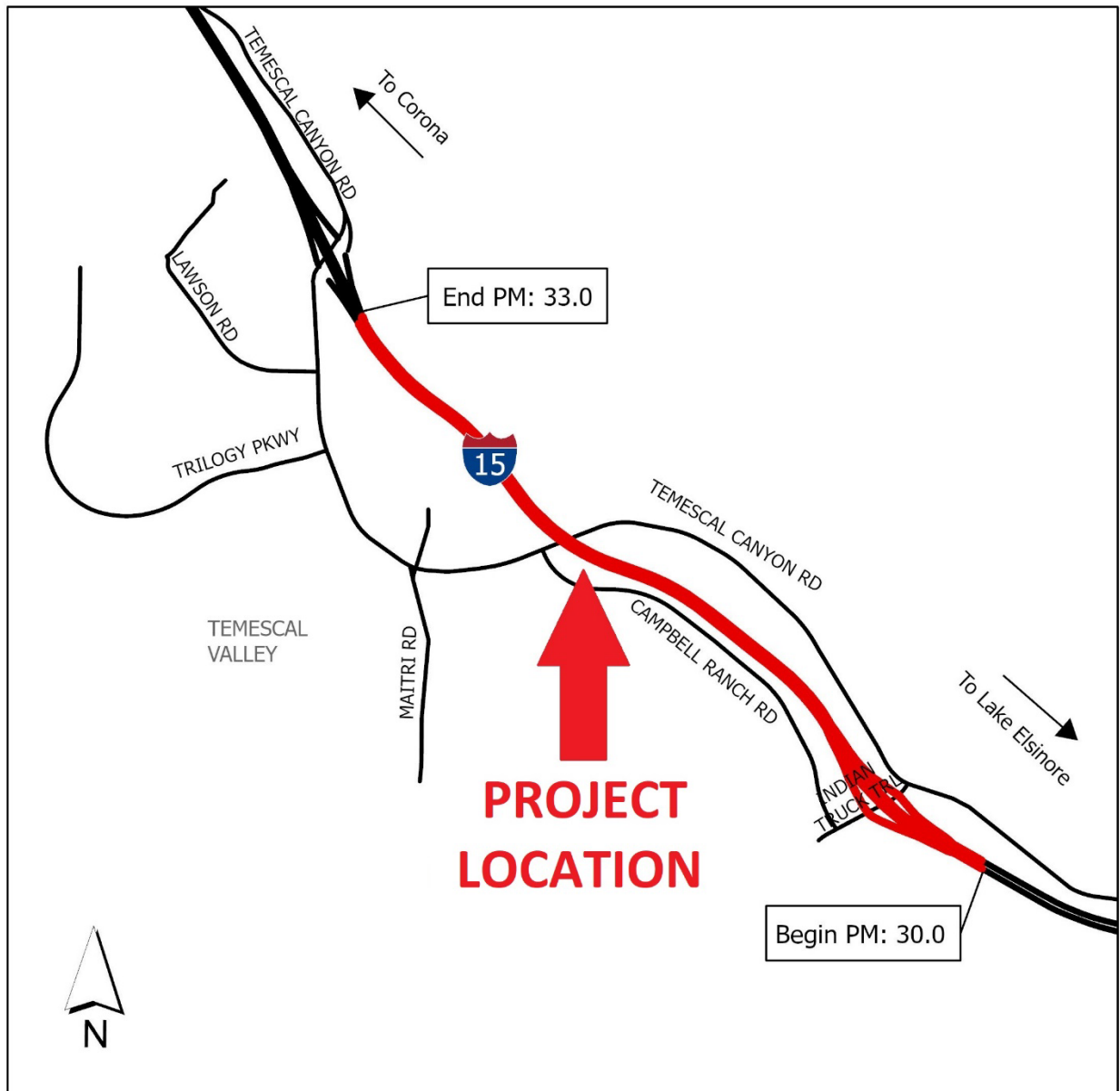
Caltrans proposes to replace five (5) culverts (revised from six [six] culverts in the draft environmental document) and to repair four (4) culverts (revised from five [5] culverts in the environmental document) on Route 15 (I-15) 0.4 miles south of Indian Truck Trail Undercrossing (UC) Bridge (Bridge 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 a total of five (5) trash collection devices at PMs 30.38, 30.42, 32.82 and 32.88 (revised from a total six [6] trash collection devices at PMs 30.40, 30.61, 30.90, and 32.98 in the draft environmental document). 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 December 2, 2030.

The project costs have increased since the draft environmental document circulation. The current project cost is estimated at \$10,750,000, which includes \$292,900 for right of way costs and \$6,427,000 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.**



Caltrans determined that the only reanalyses of project impacts needed due to the project scope changes since the draft environmental document circulation were in regards to biological resources, air quality, greenhouse gas emissions, and water quality.

## **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 replacement of rock slope protection at four (4) (revised from five [5] in the draft environmental document) different culverts.
- The construction of five (5) (revised from six [6] in the draft environmental document) 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 from July 26, through August 26, 2024, Caltrans has considered all comments and selected the Build Alternative above as the preferred alternative for the project. Caltrans has made the final determination of the project's effect on the environment; under the California Environmental Quality Act (CEQA), Caltrans has identified no unmitigatable significant adverse impacts. As a result, Caltrans has prepared this 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 and California Department of Fish and Wildlife	Western Riverside County Multiple Species Habitat Conservation Plan (WR-MSHCP) Determination of Biologically Equivalent or Superior Preservation (DBESP) Report	On December 10, 2024, the project was found to be consistent with the Western Riverside County Multiple Species Habitat Conservation Plan (WR-MSHCP).
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

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## 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:

Question	CEQA Determination
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. This measure has been revised since the draft environmental circulation to address concerns of the wildlife agencies (see the Environmental Commitments Report, Appendix D).

## **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 November 22, 2024, Air Quality Memorandum and November 22, 2024, Transportation Air Quality Conformity Findings Checklist for the proposed project were used to make the following CEQA significance determinations. These documents are updates of previous documents cited in the draft environmental document.

#### 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 Interstate

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, 2023, 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 (*Polioptila 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**

According to the Caltrans District 8 Biological Studies November 21, 2024, Update to the NESMI and DBESP Memorandum, the proposed project with its revised scope is anticipated to only directly impact a total of approximately 0.039 acres of riparian/ riverine habitat (revised from the the 0.31 acres of riparian area and approximately 0.18 acres of riverine area in the draft environmental document). The amount of these areas that would be permanently impacted by this project would be determined during the design phase of the project.

According the December 14, 2023, NESMI, 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). However, due to the project scope revision since the draft environmental document circulation, the project impacts to jurisdictional waters are expected to have decreased; Caltrans will determine the final project impacts on these waters during the design phase of the project.

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-2: Temporary Artificial Lighting Restrictions. Artificial lighting must be directed at the work site to minimize light spillover outside of the construct

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.

\*Permits” pertain 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.

Bio-General-8: Biological Monitor. The Caltrans approved biologist must monitor project activities once a week to ensure that measures are being implemented and documented. This measure has been added to this document since it was in the December 14, 2023, NESMI; however, the frequency has been reduced to once a week instead of twice a week as previously written in the NESMI.

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.

According to the District Biological Studies November 21, 2024, Update Memorandum to the NESMI and DBESP, the following edits to the environmental commitment measures have been made since the draft environmental document circulation (see Environmental Commitment Record, Appendix D) to address wildlife agency concerns:

Bio-General-1 regarding equipment staging, storing, and borrow sites, Bio-General-4 regarding preconstruction bat surveys, Bio-General-16 regarding invasive weed control, Bio-Plant-1 regarding rare plant surveys, flagging and fencing, and Bio-Plant-2 regarding revegetation have all been revised.

Bio-General-12 regarding animal entrapment, Bio-Connectivity-1 regarding trash collection devices, and Bio-Insect-1 regarding the Crotch's Bumblebee have all been added.

## 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. This measure has been revised since the draft environmental circulation to address concerns of the wildlife agencies (see the Environmental Commitments Report, Appendix D)..

**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.** This measure has been revised since the draft environmental circulation to address concerns of the wildlife agencies (see the Environmental Commitments Report, Appendix D).

**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 the Caltrans District 8 Environmental Planning December 14, 2024, Scoping Questionnaire for Water Quality Issues were used to make the following CEQA determinations, which are the same as those found in the draft environmental document.

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 of five (5) (revised from six [6] in the draft environmental document) 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 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 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 five(5) (revised from six [6] in the draft environmental document) 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 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. This measure has been revised since the draft environmental circulation to address concerns of the wildlife agencies (see the Environmental Commitments Report, Appendix D).

## 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 regarding noise control has been reworded for clarification since the draft environmental document (see Environmental Commitments Record, Appendix D).

### 2.2.14 Population and Housing

Would the project:

Question	CEQA Determination
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:

Question	CEQA Determination
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 Luiseño 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 Luiseño Indians responded, respectively, and requested additional information about the project, which Caltrans provided. A second letter was sent to the Pechanga Band of Luiseño 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 Luiseño 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 Luiseño Indians and Pala Band of Mission Indians Tribes; no responses have been received from either Tribe to date. On August 12, 2024, Caltrans sent a copy of the Notice of Intent and draft environmental document to the Pechanga Band of Luiseño Indians per the Tribe's previous request. No comments on the draft document were received from any Tribe.

## **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 nine (9) (revised from ten [10] in the draft environmental document) 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 less than 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 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

Question	CEQA Determination
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**

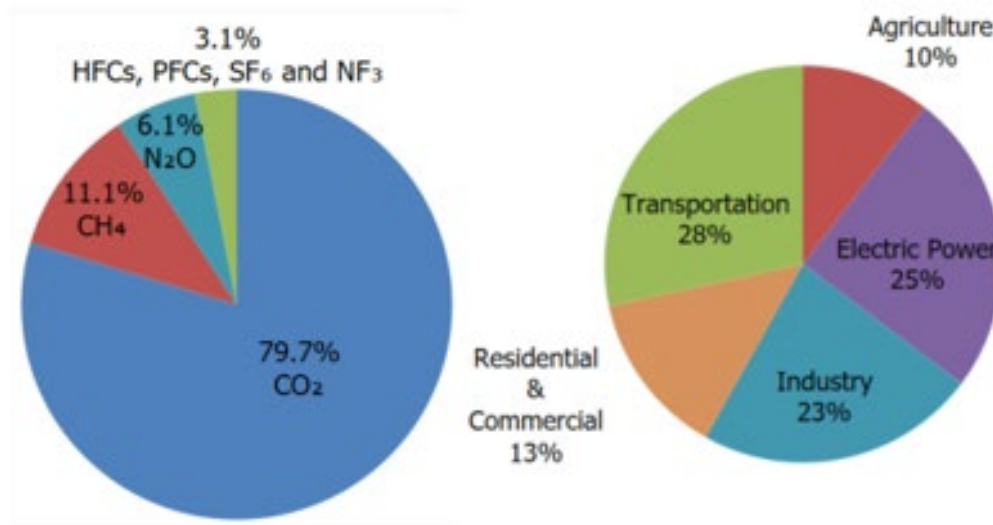
A GHG emissions inventory estimates the amount of GHGs discharged into the atmosphere by specific sources over a period of time. Tracking annual GHG emissions allows countries, states, and smaller jurisdictions to understand how emissions are changing and what actions may be needed to attain emission 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**



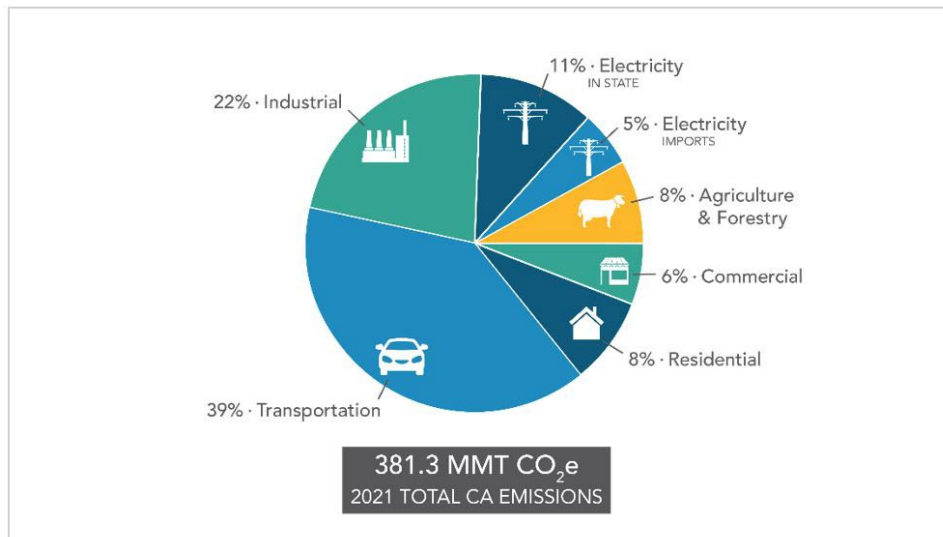
(Source: U.S. EPA 2024b)

### **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).

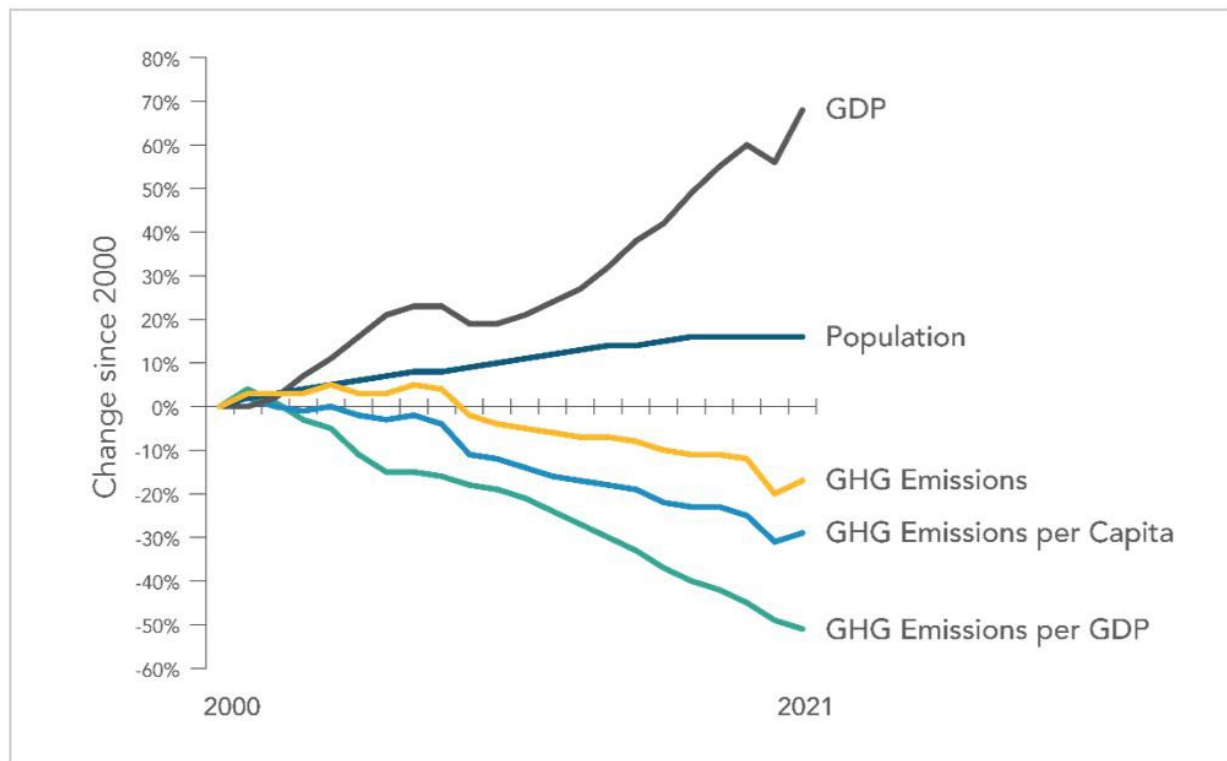
Transportation emissions remain the largest contributor to GHG emissions in the state (Figure 2-2) (ARB 2023).

