State Route 60 Truck Lanes Project

PORTION OF UNINCORPORATED RIVERSIDE COUNTY, CALIFORNIA
DISTRICT 8 – RIV – 60 (PM 22.10/26.61)
EA 08-0N69U PN 0812000307

Initial Study with Mitigated Negative Declaration/ Environmental Assessment with Finding of No Significant Impact

Prepared by the
State of California Department of Transportation

The environmental review, consultation, and any other action required in accordance with applicable federal laws for this project is being, or has been, carried-out by Caltrans under its assumption of responsibility pursuant to 23 USC 327.

Caltrans

May 2016

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SCH#2014061054
08-RIV-60-PM 22.10/26.61
EA 08-0N69U PN 0812000307

This project proposes to construct an eastbound truck-climbing lane and westbound truck-descending lane and inside and outside standard shoulders in both directions on State Route 60 (SR-60) in Riverside County between Gilman Springs Road, Post Mile (PM) 22.10 and Jack Rabbit Trail PM 26.61.

INITIAL STUDY with Mitigated Negative Declaration/Environmental Assessment with Finding of No Significant Impact

Submitted Pursuant to: (State) Division 13, California Public Resources Code
(Federal) 42 USC 4332(2)(C)

THE STATE OF CALIFORNIA
Department of Transportation

5/16/16
Date of Approval

David Bricker
Deputy District Director
Environmental Planning
California Department of Transportation, District 8
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CALIFORNIA DEPARTMENT OF TRANSPORTATION
FINDING OF NO SIGNIFICANT IMPACT

FOR

State Route 60 Truck Lanes Project

RIV-60 PM 22.1 to 26.61

The California Department of Transportation (Caltrans) has determined that the Build Alternative, (the Preferred Alternative), will have no significant impact on the human environment. The Build Alternative includes construction of an eastbound truck-climbing lane and westbound truck-descending lane—along with inside and outside standard shoulders in both directions—on State Route 60 (SR-60) in a portion of unincorporated Riverside County between Gilman Springs Road at Post Mile (PM) 22.10 and 1.369 miles west of Jack Rabbit Trail at PM 26.61.

This Finding of No Significant Impact (FONSI) is based on the attached Environmental Assessment (EA) and the associated Technical Studies and design documents, which have been independently evaluated by Caltrans and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement (EIS) is not required. Caltrans takes full responsibility for the accuracy, scope, and content of the attached EA and the associated Technical Studies and design documents.

The environmental review, consultation, and any other action required in accordance with applicable Federal laws for this project is being, or has been, carried-out by Caltrans under its assumption of responsibility pursuant to 23 USC 327.

5/16/16
Date

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

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SCH: 2014061054

MITIGATED NEGATIVE DECLARATION

Pursuant to: Division 13, Public Resources Code

Project Description

The Riverside County Transportation Commission (RCTC), in cooperation with Caltrans, proposes to construct an eastbound truck-climbing lane and westbound truck-descending lane—along with inside and outside standard shoulders in both directions—on State Route 60 (SR-60) in a portion of unincorporated Riverside County between Gilman Springs Road at Post Mile (PM) 22.10 and 1.369 miles west of Jack Rabbit Trail at PM 26.61.

Determination

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

The project would have no effect on: Coastal Zone, Farmlands/Timberlands, Wild and Scenic Rivers, Land Use, Growth, Community, Environmental Justice, Parks and Recreational Facilities, Utilities and Emergency Services, Cultural Resources, Pedestrian and Bicycle Facilities, Hydrology and Floodplains, and Noise.

In addition, the project would have less than significant effects on: Relocations and Real Property Acquisitions, Air Quality, Visual/Aesthetics, Cultural Resources, Traffic and Transportation, Water Quality, Stormwater Runoff, Geology/Soils/Seismic/Topography, Hazardous Waste and Materials, Plant Species, and Invasive Species.

With the following mitigation measures incorporated, the project would have a less than significant effect on: Paleontological Resources, Natural Communities, Animal Species, and Wetlands and Other Waters.

PA-1: Grading, excavation, and other surface and subsurface excavation in the study area have potential to affect significant nonrenewable fossil resources of Pleistocene age. A Paleontological Mitigation Plan (PMP) will be prepared by a qualified paleontologist prior to completion of the Plans, Specification, and Estimates phase of the project. Once specific information about excavation locations and depth is available, then monitoring efforts can be properly estimated. The PMP will detail the measures to be implemented and shall include, at a minimum, the following elements.

a) Required 1-hour preconstruction paleontological awareness training will be conducted for earthmoving personnel, including documentation of training, such as sign-in sheets, and hardhat stickers, to establish communications protocols between construction personnel and the principal paleontologist.

b) A signed repository agreement with the San Bernardino County Museum to establish a curation process in the event of sample collection will be executed.

c) Monitoring by a principal paleontologist during excavation will occur.

d) Field and laboratory methods that meet the curation requirements of the appropriate repository will be implemented for monitoring, reporting, collection, and curation of collected specimens. Curation requirements are available for public review at the appropriate repository.

e) All elements of the PMP will follow the PMP Format published in the Caltrans Standard Environmental Reference.

NC-12: The project is anticipated to require permanent acquisition of sliver portions of approximately 5.87 acres of PQP lands. Replacement land with the same characteristics as the land impacted will be purchased at a minimum 1:1 ratio.

WET-5: To mitigate permanent impacts on riparian/riverine habitat and federal and state jurisdictional waters, credits, in the form of habitat creation/restoration, will be purchased by Caltrans from an approved mitigation bank in the MSHCP plan area (such as the Riverside-Corona Resource Conservation District [RCRCD] in-lieu fee program) prior to construction at a ratio of 