**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 August 12, 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 4,218.75 lb/day of CO<sub>2</sub>e (CO<sub>2</sub> equivalent) and a total of 253 ton/year of CO<sub>2</sub>e for the duration of project construction. These estimates are higher than those included in the draft environmental document.

### **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.** This measure has been revised since the draft environmental circulation to address concerns of the wildlife agencies (see the Environmental Commitments Report, Appendix D).

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

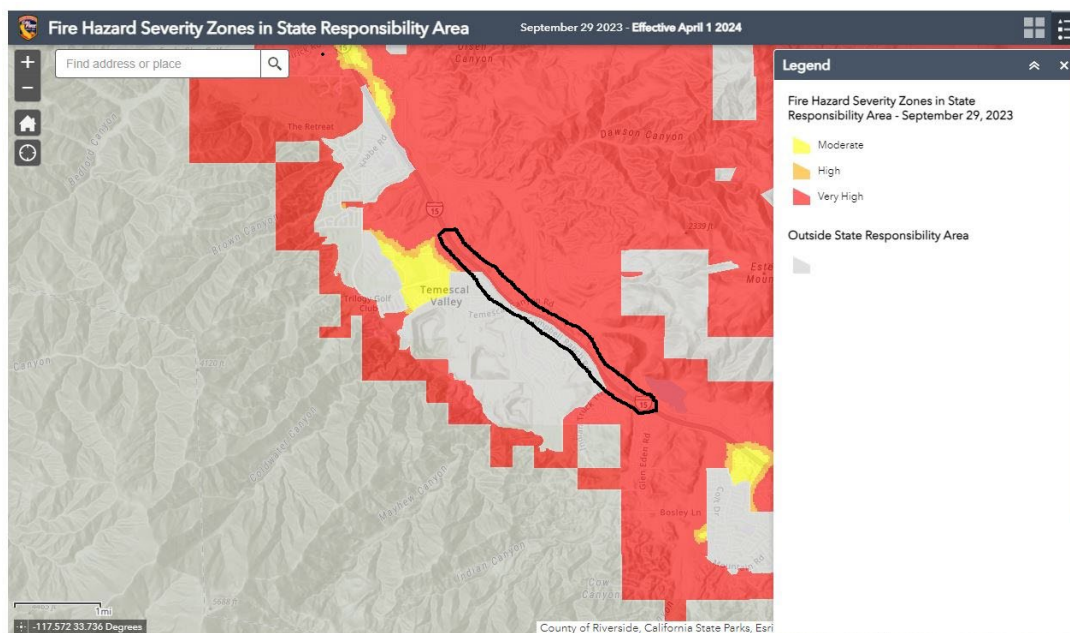
### Regulatory Setting

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).

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## **Chapter 3      Comments and Coordination**

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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 Luiseño Indians, Soboba Band of Luiseño 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 Luiseño Indians responded, respectively, and requested additional information about the project, which Caltrans provided. A second letter was sent to the Pechanga Band of Luiseño 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 Luiseño 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 Luiseño Indians and Pala Band of Mission Indians Tribes; no responses have been received from either Tribe to date. On August 12, 2024, Caltrans Cultural Studies sent a copy of the Notice of Intent and draft environmental document to the Pechanga Band of Luiseño Indians per the Tribe's previous request. No comments on the draft environmental document were received from any Tribe.

### **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. Subsequent meetings were held and USFWS and CDFW awarded consistency with the WR-MSHCP on December 10, 2024 (Appendix I). CDFW also submitted public comments on the draft environmental document on August 26, 2024, and Caltrans has responded to their comments (Appendix J).

An 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 October 8, 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.

## **Public Participation**

The draft environmental document, Initial Study (IS))with proposed Mitigated Negative Declaration (MND), circulated for public review for 31 days from July 26, 2024, to August 26, 2024. Public notices (the Notice of Completion and Notice of Intent to adopt an MND) and the IS with proposed MND were added to the State Clearinghouse website (<https://ceqanet.opr.ca.gov/2024071066>) on July 26, 2024. The Notice of Intent was also posted on the Caltrans District 8 website (<https://dot.ca.gov/caltrans-near-me/district-8/district-8-news/interstate-15-drainage-system-rehabilitation>) on July 26, 2024. Towards the beginning of the public comment period, a public notice flier in both English and Spanish was also sent out to each property owner within 500 feet of the drainage work and to other possible interested parties (see Chapter 5). In addition, the Notice of Intent to adopt an MND was published in the Press Enterprise newspaper; however, this notice was published too early on July 12, 2024. Since local property owners were provided with a public notice and advertising funds were limited, this public notice was not published again. No comments regarding the draft environmental document were received from the general public by the end of the circulation period. These public notices are included in Appendix K.

## **Chapter 4      List of Preparers**

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The following Caltrans staff contributed to the preparation of this final environmental document (IS with MND). Some staff have been added since the circulation of the draft environmental document (IS with proposed MND).

Kurt Heidelberg, Deputy District Director, Environmental Planning

Antonia Toledo, Acting Office Chief, Environmental Studies

Shawn Oriaz, Office Chief, Environmental Studies Unit "C"

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

Natasha Walton, Environmental Scientist (Generalist), Environmental Studies Unit "C"

Olufemi Odufalu, Branch Chief, 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 Unit

Chun-Sheng Wang, Branch Chief, Biological Studies and Surveys Unit

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, Branch Chief, Environmental Stewardship & Biological Monitoring Unit

Andrew Walters, Branch Chief, Cultural Studies Unit

Gabrielle Duff, 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 Steven Magallanes, Senior Landscape Architect

Jeanine Porter, Associate Environmental Planner – Generalist, Environmental Studies Unit “D”

Jared Anderson, Landscape Associate

Melaine Hall, Landscape Associate

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

Steven Sand, Assistant 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 Chief

Cristine 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**

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The public notice for the draft environmental document (IS with proposed MND) was distributed to the public. Recipients included utilities, local and regional public agencies, elected officials, interest groups and organizations, and local property owners who may have been 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 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**

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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**

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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**

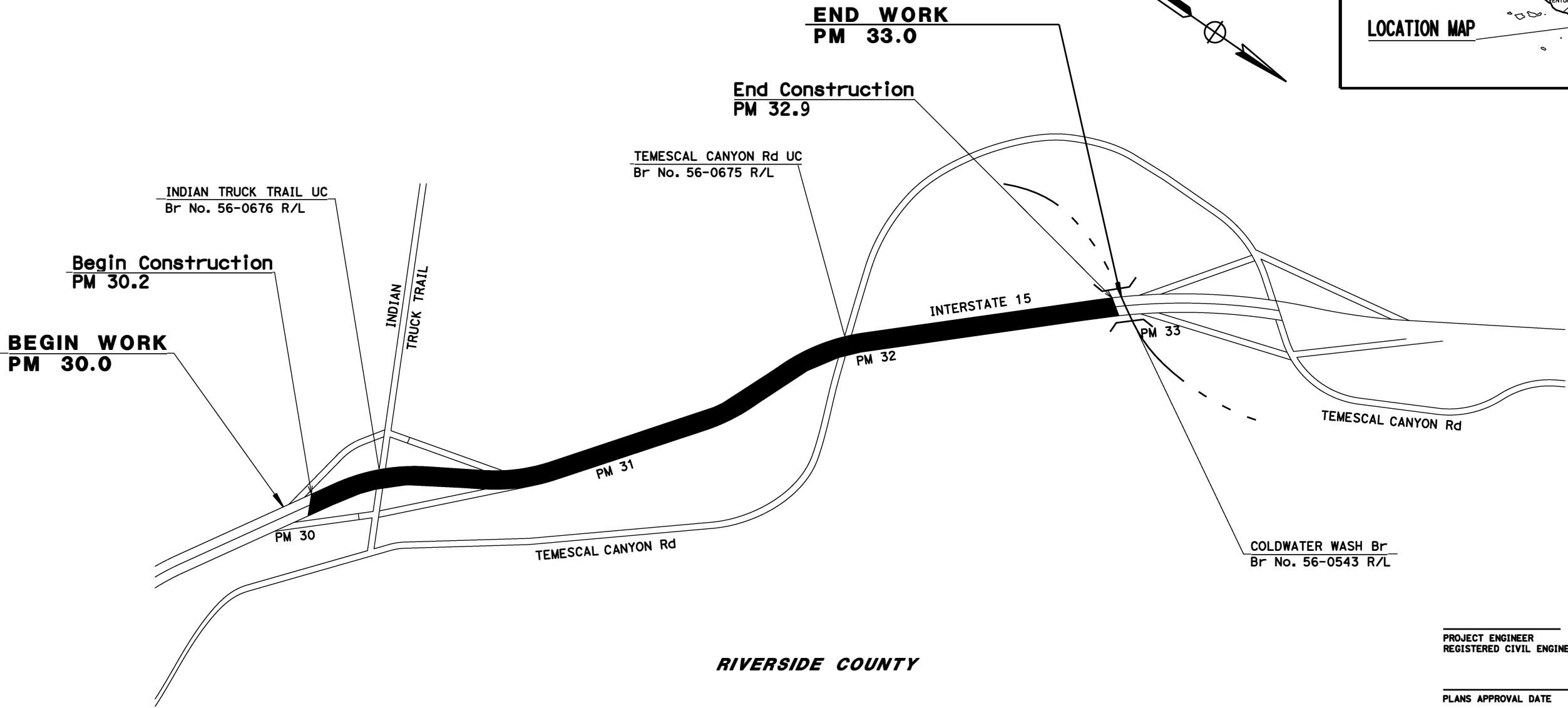
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INDEX OF PLANS

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



PROJECT MANAGER  
RAGHURAM RADHAKRISHNAN

DESIGN MANAGER  
CAT VU QUACH

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."

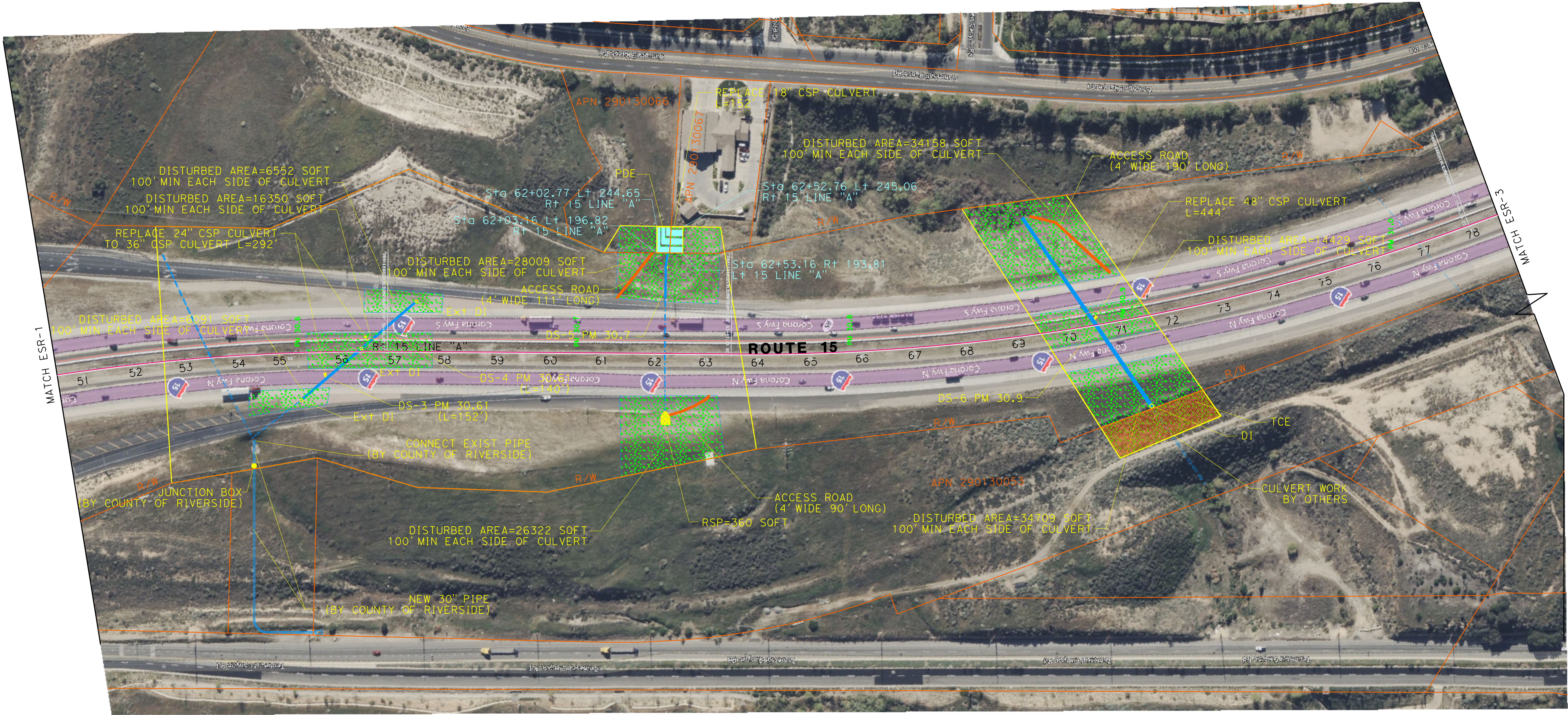
NOT TO SCALE



LEGEND:

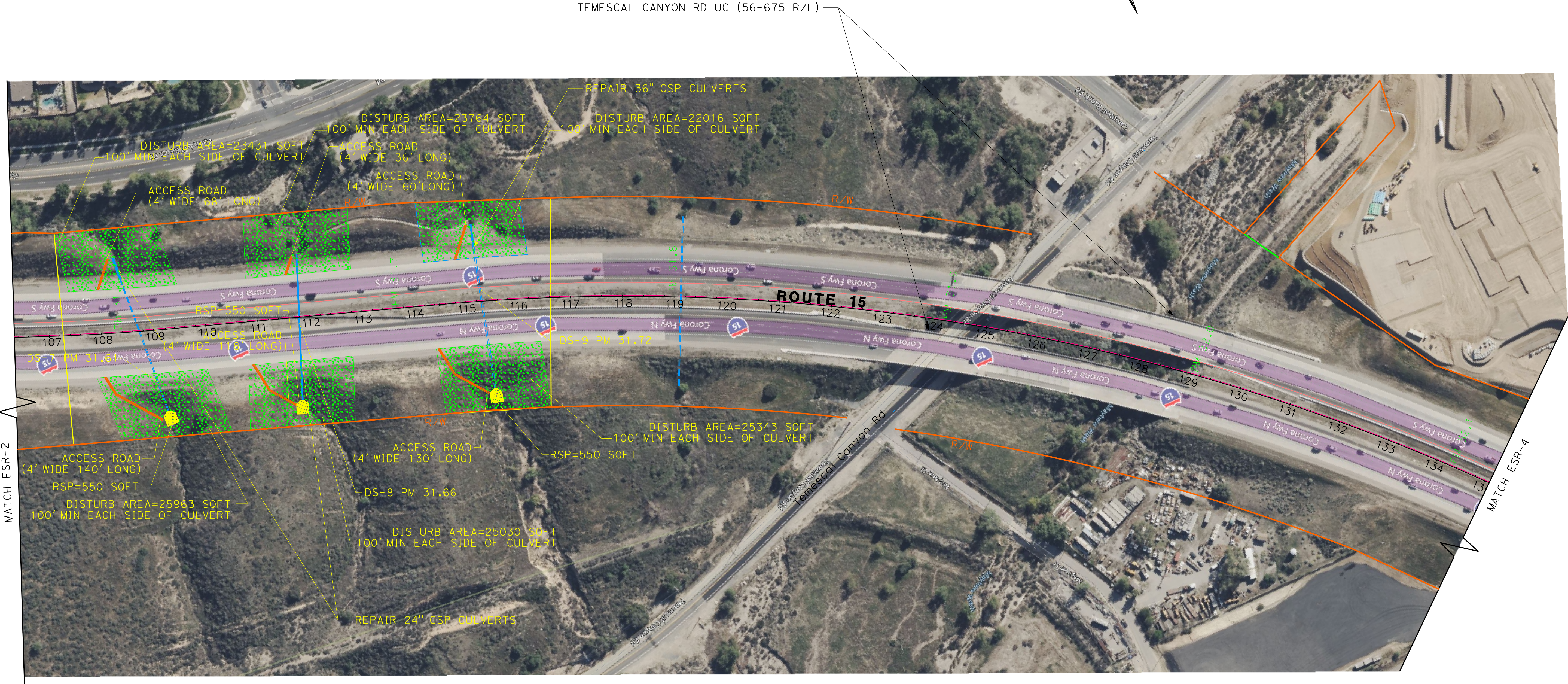
- PERMANENT DRAINAGE EASEMENT (PDE)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)
- DISTURBED AREA DURING CONSTRUCTION
- PROJECT FOOT PRINT
- PERMANENT FOOT ACCESS ROAD

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



LAYOUT PLAN  
L-2

SCALE: 1"=100'



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

REGISTERED PROFESSIONAL ENGINEER

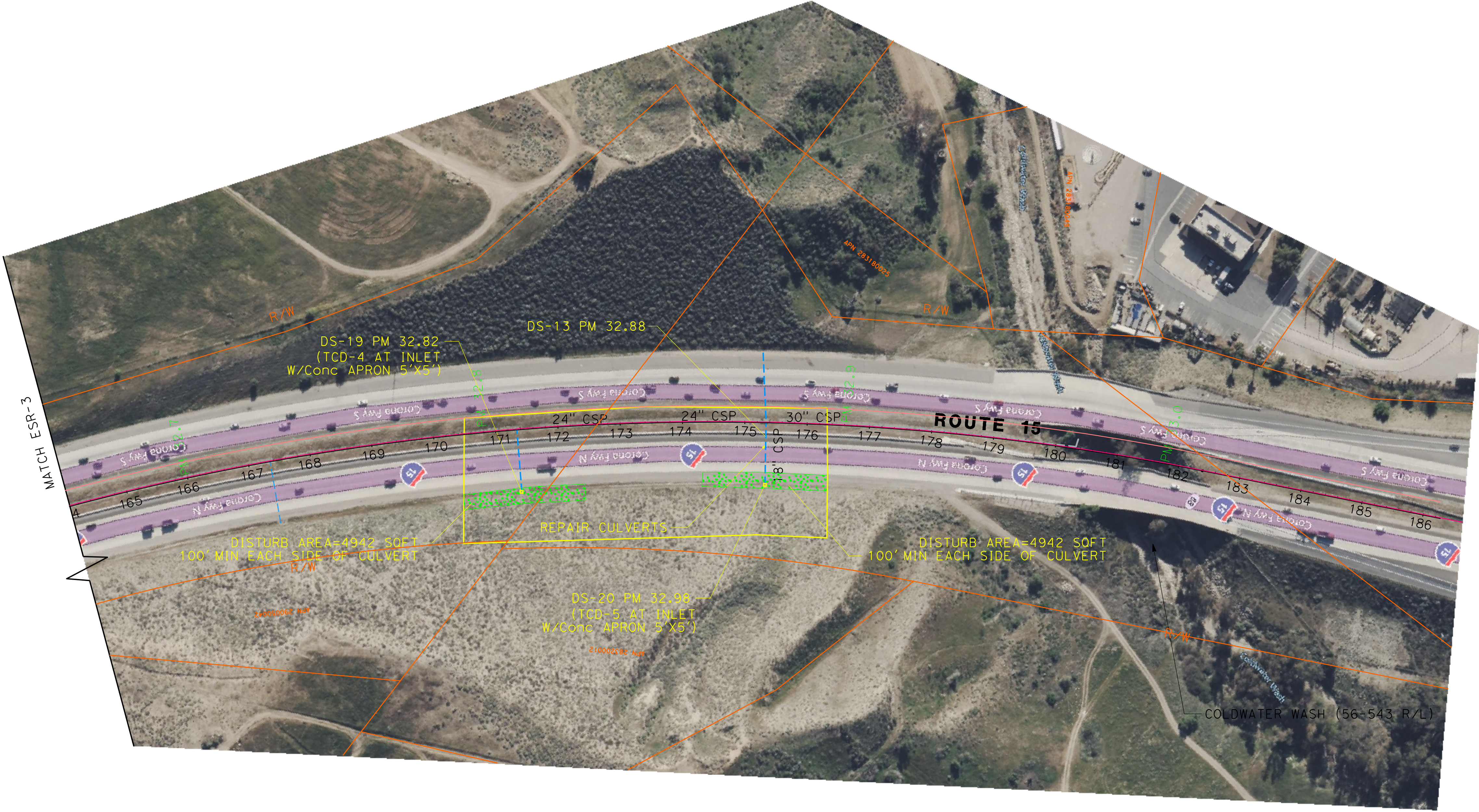
No.

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**

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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. 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. This ECR has been updated since the draft environmental document circulation.

Permit Type	Agency	Date Received	Expiration	Notes
DBESP	US Fish and Wildlife Service & California Department of Fish and Wildlife	12/10/2024	NA	The project was found to be consistent with the Western Riverside County Multiple Species Habitat Conservation Plan (WR-MSHCP).
1602	California Department of Fish and Wildlife			
404	US Army Corps of Engineers			
401	Santa Ana Regional Water Quality Control Board			

Date of ECR: December 10, 2024  
Date of Approved ED:

## ENVIRONMENTAL COMMITMENTS RECORD

08-RIV-15  
PM 30.0/33.0

Project Phase:

☒ PA/ED (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 Implementation of Measure	Timing/Phase	SS, SSP, or NSSP	Action(s) Taken to Implement Measure/if checked No, add Explanation here	PS&E Task Complete	Constructi on Task Complete	Environ mental Complia nce	
							Date / Initials	Date / Initials	YES	N O
<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: December 10, 2024

Date of Approved ED:

# ENVIRONMENTAL COMMITMENTS RECORD

08-RIV-15  
PM 30.0/33.0

Project Phase:

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

## (Interstate 15 Drainage System Rehabilitation)

EA 08-1L820

PN 0820000161

Generalist: Natasha Walton

ECL: To Be Determined

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							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  Construction						

Date of ECR: December 10, 2024

Date of Approved ED:

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## (Interstate 15 Drainage System Rehabilitation)

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							Date / Initials	Date / Initials	YES	N O
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. Stockpiles shall be maintained to avoid the spread of invasive plants and shall not be placed at locations subject to Fish and Game Code section 1602. Materials, including spoils and equipment, shall not be	10 of 13	District Biological Studies 1L820 Update Memoran- dum (November 21, 2024)	District Design  District Environmental Planning  Resident Engineer  Contractor	Final Design  Con- struction	SSP 14- 6.03A	<i>General Note:</i> This measure has been revised since the draft environmental document (June 2024 IS-MND) for this project.				

Date of ECR: December 10, 2024

Date of Approved ED:

# ENVIRONMENTAL COMMITMENTS RECORD

08-RIV-15  
PM 30.0/33.0

Project Phase:

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

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							Date / Initials	Date / Initials	YES	N O
placed at locations subject to Fish and Game Code section 1602.										
<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, 2023)	District Design  District Environmental Planning  Resident Engineer  Contractor	Final Design  Con- struction	SSP 14- 6.03A					
<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		Draft Environmental Document (June 2024 IS-MND)	District Design District Environmental Planning	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				

Date of ECR: December 10, 2024

Date of Approved ED:

# ENVIRONMENTAL COMMITMENTS RECORD

08-RIV-15  
PM 30.0/33.0

Project Phase:

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

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							Date / Initials	Date / Initials	YES	N O
(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.			Resident Engineer  Contractor			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.				
<b>Bio-General-4:</b> Preconstruction Bat Surveys. Preconstruction bat surveys must be conducted by a qualified bat biologist at least 14 days prior to project activities within each culvert and at any trees to be removed. A daytime assessment shall be	10 of 13	District Biological Studies 1L820 Update Memorandum (November 21, 2024)	District Design  District Environmental Planning  Resident Engineer	Final Design  Con- struction	SSP 14-6.03A, SSP 14-6.03D (1)	<i>General Note:</i> This measure has been revised since the draft environmental document (June 2024 IS-MND) for this project.				

Date of ECR: December 10, 2024

Date of Approved ED:

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08-RIV-15  
PM 30.0/33.0

Project Phase:

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## (Interstate 15 Drainage System Rehabilitation)

EA 08-1L820

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ECL: To Be Determined

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							Date / Initials	Date / Initials	YES	N O
conducted by a qualified bat biologist to examine areas that are suitable for bat use, including maternity roosts. If, during project activities, bats are located, the resident engineer and Caltrans biologist must be contacted and additional measures and agency coordination shall be required. If a maternity roost is identified within the project impact area, then project activities shall be avoided within 300 feet of all roosting structures in the Project area from April 1 to August 31 and November to February to avoid the maternity and hibernation season, respectively, unless an agency-approved bat			Contractor							

Date of ECR: December 10, 2024

Date of Approved ED:

# ENVIRONMENTAL COMMITMENTS RECORD

08-RIV-15  
PM 30.0/33.0

Project Phase:

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

## (Interstate 15 Drainage System Rehabilitation)

EA 08-1L820

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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 Comple te	Constructi on Task Complete	Environ mental Complia nce	
							Date / Initials	Date / Initials	YES	N O
mitigation and management plan (BMMP) has been enacted.										
<b>Bio-General-8:</b> Biological Monitor. The Caltrans approved biologist must monitor project activities once a week to ensure that measures are being implemented and documented.	63 of 187	District Biological Studies Natural Environment Study (Minimal Impacts) (December 14, 2023)		Final Design  Con- struction		<i>General Note:</i> This measure was inadvertently excluded from the previous ECR; however, the frequency has been reduced to once a week instead of two times a week as previously written in the December 2023 Natural Environment Study (Minimal Impacts).				
<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.	10 of 13	District Biological Studies 1L820 Update Memorand-	District Design  District Environmental Planning	Final Design  Con- struction	SSP 14-6.03A, 14-6.03D (1),	<i>General Note:</i> This measure has been revised since the draft environmental document (June 2024 IS-MND) for this project.				

Date of ECR: December 10, 2024

Date of Approved ED:

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08-RIV-15  
PM 30.0/33.0

Project Phase:

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

## (Interstate 15 Drainage System Rehabilitation)

EA 08-1L820

PN 0820000161

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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 Comple e	Constructi on Task Complete	Environ mental Complia nce	
							Date / Initials	Date / Initials	YES	N O
Treatment and disposal methods must be approved by the Caltrans biologist prior to vegetation removal. A specific targeted approach shall be implemented for any herbicide application by avoiding species that are not intended to be removed and by reducing herbicide application to the smallest possible radius around plant species that are selected for application. All herbicides utilized adjacent to Fish and Game Code section 1602 resources and other sensitive aquatic habitat areas shall be registered for aquatic use by the California Department of Pesticide Regulation (CDPR). Herbicide sprays in these		dum (November 21, 2024)	Resident  Engineer Contractor		14- 6.05					

Date of ECR: December 10, 2024

Date of Approved ED:

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08-RIV-15  
PM 30.0/33.0

Project Phase:

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

## (Interstate 15 Drainage System Rehabilitation)

EA 08-1L820

PN 0820000161

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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 Comple te	Constructi on Task Complete	Environ mental Complia nce	
							Date / Initials	Date / Initials	YES	N O
areas shall only be used when wind speeds measure less than 10 mph. The mixture shall contain a dye (registered for aquatic use by CDPR) to show overspray and shall be conducted in a manner to minimize overspray onto adjacent native vegetation.										
<b>Bio-Plant-1:</b> Rare Plant Surveys, Flagging, and Fencing. Prior to construction and during the appropriate peak blooming seasons for each plant with the potential to occur onsite, a qualified biologist will conduct a preconstruction focused plant survey according to Protocols for Surveying and Evaluating	11 of 13	District Biological Studies 1L820 Update Memorandum (November 21, 2024)	District Design  District Environmental Planning  Resident Engineer  Contractor	Final Design  Con- struction	SSP 14-6.03A, 14-6.03D (1)	<i>General Note:</i> This measure has been revised since the draft environmental document (June 2024 IS-MND) for this project.				

Date of ECR: December 10, 2024

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PM 30.0/33.0

Project Phase:

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## (Interstate 15 Drainage System Rehabilitation)

EA 08-1L820

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							Date / Initials	Date / Initials	YES	N O
Impacts to Special Status Native Plant Populations and Sensitive Natural Communities (CDFW 2018), and adherence to MSHCP survey protocol requirements. 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). No work will occur that will impact any fenced plants, and the agencies will be notified for further instruction. Focus level surveys will be conducted										

Date of ECR: December 10, 2024

Date of Approved ED:

# ENVIRONMENTAL COMMITMENTS RECORD

08-RIV-15  
PM 30.0/33.0

Project Phase:

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

## (Interstate 15 Drainage System Rehabilitation)

EA 08-1L820

PN 0820000161

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ECL: To Be Determined

Avoidance, Minimization, and/or Mitigation Measures	Page	Environmental Analysis Source	Responsible for Development and/or Implementation 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
yearly at the proper peak blooming seasons for each plant until construction begins.										
<b>Bio-Plant-2: Revegetation.</b> Revegetation of areas where vegetation has been removed must include California native species that reflect the regional ecology. As a replacement for removal of one tamarisk tree, Caltrans will plant a total of ten (10) mulefat shrubs throughout the affected riparian areas with a plant establishment period of one (1) year.	Appendix D & p10 of 13, respectively	Draft Environmental Document (June 2024 IS-MND) & District Biological Studies 1L820 Update Memo (Nov 21, 2024)	District Design  District Environmental Planning  Resident Engineer  Contractor	Final Design  Construction	SSP 14-6.03A, 14-6.03D (1)	<i>General Note:</i> This measure has been revised since the draft environmental document (June 2024 IS-MND) for this project.				
<b>Bio-General-12:</b> Animal Entrapment. To prevent inadvertent entrapment of	12 of 13	District Biological Studies	District Design	Final Design		<i>General Note:</i> This measure has been added since the draft				

Date of ECR: December 10, 2024

Date of Approved ED:

# ENVIRONMENTAL COMMITMENTS RECORD

08-RIV-15  
PM 30.0/33.0

Project Phase:

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

## (Interstate 15 Drainage System Rehabilitation)

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PN 0820000161

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							Date / Initials	Date / Initials	YES	N O
fauna during project activities, all excavated steep-walled holes, or trenches more than 6" must be covered at the close of each working day by plywood (or similar material) or provided with one or more escape ramps constructed of earth fill or wooden planks. At the beginning of each working day, all such holes or trenches must be inspected to ensure no animals have been trapped during the previous night. Before such holes or trenches are filled, they must be thoroughly inspected for trapped animals. Trapped animals must be released by the qualified biologist. Additionally, all trash collection devices will be		1L820 Update Memoran- dum (November 21, 2024)	District Environmental Planning  Resident Engineer  Contractor	Con- struction		environmental document (June 2024 IS-MND) for this project.				

Date of ECR: December 10, 2024

Date of Approved ED:

# ENVIRONMENTAL COMMITMENTS RECORD

08-RIV-15  
PM 30.0/33.0

Project Phase:

☒ PA/ED (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 Comple te	Constructi on Task Complete	Environ mental Complia nce	
							Date / Initials	Date / Initials	YES	N O
engineered so as to prevent entrapment of animal species.										
<b>Bio-Connectivity-1:</b> Trash Collection Devices. The trash collection devices at culverts shall not impede the movement of wildlife and safeguards shall be designed to avoid entrapment of wildlife.	12 of 13	District Biological Studies 1L820 Update Memo (Nov 21,2024)	District Design  District Environmental Planning  Resident Engineer  Contractor	Final Design  Con- struction		<i>General Note:</i> This measure has been added since the draft environmental document (June 2024 IS-MND) for this project.				
<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	186 of 187	District Biological Studies Natural Environment Study (Minimal Impacts)	District Design  District Environmental Planning	Final Design  Con- struction	SS 14-6.03B; SSP 14-6.03A & 14-					

Date of ECR: December 10, 2024

Date of Approved ED:

# ENVIRONMENTAL COMMITMENTS RECORD

08-RIV-15  
PM 30.0/33.0

Project Phase:

☒ PA/ED (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 Comple e	Constructi on Task Complete	Environ mental Complia nce	
							Date / Initials	Date / Initials	YES	N O
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.		(December 14, 2023)	Resident Engineer  Contractor		6.03D (1)					
<b>BIO-Plant PSM-4:</b> Soil Decomposition: In order to allow for better plant and seed bank recovery from project activities, all soils compacted during project activities will be decompacted at the end of project activities.	12 of 13	District Biological Studies 1L820 Update Memorandum (November 21, 2024)	District Design  District Environmental Planning  Resident Engineer  Contractor	Final Design  Con- struction		<i>General Note:</i> This measure has been added since the draft environmental document (June 2024 IS-MND) for this project.				

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							Date / Initials	Date / Initials	YES	N O
<b>Bio-Insect-1</b> : Crotch's Bumble Bee Habitat Assessment. Prior to vegetation removal and/or grading, a Designated Biologist shall conduct a habitat assessment to determine whether Crotch's bumble bee habitat is present or absent in the project site and adjoining area. The habitat assessment shall be performed according to the 2023 CDFW Survey Considerations for Candidate Bumble Bee. If habitat for Crotch's bumble bee is present, a Designated Biologist shall conduct focused surveys to determine presence/absence of Crotch's bumble bee prior to	11 of 13	District Biological Studies 1L820 Update Memorandum (November 21, 2024)	District Design  District Environmental Planning  Resident Engineer  Contractor	Final Design  Con- struction		<i>General Note:</i> This measure has been added since the draft environmental document (June 2024 IS-MND) for this project.				

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							Date / Initials	Date / Initials	YES	N O
vegetation removal and/or grading. Survey methodology shall follow the 2023 CDFW Survey Considerations for Candidate Bumble Bee (available at <a href="https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=213150">https://nrm.dfg.ca.gov/FileHan dler.ashx?DocumentID=2131 50</a> ).  Surveys shall be conducted during the flying season when the species is most likely to be detected above ground, between March 1 to September 1, by an approved Designated Biologist familiar with Crotch's bumble bee behavior and life history. Surveys shall be conducted within the project site and areas adjacent to the project										

Date of ECR: December 10, 2024

Date of Approved ED:

# ENVIRONMENTAL COMMITMENTS RECORD

08-RIV-15  
PM 30.0/33.0

Project Phase:

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

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							Date / Initials	Date / Initials	YES	N O
site where suitable habitat exists. Survey results including negative findings shall be submitted to CDFW at least 30 days prior to Project-related vegetation removal and/or ground-disturbing activities. If the species is identified on site, project proponent shall fully avoid the species absent take authorization. If the project may result in take of Crotch's bumble bee through either nest destruction or destruction of potential nests hidden in bunch grasses or other nesting habitat, or if complete avoidance of Crotch's bumble bee cannot be achieved, Caltrans shall obtain appropriate California										

Date of ECR: December 10, 2024

Date of Approved ED:

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							Date / Initials	Date / Initials	YES	N O
Endangered Species Act (CESA) authorization (i.e., a finalized CESA Incidental Take Permit (ITP) under Fish and Game Code section 2081) prior to initiation of project activities.										
<b><u>TRAFFIC AND TRANSPORTATION/BICYCLE AND PEDESTRIAN FACILITIES</u></b>										
<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		Draft Envi- ronmental Document (June 2024 IS-MND)	District Design  District Environmental Planning  Resident Engineer  Contractor	Final Design  Con- struction	SSPs 12- 3.32C to 12- 4.02C					

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							Date / Initials	Date / Initials	YES	N O
include a public information and awareness campaign.										
<b><u>GREENHOUSE GAS EMISSIONS</u></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 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.		Draft Envi- ronmental Document (June 2024 IS-MND)	District Design  District Environmental Planning  Resident Engineer  Contractor	Final Design  Con- struction	SSs 7- 1.02A & 7- 1.02C					

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							Date / Initials	Date / Initials	YES	N O
<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 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		Draft Envi- ronmental Document (June 2024 IS-MND)	Resident Engineer  Contractor	Con- struction	SS- 14-10					

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							Date / Initials	Date / Initials	YES	N O
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 from a local water authority to ration water.		Draft Envi- ronmental Document (June 2024 IS-MND)	Resident Engineer  Contractor	Con- struction	SS 10-4					
<b><u>WATER QUALITY AND STORM RUNOFF</u></b>										
<b>WQ-1:</b> Erosion Control. Erosion control shall be provided for all disturbed soil areas per California State		Draft Envi- ronmental Document	District Design	Final Design						

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							Date / Initials	Date / Initials	YES	N O
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.		(June 2024 IS-MND)	District Environmental Planning  Resident Engineer  Contractor	Con- struction						
<b><u>NOISE AND VIBRATION</u></b>										
<b>NOI-1:</b> Noise Control. To minimize construction noise impacts on adjacent sensitive	1 of 1	District Environ- mental	District Design	Final Design	SS 14- 8.02 &	<i>General Note:</i> This measure has been reworded for clarification				

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Project Phase:

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☐ Construction

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							Date / Initials	Date / Initials	YES	NO
land uses, the contractor will ensure that noise levels from contractor operations, between the hours of 9:00 p.m. and 6:00 a.m., do not exceed 86 dBA Lmax at a distance of 50 feet from the job site, in accordance with Caltrans Standard Specifications Section 14-8.02 and Standard Special Provision 14-8.02.		Engineering Noise Review Memorandum (April 16, 2024)	District Environmental Engineering  Resident Engineer  Contractor	Construction	SSP 14-8.02	since the draft environmental document (June 2024 IS-MND) for this project.				
<b>HAZARDOUS WASTE / MATERIALS</b>										
<b>HAZ-1:</b> 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	2 of 2	District Environmental Engineering Studies Initial Site Assessment	District Design  District Environmental Engineering	Final Design Construction	SSP 7-1.02K(6)(j)(iii), &					

Date of ECR: December 10, 2024

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							Date / Initials	Date / Initials	YES	N O
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		Checklist (April 16, 2024)	Resident Engineer  Contractor		84- 9.03B					

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## (Interstate 15 Drainage System Rehabilitation)

EA 08-1L820

PN 0820000161

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							Date / Initials	Date / Initials	YES	N O
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.										

### AIR QUALITY

Date of ECR: December 10, 2024

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EA 08-1L820

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							Date / Initials	Date / Initials	YES	N O
<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 (June 2024 IS-MND)	District Design District  Environmental Planning  Resident Engineer  Contractor	Final Design  Construction	SS 14-9					
<b>WILDFIRE</b>										
<b>WF-1:</b> 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		Draft Environmental Document (June 2024 IS-MND)	District Design District Environmental Planning  Resident Engineer	Final Design  Construction	SSP 7-1.02M (2)					

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							Date / Initials	Date / Initials	YES	N O
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).			Contractor							

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

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This letter has been updated since the draft environmental document circulation.



## 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:

10/08/2024 16:23:44 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,-117.4657467,0855883,14z>



Counties: Riverside County, California

## ENDANGERED SPECIES ACT SPECIES

There is a total of 19 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>Nevin's Barberry</b> <i>Berberis nevinii</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/8025">https://ecos.fws.gov/ecp/species/8025</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**

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

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This list includes species found in the “Lake Mathews, California” and “Alberhill, California” 7.5-minute U.S. Geological Survey (USGS) quadrangles. This list has been updated since the draft environmental document circulation.



# Selected Elements by Scientific Name

## California Department of Fish and Wildlife

### California Natural Diversity Database



Query Criteria: Quad> IS >(Lake Mathews (3311774))

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>Anniella stebbinsii</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	Candidate Endangered	G4	S2	SSC
<b><i>Bombus crotchii</i></b> Crotch's bumble bee	IIHYM24480	None	Candidate Endangered	G2	S2	
<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>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>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>Dudleya multicaulis</i></b> many-stemmed dudleya	PDCRA040H0	None	None	G2	S2	1B.2
<b><i>Eumops perotis</i> <i>californicus</i></b> western mastiff bat	AMACD02011	None	None	G4G5T4	S3S4	SSC



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>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>Icteria virens</i></b> yellow-breasted chat	ABPBX24010	None	None	G5	S4	SSC
<b><i>Lepidium virginicum</i> var. <i>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>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</i> pop. 10</b> steelhead - southern California DPS	AFCHA0209J	Endangered	Candidate Endangered	G5T1Q	S1	
<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>Polioptila 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>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>Vireo bellii pusillus</i></b> least Bell's vireo	ABPBW01114	Endangered	Endangered	G5T2	S3	

Record Count: 41

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

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**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.**

<b>Common Name</b>	<b>Scientific Name</b>	<b>Status</b>	<b>General Habitat Description</b>	<b>Habitat Present / Absent</b>	<b>Rationale</b>
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.**

<b>Common Name</b>	<b>Scientific Name</b>	<b>Status</b>	<b>General Habitat Description</b>	<b>Habitat Present / Absent</b>	<b>Rationale</b>
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**

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The following studies and/or technical analyses have been prepared and are incorporated by reference into this Initial Study and can be requested from Shawn Oriaz, Senior Environmental Planner, California Department of Transportation, 464 West 4th Street, MS 827, San Bernardino, CA, 92401-1400; Shawn.Oriaz@dot.ca.gov; 909-501-5742. Several of the following studies have been updated due to the revised project scope since the draft environmental document.

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 Memoranda (August 15, 2024, & November 22, 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) - NESMI, (December 14, 2023)

Noise Review Memorandum (April 16, 2024)

Paleontological Resources Memorandum Email (April 17, 2024)

Visual Impact Assessment Questionnaire (December 7, 2023)

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

Transportation Air Quality Conformity Findings Checklist (November 22, 2024)

Update Memorandum for the NESMI and DBESP Report (November 21, 2024)

**Appendix I      WR-MSHCP Consistency Letter  
from California Department of  
Fish & Wildlife and U.S. Fish &  
Wildlife Service**

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**From:** [Ball, Sarah@DOT](mailto:Ball.Sarah@DOT)  
**To:** [Walton, Natasha@DOT](mailto:Walton.Natasha@DOT)  
**Cc:** [Oriaz, Shawn M@DOT](mailto:Oriaz.Shawn.M@DOT); [Lieng, Malisa@DOT](mailto:Lieng.Malisa@DOT)  
**Subject:** FW: I-15 Culvert Replacement Project (1L820) MSHCP Consistency  
**Date:** Tuesday, December 10, 2024 4:20:19 PM  
**Attachments:** [Outlook-vvydvmqg.png](#)

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We got it!

I appreciate you,

***Sarah A Ball (She/Her)***

Associate Environmental Planner, Generalist Environmental Studies A  
Caltrans, District 8

464 W. 4<sup>th</sup> St

San Bernardino, CA 92401

909.260.9467

Telework: M,Tu,F

Office: W, Th

***~Everyone is a genius. If you judge a fish by its ability to climb a tree, it will live its whole life believing that it is stupid. (Attributed to Albert Einstein)***

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**From:** Taylor, John <[john\\_m\\_taylor@fws.gov](mailto:john_m_taylor@fws.gov)>  
**Sent:** Tuesday, December 10, 2024 3:35 PM  
**To:** Ball, Sarah@DOT <[Sarah.Ball@dot.ca.gov](mailto:Sarah.Ball@dot.ca.gov)>; Wang, Chun-Sheng S@DOT <[chun-sheng.wang@dot.ca.gov](mailto:chun-sheng.wang@dot.ca.gov)>  
**Cc:** Wentworth, Craig S@DOT <[Craig.Wentworth@dot.ca.gov](mailto:Craig.Wentworth@dot.ca.gov)>; Heidelberg, Kurt R@DOT <[kurt.heidelberg@dot.ca.gov](mailto:kurt.heidelberg@dot.ca.gov)>; Bill, Christopher (Jason)@Wildlife <[Christopher.Bill@Wildlife.ca.gov](mailto:Christopher.Bill@Wildlife.ca.gov)>  
**Subject:** I-15 Culvert Replacement Project (1L820) MSHCP Consistency

**EXTERNAL EMAIL.** Links/attachments may not be safe.

In reply, refer to: FWS/CDFW-WRIV-2023-0120048

Sarah and Chun,

The U.S. Fish and Wildlife Service (Service) and the California Department of Fish and Wildlife (CDFW), hereinafter collectively referred to as the Wildlife Agencies, have reviewed the Determination of Biologically Equivalent or Superior Preservation (DBESP) submitted by the California Department of Transportation (Caltrans) for the Interstate 15 Repair/Replace Culverts Project's (Project; 1L820) documentation provided in support of the Project's consistency with the Western Riverside Multiple Species Habitat Conservation Plan (MSHCP). The Wildlife Agencies received the DBESP and Natural Environmental Study for the Project on December 12, 2023. Additional information was provided by your agency April 18, 2024.

The Wildlife Agencies provided additional comments May 13, 2024, and received a response July 10, 2024. Based on subsequent Project discussions between your office and the Wildlife Agencies regarding the need for botanical surveys within the Project footprint, and reiterated

during a November 20, and December 9, 2024, conference call, Caltrans has committed to perform botanical surveys at the appropriate time of year within MSHCP Narrow Endemic Plant Species Survey Area 1 (NEPSSA 1).

As discussed during the November 20 and December 9 conference calls, the botanical surveys will occur when nearby reference populations are in bloom, using known blooming periods and local blooming data as a guide. Project related actions will only be conducted following the botanical survey. If a nearby reference population is not available, a qualified botanist will conduct early-, mid-, and late-blooming period site surveys when the species is most likely to be found. Generally accepted blooming periods are identified in the Jepson Manual – Vascular Plants of California (2nd Edition or current version), Jepson eFlora (<http://ucjeps.berkeley.edu/eflora/>), or by contacting the Western Riverside County Regional Conservation Authority's Biological Monitoring Program. Munz's onion typical blooming falls between March and May.

Should any NEPSSA 1 species be observed, Caltrans will revise and resubmit the Project's DBESP. If Munz's onion (*Allium munzii*) is observed, Caltrans will request a streamlined biological opinion from the Service. Based upon the information contained within the Project's revised DBESP, and Caltrans' commitment to ensuring botanical surveys occur prior to Project related ground disturbance the Wildlife Agencies find the Project consistent with the MSHCP. We thank you for your coordination to date and we look forward to ongoing Project related discussions. Should you have any further questions, please contact either myself or Jason Bill (CDFW) at any time.

Sincerely,

Jason Bill

Connectivity Advance Mitigation Specialist

CDFW Inland Deserts Region

Pronouns: he, him, his

(909) 549-5878

[christopher.bill@wildlife.ca.gov](mailto:christopher.bill@wildlife.ca.gov)

And

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John M. Taylor  
Fish and Wildlife Biologist  
U.S. Fish and Wildlife Service  
777 East Tahquitz Canyon Way, Suite 208

Palm Springs, CA 92262  
760-322-2070 x418 (*email preferred*)  
[john\\_m\\_taylor@fws.gov](mailto:john_m_taylor@fws.gov)  
<https://www.fws.gov/office/carlsbad-fish-and-wildlife>

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[Book time to meet with me](#)

**Appendix J   Public Comment Letter from  
California Department of Fish &  
Wildlife and Caltrans' Response**

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## PUBLIC COMMENT 1 (PC-1)

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**From:** Briggs, Christopher (Chris)@Wildlife <[Christopher.Briggs@Wildlife.ca.gov](mailto:Christopher.Briggs@Wildlife.ca.gov)>  
**Sent:** Monday, August 26, 2024 3:42 PM  
**To:** Tokhmafshan, Gita@DOT <[gita.tokhmafshan@dot.ca.gov](mailto:gita.tokhmafshan@dot.ca.gov)>  
**Cc:** OPR State Clearinghouse <[State.Clearinghouse@opr.ca.gov](mailto:State.Clearinghouse@opr.ca.gov)>; Castaneda, Cindy@Wildlife <[Cindy.Castaneda@Wildlife.ca.gov](mailto:Cindy.Castaneda@Wildlife.ca.gov)>  
**Subject:** CEQA comment letter, IS/MND, I-15 Drainage System Rehabilitation, Temescal Valley, SCH 2024071066

**EXTERNAL EMAIL.** Links/attachments may not be safe.

Good afternoon,

Please see attached for CDFW's comments on the IS/MND for the Interstate 15 Drainage System Rehabilitation project in Temescal Valley (SCH # 2024071066).

Thank you,  
Chris

PC-1-1



**Chris Briggs** [he/him](#)

Senior Environmental Scientist (Specialist)  
California Department of Fish and Wildlife  
Inland Deserts Region, Habitat Conservation, Caltrans Liaison  
3602 Inland Empire Blvd, Suite C-220  
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State of California – Natural Resources Agency  
DEPARTMENT OF FISH AND WILDLIFE  
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GAVIN NEWSOM, Governor  
CHARLTON H. BONHAM, Director



August 26, 2024

Gita Tokhmafshan  
Senior Environmental Planner  
California Department of Transportation  
464 West 4<sup>th</sup> Street, MS 827  
San Bernardino, CA 92401

Subject: Initial Study/Mitigated Negative Declaration  
Interstate 15 Drainage System Rehabilitation (Project)  
State Clearinghouse No. 2024071066

Dear Gita Tokhmafshan:

The California Department of Fish and Wildlife (CDFW) received an Initial Study/Mitigated Negative Declaration (IS/MND) from the California Department of Transportation (Caltrans), District 8 for the Project pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines.<sup>1</sup>

PC-1-2

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

CDFW ROLE

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

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

PROJECT DESCRIPTION SUMMARY

**Proponent:** Caltrans, District 8

**Objective:** The objective of the Project is to rehabilitate drainage systems along Interstate 15 (I-15). Primary Project activities include vegetation removal, excavation, grading, replacing six culverts, repairing five culverts, replacing rock slope protection at five culvert outlets, and installing trash-collection devices at six culverts.

PC-1-3

<sup>1</sup> CEQA is codified in the California Public Resources Code in section 21000 et seq. The “CEQA Guidelines” are found in Title 14 of the California Code of Regulations, commencing with section 15000.

**Location:** The Project site is located along three miles of I-15 adjacent to Temescal Creek, from 0.4 miles south of Indian Truck Trail Undercrossing Bridge (post mile [PM] 30.0) to 1.1 miles north of Temescal Canyon Road Undercrossing Bridge (PM 33.0), in the unincorporated area of Temescal Valley, County of Riverside.

**Timeframe:** The Project is proposed to begin in the spring of 2026 and to be completed in the summer of 2028.

PC-1-3  
Cont.

COMMENTS AND RECOMMENDATIONS

CDFW offers the comments and recommendations below to assist Caltrans in adequately identifying and/or mitigating the Project’s significant, or potentially significant, direct and indirect impacts on narrow endemic plants, nesting birds, Crotch’s bumble bee (*Bombus crotchii*), and wildlife connectivity. CDFW is also providing additional comments on bats, staging areas, and invasive weed control. CDFW requests that Caltrans include in the final MND the suggested mitigation measures (see Attachment A) offered by CDFW to avoid, minimize, and mitigate Project impacts on California fish and wildlife resources.

PC-1-4

The Project occurs within the Western Riverside Multiple Species Habitat Conservation Plan (MSHCP) area and is subject to the provisions and policies of the MSHCP. Thus, CDFW has included recommendations regarding the MSHCP to improve the final MND.

I. Mitigation Measure or Alternative and Related Impact Shortcoming

COMMENT 1: Narrow Endemic Plants

Section 2.2.4, Pages 10-14

**Issue:** The Project may impact narrow endemic plant species and the MSHCP requirements apply for the Narrow Endemic Plant Species Survey Area (MSHCP Section 6.1.3) and Additional Survey Needs and Procedures (MSHCP Section 6.3.2). While a habitat assessment was conducted to delineate habitat for narrow endemic plants, focused surveys are needed to confirm presence or absence of narrow endemic plant species.

**Specific impact:** Portions of the Project site fall within the MSHCP Section 6.1.3 survey area and have the potential to support narrow endemic plant species, including Munz’s onion (*Allium munzii*), many-stemmed dudleya (*Dudleya multicaulis*), slender-horned spineflower (*Dodecahema leptoceras*), San Diego ambrosia (*Ambrosia pumila*), spreading navarretia (*Navarretia fossalis*), San Miguel savory (*Clinopodium chandleri*), Hammitt’s clay-cress (*Sibaropsis hammittii*), California Orcutt grass (*Orcuttia californica*), and Wright’s trichocoronis (*Trichocoronis wrightii* var. *wrightii*).

PC-1-5

**Why impact would occur:** As noted in the Natural Environment Study (Minimal Impacts) (NESMI), the Project Biological Study Area (BSA) occurs within MSHCP Section 6.1.3 survey areas for the narrow endemic plant species listed above. Focused surveys are needed to ensure proper identification and conservation of these species if present on the Project site. The final MND should include results from focused surveys for these species done within the appropriate times of year.

Based on rainfall in a given year, surveys for San Diego ambrosia, California Orcutt grass, and spreading navarretia are typically done at peak blooming which can be from April through the end of July. Surveys for slender-horned spineflower should be completed between April and June. Surveys for Munz’s onion should be completed between March and May. Surveys for San Miguel savory should be completed between March and July. Surveys for Hammitt’s clay-cress should be completed between March and April. Surveys for many-stemmed dudleya should be completed

between February and June, while surveys for Wright’s trichocoronis should be completed between May and September. The survey results and discussion of the findings should be included in the Determination of Biologically Equivalent or Superior Preservation (DBESP), pursuant to MSHCP Section 6.1.3. Additionally, the DBESP process should be completed prior to adoption of the final MND.

**Evidence impact would be significant:** Narrow endemic plant species are highly restricted by their habitat requirements, and specific conservation measures have been identified in the MSHCP if the species are present. Focused surveys are required to ensure proper identification and conservation of the species if present on the Project site. The MSHCP specifies that survey results shall be documented in map and text formats and shall be presented for review. Therefore, CDFW recommends that Caltrans adopts Bio-Plant-1 below, as revised, to properly identify narrow endemic plants, ensure avoidance, minimization, and mitigation strategies are implemented for narrow endemic species, and to demonstrate consistency with MSHCP requirements.

PC-1-5  
Cont.

**Recommended Potentially Feasible Mitigation Measure:** CDFW recommends the inclusion of the below Mitigation Measure, as revised (edits are in ~~striketrough~~ and additions are in ***bold italics***) in the final MND to ensure impacts to narrow endemic plants are avoided, minimize, and mitigated.

***Bio-Plant-1 (Revised):***

Rare Plant Surveys, Flagging and Fencing. ~~Within 30 days P~~ prior to construction and during the ***appropriate*** typical rare plant blooming season ***for each plant with the potential to occur onsite, (March – June)*** a qualified biologist will conduct a pre-construction plant survey ***according to Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Sensitive Natural Communities (CDFW, 2018)***. 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). ***If complete avoidance is not feasible, Caltrans shall mitigate the loss of the plants through land acquisition and conservation at a mitigation ratio determined by CDFW after Project analysis.***

PC-1-6

**COMMENT 2: Revegetation and Fish and Game Code Section 1602**

**Section 2.2.4, Pages 10-14**

**Issue:** The Project will impact riparian vegetation including Goodding’s Willow Riparian Woodland and Forest (CDFW Sensitive Community), and measure Bio-Plant-2 considers mitigation for removal of native riparian species at a 2:1 ratio and tamarisk at a 1:1 ratio. CDFW is concerned that these compensation ratios may be too low to adequately mitigate for Project impacts to riparian vegetation. CDFW typically requests that mitigation for removal of willows includes replacement, in-kind, at a minimum ratio of 3:1, either on- or off-site, including maintenance and monitoring until established. Mitigation for the removal of mature trees (19 inches or greater diameter-at-breast-height [DBH]) or heritage trees (24 inches or greater DBH) should occur at a higher ratio (e.g., 5:1 to 10:1 ratio). In addition, while the IS/MND recognizes the need for a Lake or Streambed Alteration Agreement (LSAA) in Table 1-1, no measures were included in the IS/MND to address notification pursuant to Fish and Game Code section 1602. An LSAA would authorize Project impacts to streams and associated habitat, including riparian vegetation.

PC-1-7

**Specific impact:** According to the IS/MND, “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” (Section 2.2.4, page 12).

**Why impact would occur:** The Project occurs along Temescal Creek, and riparian habitat is present within the Project site. Riparian vegetation is likely to be impacted by the installation of replacement culverts, rock slope protection, and trash-collection devices.

**Evidence impact would be significant:** Wildlife species depend on riparian vegetation for nesting, foraging, and refugia. Removal of riparian vegetation may lead to displacement of species, and deposition of sediment, turbidity, erosion, changes in stream flow, and bank destabilization. Further, the MSHCP (Section 6.1.2) offers protection to riparian/riverine resources.

**Recommended Potentially Feasible Mitigation Measure:** CDFW recommends the inclusion of the below Mitigation Measure, as revised (edits are in ~~strikethrough~~ and additions are in ***bold italics***) in the final MND to ensure impacts to streams and associated habitat are avoided, minimized, and mitigated.

***Bio-Plant-2 (Revised):***

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~~ ***as follows: tamarisk or other non-native trees shall be replaced with a similar native species local to the Project area at a minimum ratio of 1:1, native riparian habitat including willows less than 19 inches diameter-at-breast-height (DBH) shall be replaced in-kind at a minimum ratio of 3:1, mature trees (19 inches or greater DBH) shall be replaced in-kind at a ratio of at least 5:1, and heritage trees (24 inches or greater DBH) shall be replaced in-kind at a ratio of at least 10:1. All replacement habitat shall be monitored and maintained until established. If onsite revegetation is infeasible to fully compensate for impacts, offsite planting or purchase of mitigation/conservation bank credits shall be implemented. Caltrans shall notify CDFW pursuant to Fish and Game Code section 1602 and obtain authorization prior to initiating project activities within any river, stream, or lake.***

**COMMENT 3: Nesting Birds**

**Section 2.2.4, Pages 10-14**

**Issue:** The Project includes suitable habitat for nesting birds. Consequently, measure Bio-Avian-1 considers a pre-construction nesting bird survey during the nesting season. However, Bio-Avian-1 defines the nesting season as generally being from February 1 to September 30, but the timing of the bird nesting season varies greatly depending on several factors, such as the bird species, weather conditions in any given year, and long-term climate changes (e.g., drought, warming, etc.). CDFW staff have observed that changing climate conditions may result in the nesting bird season occurring earlier and/or later in the year than historical nesting season dates. CDFW recommends the completion of nesting bird survey regardless of time of year to ensure compliance with all applicable laws pertaining to nesting and to avoid take of nests.

**Specific impact:** The Project will remove vegetation and cause ground disturbance, which could result in impacts to nesting birds including death, displacement, and loss of foraging, nesting, and refugia habitat. The Project may impact suitable nesting habitat for riparian birds, including least Bell's vireo (*Vireo bellii pusillus*) and southwestern willow flycatcher (*Empidonax traillii extimus*), which require protection through the MSHCP as outlined Section 6.1.2.

PC-1-8

PC-1-9

PC-1-10

**Evidence impact would be significant:** It is the Project proponent’s responsibility to comply with all applicable laws related to nesting birds and birds of prey. Fish and Game Code sections 3503, 3503.5, and 3513 afford protective measures for all nests, all eggs, and any raptors or migratory birds as follows: Fish and Game Code section 3503 makes it unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by Fish and Game Code or any regulation made pursuant thereto. Fish and Game Code section 3503.5 makes it unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds-of-prey) to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by Fish and Game Code or any regulation adopted pursuant thereto. Fish and Game Code section 3513 makes it unlawful to take or possess any migratory nongame bird except as provided by the rules and regulations adopted by the Secretary of the Interior under provisions of the Migratory Bird Treaty Act of 1918, as amended (16 U.S.C. § 703 et seq.).

**Recommended Potentially Feasible Mitigation Measure:** CDFW recommends the inclusion of the below Mitigation Measure, as revised (edits are in ~~strike through~~ and additions are in ***bold italics***) in the final MND to ensure impacts are mitigated to a level of less than significant.

***Bio-Avian-1 (Revised):***

Preconstruction Nesting Bird Survey. ~~If project activities cannot avoid the nesting season, generally regarded as February 1–September 30, then p~~ ***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~~ ***shall*** be established and monitored by the qualified biologist and/or monitored until the young have fledged or the nest is no longer active. ***No work within the buffer shall be allowed until the qualified biologist confirms the young have fledged or the nest is no longer active.***

**COMMENT 4: Crotch’s Bumble Bee**

**Section 2.2.4, Pages 10-14**

**Issue:** The Project has the potential to impact coastal sage scrub, grassland, and rodent burrows. Crotch’s bumble bee is a candidate species for listing under CESA, and it forages in coastal sage scrub and nests in rodent burrows, bunch grasses, and grass thatches. The IS/MND does not propose any measure to avoid impacts to Crotch’s bumble bee because according to the IS/MND, “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”. However, based on aerial imagery, CDFW is concerned with potential impacts to Crotch’s bumble bee and their habitat considering that the Project’s design plans indicate disturbance of 100 feet minimum at each side of culverts in areas that appear to contain suitable habitat for Crotch’s bumble bee.

**Specific impact:** The Project has the potential for take of Crotch’s bumble bee from collapsing burrows, entombment, displacement, dust from Project operations, and vegetation removal that reduces foraging and nesting habitat and habitat quality.

**Evidence impact would be significant:** Direct take of Crotch’s bumble bee may occur during Project activities. Crotch’s bumble bee has been documented within a reasonable dispersal distance of the Project area. The Project, as described, would remove potential habitat, including nesting and foraging habitat for Crotch’s bumble bee. CDFW considers the direct and indirect take of Crotch’s bumble bee, and the loss of the species’ habitat, as a significant impact unless mitigated to a level of less than significant.

PC-1-10  
Cont.

PC-1-11

**Recommended Potentially Feasible Mitigation Measure(s):** CDFW recommends that the below Mitigation Measure be included in the final MND to ensure that impacts to Crotch’s bumble bee and its habitats are evaluated and mitigated to a level of less than significant.

**Bio-Insect-1 (New):**

***Crotch’s Bumble Bee Habitat Assessment. Prior to vegetation removal and/or grading, a Designated Biologist shall conduct a habitat assessment to determine whether Crotch’s bumble bee habitat is present or absent in the Project site and adjoining area. The habitat assessment shall be performed according to the 2023 CDFW Survey Considerations for Candidate Bumble Bee.***

***If habitat for Crotch’s bumble bee is present, a Designated Biologist shall conduct focused surveys to determine presence/absence of Crotch’s bumble bee prior to vegetation removal and/or grading. Survey methodology shall follow the 2023 CDFW Survey Considerations for Candidate Bumble Bee (available at <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=213150>). Surveys shall be conducted during the flying season when the species is most likely to be detected above ground, between March 1 to September 1, by an approved Designated Biologist familiar with Crotch’s bumble bee behavior and life history. Surveys shall be conducted within the Project site and areas adjacent to the Project site where suitable habitat exists. Survey results including negative findings shall be submitted to CDFW at least 30 days prior to Project-related vegetation removal and/or ground-disturbing activities. If the species is identified on site, Project Proponent shall fully avoid the species absent take authorization. If the Project may result in take of Crotch’s bumble bee through either nest destruction or destruction of potential nests hidden in bunch grasses or other nesting habitat, or if complete avoidance of Crotch’s bumble bee cannot be achieved, Caltrans shall obtain appropriate CESA authorization (i.e., a finalized CESA ITP under Fish and Game Code section 2081) prior to initiation of Project activities.***

PC-1-11  
Cont.

**COMMENT 5: Wildlife Connectivity**

**Section 2.2.4, Pages 10-14**

**Issue:** California wildlife is losing the ability to move and migrate as habitat conversion and built infrastructure fragments habitat and cuts off migration corridors.

**Specific impact:** Wildlife often use culverts to travel, and the Project may prevent movement of wildlife through culverts by installing trash-capture devices at culvert outlets. In addition, the culvert work proposed at PM 30.4, 30.6, 30.7, and 30.9 is between MSHCP Proposed Constrained Linkage 3 and Proposed Extension of Existing Core 2. As such, the Project is required to follow the guidelines in Section 7 of the MSHCP to improve the culverts to serve as wildlife corridors particularly for bobcats, mountain lions, coyotes, and other species in the area. Caltrans should ensure that any culverts that are installed follow the guidelines in Section 7 of the MSHCP to ensure proper openness ratios, avoid impediment to wildlife movement, and avoid wildlife entrapment.

**Evidence impact would be significant:** The NESMI states that the Project site contains an “irreplaceable and essential” corridor for wildlife movement, as defined by the CDFW Areas of Conservation Emphasis (ACE) dataset. Irreplaceable and essential corridors are areas that are likely to host concentrated animal movement. If the Project reduces animals’ ability to move through the site, wildlife conservation could be significantly affected on a regional scale. The IS/MND states that the Project will not interfere with wildlife corridors (page 12). However, wildlife

PC-1-12

connectivity is likely to be influenced by installation of trash-capture devices, since those devices are likely to cut off all animal movement through existing culverts. Without further consideration of wildlife connectivity by the Project, important wildlife linkages could be lost.

**Recommended Potentially Feasible Mitigation Measure(s):** CDFW recommends the inclusion of the below Mitigation Measure in the final MND to ensure impacts to wildlife connectivity are avoided and mitigated to a level of less than significant.

**Bio-Connectivity-1 (New):**

***The installation of trash collection devices at culverts shall not impede the movement of wildlife and safeguards shall be installed to avoid entrapment of wildlife.***

PC-1-12  
Cont.

II. Additional Comments

COMMENT 6: Bats

CDFW appreciates the incorporation of Bio-General-4 in the IS/MND, aimed at identifying bats at culverts. CDFW recommends the revisions below (edits are in ~~strike through~~ and **bold italics**) to help avoid, minimize, and mitigate impacts to bats.

Bio-General-4: Preconstruction Surveys: Preconstruction bat surveys must be conducted by a qualified ***bat*** biologist ***at least 14*** ~~3~~-days prior to project activities within each culvert ***and at any trees to be removed. During appropriate weather conditions and appropriate time of year for the species, a daytime assessment shall be conducted by a qualified bat biologist to examine areas that are suitable for bat use, including maternity roosts. During appropriate weather conditions and appropriate time of year for the species, nighttime bat visual surveys shall be conducted to confirm whether the areas with suitable habitat are utilized by bats. If bats are found roosting within and adjacent to the Project, a qualified biologist shall conduct emergence surveys and perform exit counts to approximate the number of bats. Acoustic monitoring shall also be used during these surveys to identify the bat species present; surveys shall also identify roost type and roost status.*** ~~If a-bats or signs of bats (e.g., occupied roosts, urine staining, guano masses, etc.) are~~ is located, the resident engineer and Caltrans biologist must be contacted and additional measures and/or agency coordination may ***shall*** be required. ***Additional measures shall be included in a Bat Avoidance and Monitoring Plan submitted to CDFW at least seven days prior to the start of Project activities for review and written approval. Project activities may not start until CDFW's written approval of the Bat Avoidance and Monitoring Plan has been provided. The Bat Avoidance and Monitoring Plan shall include: (1) an assessment of all Project impacts to bats, including noise disturbance during construction; (2) effective avoidance and minimization measures to protect bats, including measures for multi-step tree or snag removal; (3) compensatory mitigation for permanent impacts to roosts if impacted, such as, but not limited to, constructing artificial bat roosting habitats (e.g., bat boxes or panels). Project activities shall be avoided within 300 feet of all roosting structures in the Project area from April 1 to August 31 and November to February to avoid the maternity and hibernation season, respectively.***

PC-1-13

COMMENT 7: Staging Areas

CDFW appreciates the incorporation of Bio-General-1, regarding equipment staging and storing, and stockpiling of materials. CDFW recommends the revisions below

PC-1-14

(edits are in ~~strike through~~ and **bold italics**) in consideration of Fish and Game Code section 1602.

Bio-General-1: Equipment Staging, Storing & Borrow Sites. All equipment staging, storing, and borrow sites require the approval of the Caltrans biologist. ***Stockpiles shall be maintained to avoid the spread of invasive plants and shall not be placed at locations subject to Fish and Game Code section 1602. Materials, including spoils and equipment shall not be placed at locations subject to Fish and Game Code section 1602.***

PC-1-14  
Cont.

COMMENT 8: Invasive Weed Control

CDFW appreciates the incorporation of Bio-General-16 regarding the control of invasive plants. CDFW recommends the revisions below (edits are in ~~strike through~~ and **bold italics**) in consideration of fish and wildlife resources.

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. ***A specific targeted approach shall be implemented for any herbicide application by avoiding species that are not intended to be removed and by reducing herbicide application to the smallest possible radius around plant species that are selected for application. All herbicides utilized adjacent to Fish and Game Code section 1602 resources and other sensitive aquatic habitat areas shall be registered for aquatic use by the California Department of Pesticide Regulation (CDPR). Herbicide sprays in these areas shall only be used when wind speeds measure less than 10 mph. The mixture shall contain a dye (registered for aquatic use by CDPR) to show overspray and shall be conducted in a manner to minimize overspray onto adjacent native vegetation.***

PC-1-15

III. Western Riverside County Multiple Species Habitat Conservation Plan

CDFW is in the process of reviewing the DBESP for the Project. The DBESP process should be completed prior to adoption of the final MND. Thus, to demonstrate consistency with the MSHCP, as part of the CEQA review, Caltrans shall ensure the Project demonstrates compliance with the Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools (Section 6.1.2 of the MSHCP), the policies set forth in Section 6.3.2, and the Best Management Practices and the siting, construction, design, operation and maintenance guidelines as set forth in Section 7.0 and Appendix C of the MSHCP.

PC-1-16

The Project is adjacent to MSCHP Conservation Areas and based on the Project design plans, the Project may encroach onto Conservation Areas owned and managed by the Regional Conservation Authority (RCA). No impacts to the Conservation Areas are allowed, and Caltrans should coordinate with the RCA to avoid impacts to Conservation Areas, if needed.

To minimize edge effects and maintain conservation values within the Conservation Areas, Caltrans is required to implement the Urban/Wildlands Interface Guidelines (MSHCP Section 6.1.4) to minimize harmful effects from drainage, toxics, lighting, noise, invasives, barriers, and grading/land development. CDFW recommends that the final MND include an analysis of edge effects related to Project construction and operation, such as noise, lighting, trespass, and toxics, and that Project-specific mitigation measures to avoid and minimize any effects be included in the final MND. Avoidance and minimization measures can include, but are not limited to:

PC-1-17

1. ***Lighting Plan:*** A Lighting Plan that identifies existing ambient lighting conditions, analyzes the Project lighting impacts on the adjacent Conservation Area, and demonstrates that the proposed lighting plan will not significantly increase the

PC-1-18

- lighting in the Conservation Area. At a minimum, the Lighting Plan should identify measures that address light and glare from interior and exterior building lighting, safety and security lighting, and vehicular traffic accessing the site.

2. *Noise Plan*: A Noise Plan to avoid and minimize noise impacts based on an assessment of Project noise impacts on adjacent conservation areas during construction and post-development. The MSHCP specifies that Project noise impacts in Conservation Areas should not exceed residential standards.

3. *Landscaping Plan*: A Landscaping Plan that includes the use of native plant material on the Project site and avoids the use of invasive plant species identified in Table 6-2 of the MSHCP.

4. *Fencing Plan*: A Barrier and Fencing Plan that provides specific details designed to minimize unauthorized public access, predation by domestic animals, illegal trespass, and dumping in the MSHCP Conservation Area (such as block walls along areas directly adjacent to potential conservation areas).

5. *Best Management Practices*: The final MND should incorporate the guidance in MSHCP Section 7.0 and Appendix C of the MSHCP regarding Best Management Practices.
- PC 1-18  
Cont.

PC-1-19

PC-1-20

PC-1-21

PC-1-22

ENVIRONMENTAL DATA

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

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ENVIRONMENTAL DOCUMENT FILING FEES

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

PC-1-24

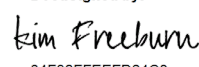
CONCLUSION

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

Questions regarding this letter or further coordination should be directed to Chris Briggs, Senior Environmental Scientist (Specialist) at 909-758-6774 or [christopher.briggs@wildlife.ca.gov](mailto:christopher.briggs@wildlife.ca.gov).

PC-1-25

Sincerely,

DocuSigned by:  
  
84F92FFEEFD24C8...  
Kim Freeburn

Environmental Program Manager

ec:     Office of Planning and Research, State Clearinghouse, Sacramento  
         [state.clearinghouse@opr.ca.gov](mailto:state.clearinghouse@opr.ca.gov)

REFERENCES

California Department of Fish and Wildlife. 2018. Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Sensitive Natural Communities. Available at:  
<https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=18959&inline>.

California Department of Fish and Wildlife. 2023. Survey Considerations for California Endangered Species Act (CESA) Candidate Bumble Bee Species. Available at  
<https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=213150>.

Attachment A: Mitigation and Monitoring Reporting Plan

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

Mitigation Measure		Timing	Responsible Party
Bio-Plant-1	Rare Plant Surveys, Flagging and Fencing. Prior to construction and during the appropriate blooming season for each plant with the potential to occur onsite, a qualified biologist will conduct a pre-construction plant survey according to Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Sensitive Natural Communities (CDFW, 2018). 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). If complete avoidance is not feasible, Caltrans shall mitigate the loss of the plants through land acquisition and conservation at a mitigation ratio determined by CDFW after Project analysis.	Prior to commencing ground- or vegetation-disturbing activities.	Project proponent
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 as follows: tamarisk or other non-native trees shall be replaced with a similar native species local to the Project area at a minimum ratio of 1:1, native riparian habitat including willows less than 19 inches diameter-at-breast-	Once ground- or vegetation-disturbing activities are complete.	Project proponent

Mitigation Measure		Timing	Responsible Party
	height (DBH) shall be replaced in-kind at a minimum ratio of 3:1, mature trees (19 inches or greater DBH) shall be replaced in-kind at a ratio of at least 5:1, and heritage trees (24 inches or greater DBH) shall be replaced in-kind at a ratio of at least 10:1. All replacement habitat shall be monitored and maintained until established. If onsite revegetation is infeasible to fully compensate for impacts, offsite planting or purchase of mitigation/conservation bank credits shall be implemented. Caltrans shall notify CDFW pursuant to Fish and Game Code section 1602 and obtain authorization prior to initiating project activities within any river, stream, or lake.		
Bio-Avian-1	Preconstruction Nesting Bird Survey. 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 shall be established and monitored by the qualified biologist and/or monitored until the young have fledged or the nest is no longer active. No work within the buffer shall be allowed until the qualified biologist confirms the young have fledged or the nest is no longer active.	Prior to commencing ground- or vegetation-disturbing activities.	Project proponent
Bio-Insect-1	<p>Crotch's Bumble Bee Habitat Assessment. Prior to vegetation removal and/or grading, a Designated Biologist shall conduct a habitat assessment to determine whether Crotch's bumble bee habitat is present or absent in the Project site and adjoining area. The habitat assessment shall be performed according to the 2023 CDFW Survey Considerations for Candidate Bumble Bee.</p> <p>If habitat for Crotch's bumble bee is present, a Designated Biologist shall conduct focused surveys to determine presence/absence of Crotch's bumble bee prior to vegetation removal and/or grading. Survey methodology shall follow the 2023 CDFW Survey Considerations for Candidate Bumble Bee (available at <a href="https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=213150">https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=213150</a>). Surveys shall be conducted during the flying season when the species is most likely to be detected</p>	Prior to commencing ground- or vegetation-disturbing activities.	Project proponent

Mitigation Measure		Timing	Responsible Party
	above ground, between March 1 to September 1, by an approved Designated Biologist familiar with Crotch’s bumble bee behavior and life history. Surveys shall be conducted within the Project site and areas adjacent to the Project site where suitable habitat exists. Survey results including negative findings shall be submitted to CDFW at least 30 days prior to Project-related vegetation removal and/or ground-disturbing activities. If the species is identified on site, Project Proponent shall fully avoid the species absent take authorization. If the Project may result in take of Crotch’s bumble bee through either nest destruction or destruction of potential nests hidden in bunch grasses or other nesting habitat, or if complete avoidance of Crotch’s bumble bee cannot be achieved, Caltrans shall obtain appropriate CESA authorization (i.e., a finalized CESA ITP under Fish and Game Code section 2081) prior to initiation of Project activities.		
Bio-Connectivity-1	The installation of trash collection devices at culverts shall not impede the movement of wildlife and safeguards shall be installed to avoid entrapment of wildlife.	Once installation is complete.	Project proponent
Bio-General-4	Preconstruction Surveys: Preconstruction bat surveys must be conducted by a qualified bat biologist at least 14 days prior to project activities within each culvert and at any trees to be removed. During appropriate weather conditions and appropriate time of year for the species, a daytime assessment shall be conducted by a qualified bat biologist to examine areas that are suitable for bat use, including maternity roosts. During appropriate weather conditions and appropriate time of year for the species, nighttime bat visual surveys shall be conducted to confirm whether the areas with suitable habitat are utilized by bats. If bats are found roosting within and adjacent to the Project, a qualified biologist shall conduct emergence surveys and perform exit counts to approximate the number of bats. Acoustic monitoring shall also be used during these surveys to identify the bat species present; surveys shall also identify roost type and	Prior to commencing ground- or vegetation-disturbing activities.	Project proponent

Mitigation Measure		Timing	Responsible Party
	roost status. If bats or signs of bats (e.g., occupied roosts, urine staining, guano masses, etc.) are located, the resident engineer and Caltrans biologist must be contacted and additional measures and agency coordination shall be required. Additional measures shall be included in a Bat Avoidance and Monitoring Plan submitted to CDFW at least seven days prior to the start of Project activities for review and written approval. Project activities may not start until CDFW's written approval of the Bat Avoidance and Monitoring Plan has been provided. The Bat Avoidance and Monitoring Plan shall include: (1) an assessment of all Project impacts to bats, including noise disturbance during construction; (2) effective avoidance and minimization measures to protect bats, including measures for multi-step tree or snag removal; (3) compensatory mitigation for permanent impacts to roosts if impacted, such as, but not limited to, constructing artificial bat roosting habitats (e.g., bat boxes or panels). Project activities shall be avoided within 300 feet of all roosting structures in the Project area from April 1 to August 31 and November to February to avoid the maternity and hibernation season, respectively.		
Bio-General-1	Equipment Staging, Storing & Borrow Sites. All equipment staging, storing, and borrow sites require the approval of the Caltrans biologist. Stockpiles shall be maintained to avoid the spread of invasive plants and shall not be placed at locations subject to Fish and Game Code section 1602. Materials, including spoils and equipment shall not be placed at locations subject to Fish and Game Code section 1602.	Prior to commencing ground- or vegetation-disturbing activities.	Project proponent
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. A specific targeted approach shall be implemented for any herbicide application by avoiding species that are not intended to be removed and by reducing herbicide application to the smallest possible	Prior to commencing ground- or vegetation-disturbing activities.	Project proponent

Mitigation Measure		Timing	Responsible Party
	radius around plant species that are selected for application. All herbicides utilized adjacent to Fish and Game Code section 1602 resources and other sensitive aquatic habitat areas shall be registered for aquatic use by the California Department of Pesticide Regulation (CDPR). Herbicide sprays in these areas shall only be used when wind speeds measure less than 10 mph. The mixture shall contain a dye (registered for aquatic use by CDPR) to show overspray and shall be conducted in a manner to minimize overspray onto adjacent native vegetation.		

<b>Public Comment Code</b>	<b>Caltrans' Response</b>
PC-1-1 & PC-1-2	Caltrans thanks the California Department of Fish and Wildlife (CDFW) for their continued commitment to protecting biological resources, and their ongoing collaboration with our agency to find the best ways to protect these resources during and after project construction. Thank you for participating in the environmental review process for the Interstate 15 Drainage System Rehabilitation Project.
PC-1-3	The project description for the number of culverts being replaced or repaired has been corrected in the introduction (section 1.1) of this document to match the project description for the Build Alternative in section 1.4.2 of the draft environmental document (June 2024 Draft Initial Study with Mitigated Negative Declaration) which included the replacement of five (5) culverts instead of six (6), and the repair of four (4) culverts instead of five (5). However, other parts of the project scope have been revised since the draft environmental document circulation; the rock slope protection will now be replaced at four (4) culverts instead of five (5) culverts, and trash collection devices will now be installed at five (5) culverts instead of six (6) culverts. Other minor changes to the project scope can be found in this final environmental document (December 2024 Initial Study with Mitigated Negative Declaration) under the Build Alternative in section 1.4.2 and in the layouts (Appendix C). Caltrans has determined that these project scope changes are minor. These changes have also been included in the November 21, 2024, District 8 Biological Studies 1L820 Update Memorandum for the Natural Environment Study (Minimum Impacts), NESMI, and Determination of Biologically Equivalent or Superior Preservation (DBESP) report for the project; this memorandum has subsequently been reviewed by CDFW and the US Fish and Wildlife Service (USFWS). The location and timeframe of the project have remained the same as CDFW has described.
PC-1-4	Caltrans appreciates CDFW for reviewing the environmental document; their comments and recommendations have been taken into consideration and are addressed in the responses below.
PC-1-5	Caltrans has conducted multiple surveys since the inception of the project, and conducted a protocol plant survey on April 16, 2024, which was after the date of the December 14, 2023, NESMI provided to CDFW. No species listed as a narrow endemic plant species nor Criteria Area plant species were seen. As construction does not begin until summer of 2026, Caltrans plans to conduct a minimum of two more sets of plant surveys during proper bloomtimes prior to the start of construction activities to verify the presence or absence of these plant species.

PC-1-6	Caltrans appreciates the feedback to improve and strengthen avoidance measures. To address CDFW's concerns, Caltrans has revised measure Bio-Plant-1, regarding rare plant surveys, flagging, and fencing, in this document (see Environmental Commitments Record, Appendix D). In addition, any mitigation needed for take of any species listed under the Western Riverside Multiple Species Habitat Conservation Plan (WR-MSHCP) will be determined during discussions between Caltrans and the WR-MSHCP/Wildlife agencies during the design phase of the project.
PC-1-7	Caltrans met with CDFW and USFWS regarding the mitigation ratio of trees during pre-project coordination, and negotiated this ratio as part of the WR-MSHCP Determination of Biologically Equivalent or Superior Preservation (DBESP) Consistency. As tamarisk is an invasive species, Caltrans will not replace this species of tree. However, to help address CDFW's concerns, Caltrans has revised measure Bio-Plant-2 (Appendix D of this document) to include the replacement of any removed tamarisk with a native mulefat shrub at a ratio of 10:1.
PC-1-8	Caltrans acknowledges that vegetation removal can impacts species, soil retention and species displacement. The submission of the DBESP document has fulfilled requirements set forth by the MSHCP, and has achieved consistency. Please see response for PC-1-7 above.
PC-1-9	Please see response for PC-17 above.
PC -1-10	Caltrans appreciates the input of CDFW comments regarding nesting birds. However, according to Caltrans 2024 Standard Specification 14-6.03B, Caltrans anticipates nesting or attempted nesting from February 1 to September 30. Caltrans also makes note of any birds or nests located within the project area, regardless of the season. Therefore, Caltrans has made no revisions to measure Bio-Avian-1 regarding preconstruction nesting bird surveys.
PC-1-11	Caltrans acknowledges Crotch bumblebee habitat is present and appreciates the input of CDFW comments regarding Crotch bumblebee avoidance measures. To address CDFW's concerns, Caltrans has added CDFW's proposed measure Bio-Insect-1, regarding a Crotch's bumble bee habitat assessment, in this document (see Environmental Commitments Record, Appendix D).

PC-1-12	CDFW's concerns regarding connectivity and trash collection devices are being discussed internally to find the most suitable design option that will have the best outcome for the safety and travel of wildlife. The final design choice will be determined later during the design phase of the project. Yet, to ensure that we have addressed CDFW's concerns, we have added CDFW's proposed measure BIO-Connectivity-1, regarding trash collection devices to this document (see Environmental Commitments Record, Appendix D). Additionally, Caltrans has added measure Bio-General-12 to this document (see Environmental Commitments Record, Appendix D) to address animal entrapment during construction.
PC-1-13	Caltrans thanks CDFW for the comments regarding bat measures. To address some of CDFW's concerns, Caltrans has revised Bio-General-4 regarding preconstruction bat surveys in this document (see Environmental Commitments Record, Appendix D). However, if no bats nor evidence of bats are seen during the daytime bat surveys, no nighttime survey nor bat mitigation and management plan (BMMP) will be implemented.
PC-1-14	Caltrans appreciates CDFW's comment regarding equipment staging and storing, and stockpiling of materials. To address CDFW's concerns, Caltrans has revised measure Bio-General-1 regarding equipment staging, storing, and borrow sites in this document (see Environmental Commitments Record, Appendix D).
PC-1-15	Caltrans appreciates CDFW's concerns about herbicide use. To address CDFW's concerns, Caltrans has revised measure Bio-General-16 regarding invasive weed control in this document (see Environmental Commitments Record, Appendix D).
PC-1-16	CDFW and USFWS determined on December 10, 2024 (Appendix I) that based upon the information contained within the project's revised DBESP, and Caltrans' commitment to ensuring botanical surveys occur prior to project-related ground disturbance that the project is consistent with the Western Riverside County Habitat Conservation Plan (WR-MSHCP).
PC-1-17	The project footprint would not include Western Riverside County Regional Conservation Authority (RCA) lands. Caltrans appreciates CDFW's concerns related to the proximity of this project to RCA lands in regards to noise, lighting, landscaping, trespass, and toxins. CDFW's concerns regarding these edge effects are addressed in the following responses to comments PC-1-18 through PC-1-21. Caltrans has determined that since any possible edge effect caused by the project would be addressed by current measures, an analysis of edge effects would not be needed in this document.

PC-1-18	The project would only include lighting during construction and no permanent lighting. The project already includes measure Bio-General-2 to ensures that all lighting during nighttime construction would be minimized. Therefore, Caltrans has determined that no further lighting measures would be required for the project.
PC-1-19	To minimize construction noise impacts on adjacent sensitive land uses, the contractor will ensure that noise levels from contractor operations, between the hours of 9:00 p.m. and 6:00 a.m., do not exceed 86 dBA Lmax at a distance of 50feet from the job site, in accordance with Caltrans Standard Specifications Section 14-8.02 and Standard Special Provision 14-8.02. Caltrans has revised measure NOI-1 for noise control in this document (see Environmental Comm itments Record, Appendix D) to include these details. Since the project noise impacts to WR-MSHCP Conservation Areas would not exceed those of residential standards and no identified biological resources would require any noise abatement above what is already being considered, Caltrans has determined that no additional noise measures would be required for this project.
PC-1-20	The project already includes measure Bio-Plant-2 regarding revegetation in this document (see Environmental Commitments Record, Appendix D) which should address CDFW's concerns regarding native plants by ensuring that areas with removed vegetation would be replanted with California native species. To address CDFW's concerns regarding invasive plant species, Caltrans has revised measures Bio-General-1 regarding equipment staging, storing, and borrow sites, and Bio-General-16 regarding invasive weed control in this document (see Environmental Commitments Record, Appendix D). Therefore, Caltrans has determined that no additional measures for native plants and/or invasive species would be required for this project.
PC-1-21	Caltrans determined that the project would not significantly increase public access, predation by domestic animals, illegal trespass, or dumping in the WR-MSHCP Conservation Area and thus, no new permanent fencing is planned for this project to minimize these activities. The project would only require temporary high-visibility fencing during construction to identify ESAs and delineate protected plant species (see Bio-Plant-1 in the Environmntal Commitments Record, Appendix D). Therefore, Caltrans has determined that no additional fencing measures or plan would be required for this project.
PC-1-22	As an WR-MSHCP Permittee, Caltrans is required to follow best management practices found in WR-MSHCP Section 7.0 and Appendix C. These measures will be incorporated into the final project plans and specifications as appropriate.

PC-1-23	Caltrans acknowledges that the California Natural Diversity Database (CNDDDB) is to be utilized to keep all findings current and up to date, and any species found on the Project will be added to the CNDDDB. Caltrans thanks CDFW for providing the submission links.
PC-1-24	Caltrans will provide the filing fees with the filing of the Notice of Determination.
PC-1-25	Caltrans thanks CDFW for their comments and appreciates the ongoing collaboration with the agency in order to protect California's natural resources.

## **Appendix K      Public Notices**

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# Interstate 15 Drainage System Rehabilitation

## Summary

**SCH Number**

2024071066

**Lead Agency**

California Department of Transportation, District 8 (DOT)

**Document Title**

Interstate 15 Drainage System Rehabilitation

**Document Type**

MND - Mitigated Negative Declaration

**Received**

7/26/2024

**Present Land Use**

Transportation, Commercial, Municipal

**Document 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 proposed 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.

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## Contact Information

**Name**

Gita Tokhmafshan

**Agency Name**

California Department of Transportation (Caltrans)

**Job Title**

Senior Environmental Planner

**Contact Types**

Lead/Public Agency

**Address**

464 West 4th St., MS 827  
San Bernardino, CA 92401

**Phone**

(909) 501-5742

**Email**

gita.tokhmafshan@dot.ca.gov

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## Location

**Cities**

Unincorporated Area - Temescal Valley

**Counties**

Riverside

**Regions**

Unincorporated

**Cross Streets**

Interstate 15 (I-15) and Indian Truck Trail; I-15 and Temescal Canyon Road

**Zip**

92883

**State Highways**

Interstate 15

**Schools**

Todd and Temescal Valley Elementary Schools

**Waterways**

Indian, Mayhew, Coldwater, & Temescal Washes; Lee Lake

**Other Location Info**

The proposed project is found within the “Lake Mathews, California” and “Alberhill, California” 7.5-minute U.S. Geological Survey (USGS) quadrangles.

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## Notice of Completion

**State Review Period Start**

7/26/2024

**State Review Period End**

8/26/2024

**State Reviewing Agencies**

California Air Resources Board (ARB), California Department of Forestry and Fire Protection (CAL FIRE), California Department of Parks and Recreation, California Department of Toxic Substances Control (DTSC), California Department of Transportation, District 8 (DOT), California Department of Water Resources (DWR), California Governor's Office of Emergency Services (OES), California Highway Patrol (CHP), California Native American Heritage Commission (NAHC), California Natural Resources Agency, California Regional Water Quality Control Board, Santa Ana Region 8 (RWQCB), California State Lands Commission (SLC), California Transportation Commission (CATC), State Water Resources Control Board, Division of Drinking Water, State

Water Resources Control Board, Division of Water Quality, California Department of Fish and Wildlife, Inland Deserts Region 6 (CDFW)

#### State Reviewing Agency Comments

California Department of Fish and Wildlife, Inland Deserts Region 6 (CDFW)

#### Development Types

Transportation:Highway/Freeway (Rehabilitation of Drainage System Along Interstate Freeway)

#### Local Actions

Transportation/Freeway

#### Project Issues

Biological Resources, Vegetation, Wetland/Riparian

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## Attachments

#### Draft Environmental Document [Draft IS, NOI, NOA, Public notices, OPR Summary Form, Appx,]

1L820 Aviso Publico en Espaol 7-26-2024

PDF

424 K

1L820 Draft IS with MND Approved 6-28-2024

PDF

8231 K

1L820 Public Notice in English 7-26-2024

PDF

464 K

1L820 Summary\_Form\_for\_Document\_Submittal-7-26-2024

PDF

261 K

#### Notice of Completion [NOC] Transmittal form

1L820 NOC Signed 07-26-2024

PDF

234 K

#### State Comment Letters [Comments from State Reviewing Agency(ies)]

2024071066\_CDFW Comment

PDF

437 K

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Interstate 15 Drainage System Rehabilitation

# Interstate 15 Drainage System Rehabilitation

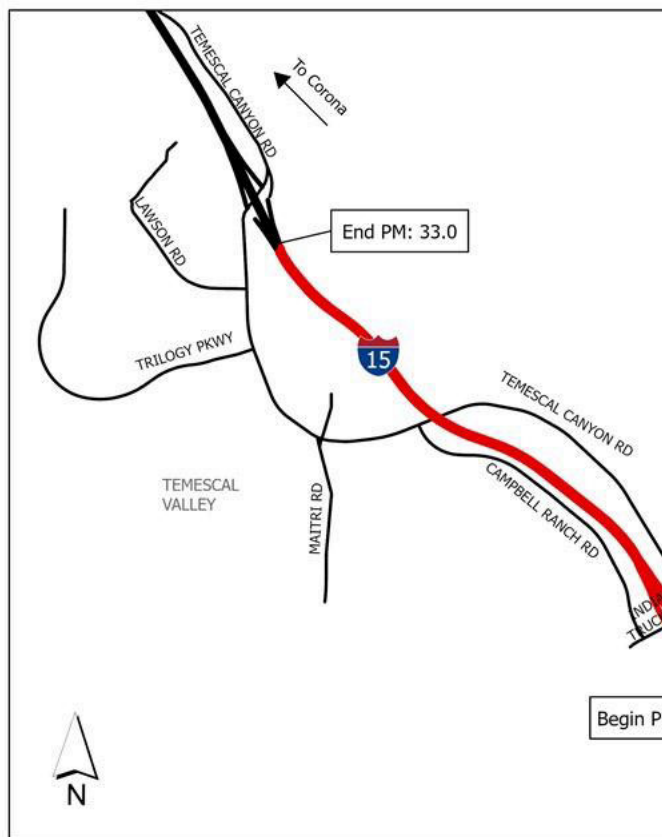
Published: Jul 26, 2024



## NOTICE OF INTENT

### Interstate 15 Drainage System Rehabilitation

#### Notice of Intent to Adopt a Mitigated Negative Declaration

**Project Name:** Interstate 15 Drainage System Rehabilitation

**What Is Being Planned:** 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 [PM] 30.0) to 1.1 miles north of Temescal Canyon Road Undercrossing Bridge (PM 33.0) in Riverside County (Project ID: EA 08-1L820; PN 0820000161).

**Why This Notice:** Caltrans studied the effects that this proposed project may have on the environment. Our studies show that the proposed project would not significantly affect the quality of the environment. The report that explains the effects of the project is called an *Initial Study (IS)*. This notice is to advise you of the preparation of the *Initial Study with Proposed Mitigated Negative Declaration (MND)* and of its availability for you to read, and to offer you the opportunity to request a public hearing (meeting) and/or provide comments, and to inform you of Caltrans' intent to adopt this *Mitigated Negative Declaration*.

**What Is Available:** The *IS with Proposed MND* and related technical documents are available by emailing [Gita.Tokhmafshan@dot.ca.gov](mailto:Gita.Tokhmafshan@dot.ca.gov) or by calling (909) 501-5742. The *IS with Proposed MND* is also available at the State Clearinghouse website under SCH #2024071066 at <https://ceqanet.opr.ca.gov/2024071066>.

**Where You Come In:** Do you have any comments about processing the project with an *IS with Proposed MND*? Do you disagree with the findings of our study as set forth in the *IS with Proposed MND*? Would you like to make any other comments on the project? We'd like to hear what you think. Please submit your comments and/or request a public hearing (meeting) in writing **no later than Monday, August 26, 2024**, to:

California Department of Transportation

ATTN: Gita Tokhmafshan, Acting Senior Environmental Planner  
464 West 4th Street, MS 827  
San Bernardino, CA 92401-1400;  
Or via email to: [Gita.Tokhmafshan@dot.ca.gov](mailto:Gita.Tokhmafshan@dot.ca.gov)

The date we will begin accepting comments is **Friday, July 26, 2024**. If there are no major comments, Caltrans will proceed with the project's design.

Contact: For more information about this study, please contact Natasha Walton, 909-260-4891, [Natasha.Walton@dot.ca.gov](mailto:Natasha.Walton@dot.ca.gov). For any other transportation matter, please contact the Caltrans District 8 Office of Public Affairs at (909)383-4631.

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.

## Statewide Campaigns

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- ▶ [Adopt-A-Highway](#)
- ▶ [Amber Alert](#)
- ▶ [Be Work Zone Alert](#)
- ▶ [Cal OES: Power Outage and Fire Recovery Resources](#)
- ▶ [California Climate Investments](#)
- ▶ [California Connected](#)
- ▶ [California Transportation Plan 2050](#)

▸ [CAL FIRE](#)

▸ [Clean California](#)

▸ [Go Safely California](#)

▸ [HeatReadyCA.com](#)

▸ [Move Over Law](#)

▸ [REAL ID](#)

▸ [Save Our Water](#)

▸ [Stormwater Education Campaign](#)

▸ [Tenant and Landlord Resources](#)

▸ [Unclaimed Property](#)

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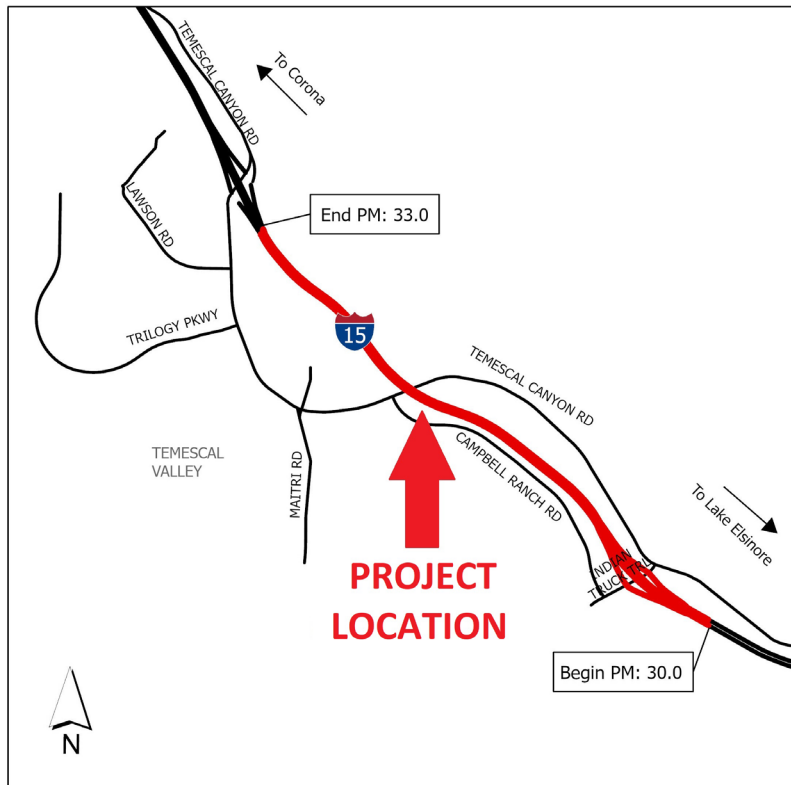
[!\[\]\(434cb744dc9b717caf28f6ed2e99b4a0\_img.jpg\) Facebook](#) [!\[\]\(314a81d9a80e604f7b0bf7d68eb05296\_img.jpg\) Twitter](#)

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# PUBLIC NOTICE

## Notice of Intent to Adopt a Mitigated Negative Declaration Study Results for Project Along Interstate 15 (I-15) Available for Review. Do You Have Comments on This Project? Would You Like a Public Hearing? Interstate 15 Drainage System Rehabilitation

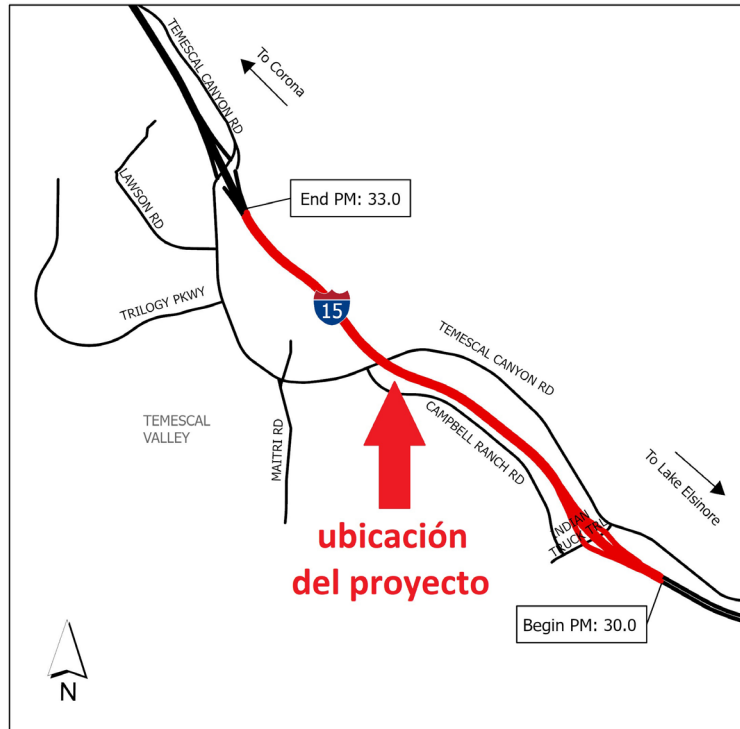


<b>WHAT'S BEING PLANNED?</b>	The California Department of Transportation (Caltrans) proposes to rehabilitate the drainage system along Interstate 15 from 0.4 miles south of Indian Truck Trail Undercrossing Bridge (post mile [PM] 30.0) to 1.1 miles north of Temescal Canyon Road Undercrossing Bridge (PM 33.0) in Riverside County. (Project ID: EA 08-1L820; PN 0820000161)
<b>WHY THIS NOTICE?</b>	Caltrans studied the effects that this proposed project may have on the environment. Our studies show that the proposed project would not significantly affect the quality of the environment. The report that explains the effects of the project is called an <i>Initial Study (IS)</i> . This notice is to advise you of the preparation of the <i>Initial Study with Proposed Mitigated Negative Declaration (MND)</i> and of its availability for you to read, and to offer you the opportunity to request a public hearing (meeting) and/or provide comments, and of Caltrans' intent to adopt this <i>Mitigated Negative Declaration</i> .
<b>WHAT'S AVAILABLE?</b>	The <i>IS with Proposed MND</i> and related technical documents are available by emailing <a href="mailto:Gita.Tokhmafshan@dot.ca.gov">Gita.Tokhmafshan@dot.ca.gov</a> or by calling (909) 501-5742. The <i>IS with Proposed MND</i> is also available at the following website: <a href="https://dot.ca.gov/caltrans-near-me/district-8/district-8-news/">https://dot.ca.gov/caltrans-near-me/district-8/district-8-news/</a> .
<b>WHERE YOU COME IN</b>	<p>Do you have any comments about processing the project with an <i>IS with Proposed MND</i>? Do you disagree with the findings of our study as set forth in the <i>IS with Proposed MND</i>? Would you like to make any other comments on the project? We'd like to hear what you think. Please submit your comments and/or request a public hearing (meeting) in writing <b>no later than Monday, August 26, 2024</b>, to:</p> <p>California Department of Transportation ATTN: Gita Tokhmafshan, Acting Senior Environmental Planner 464 West 4<sup>th</sup> Street, MS 827 San Bernardino, CA 92401-1400; Or via email to: <a href="mailto:Gita.Tokhmafshan@dot.ca.gov">Gita.Tokhmafshan@dot.ca.gov</a></p> <p>The date we will begin accepting comments is Friday, <u>July 26, 2024</u>. If there are no major comments, Caltrans will proceed with the project's design.</p>
<b>CONTACT</b>	<p>For more information about this study, please contact Natasha Walton, 909-260-4891, <a href="mailto:Natasha.Walton@dot.ca.gov">Natasha.Walton@dot.ca.gov</a>. For any other transportation matter, please contact the Caltrans District 8 Office of Public Affairs at (909)383-4631.</p> <p>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.</p>



# AVISO PUBLICO

Notificación de Intento de Adoptar una Declaración de Mitigación Negativa  
Resultados de estudios del proyecto en la Interestatal 15 (I-15) disponible para su reviso  
¿Tienes comentarios acerca del proyecto? ¿Deseas una audiencia pública?  
**Interstate 15 Drainage System Rehabilitation**



¿Cuáles son los planes?	El Departamento de Transportacion de California (Caltrans) propone rehabilitar el sistema de drenaje en la Interestatal 15 desde 0.4 millas sur del puente Indian Truck Trail (ubicación postmile [PM] 30.0) hasta 1.1 millas norte del puente Temescal Canyon Road (ubicación PM 33.0) en el Condado de Riverside. (Project ID: EA 08-1L820; PN 0820000161)
¿Porque este aviso?	Caltrans evaluó los efectos ambientales de este proyecto. Nuestros estudios identifican que el proyecto no tendrá impactos significantes de afecto a la calidad del ambiente. El reporte que explica los impactos del proyecto es llamado un <i>Estudio Inicial (IS)</i> . Este aviso es para informar al público que el <i>Estudio Inicial con Propuesta de Mitigación Negativa (MND)</i> está preparado y disponible para leer, ofrecemos la oportunidad de solicitar una audiencia pública y/o proveer comentarios acerca de esto. El intento de Caltrans es adoptar la <i>Declaración de Mitigación Negativa (MND)</i>
¿Que está disponible?	El <i>Estudio Inicial (IS)</i> con <i>Propuesta de Mitigación Negativa (MND)</i> y los documentos relacionados están disponibles. Estos se pueden pedir por medio de correo electrónico a <a href="mailto:Gita.Tokhmafshan@dot.ca.gov">Gita.Tokhmafshan@dot.ca.gov</a> o llamando al (909)501-5742. El <i>IS</i> con <i>MND</i> también está disponible en nuestra página web: <a href="https://dot.ca.gov/caltrans-near-me/district-8/district-8-news/">https://dot.ca.gov/caltrans-near-me/district-8/district-8-news/</a> .
¿Cuál es tu función?	<p>¿Tienes comentarios del proceder con este proyecto con un <i>Estudio Inicial (IS)</i> con <i>Propuesta de Mitigación Negativa (MND)</i>? ¿Estás en desacuerdo con la evaluación propuesta en el <i>IS MND</i>? ¿Quieres hacer un comentario acerca del proyecto? ¡Queremos tu opinión! Por favor somete tus comentarios y/o solicita una audiencia pública por escrito <b>antes de lunes, agosto 26 del 2024</b> a esta dirección postal:</p> <p>California Department of Transportation ATTN: Gita Tokhmafshan, Acting Senior Environmental Planner 464 West 4<sup>th</sup> Street, MS 827 San Bernardino, CA 92401-1400; Or via email to: <a href="mailto:Gita.Tokhmafshan@dot.ca.gov">Gita.Tokhmafshan@dot.ca.gov</a></p> <p>Aceptaremos comentarios públicos empezando viernes, julio 26, del 2024. Al no recibir comentarios de impacto, Caltrans procederá con el proyecto como ha sido propuesto.</p>
Contacto	<p>Para más información acerca del estudio contacte a Natasha Walton, 909-260-4891, <a href="mailto:natasha.walton@dot.ca.gov">natasha.walton@dot.ca.gov</a>. Para más información de otros temas de transportación contacte a la oficina de Relaciones Publicas al (909)383-4631.</p> <p>Para individuos con discapacidades, este documento está disponible en Braille, audiocasete y/o disco. Para obtener una de estas copias en formato distinto por favor llame o escriba a Caltrans, Atención: Natasha Walton, 464 West 4th Street, MS 827, San Bernardino, CA, 92401; 909-260-4891 (Voz), or usa el 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.</p>

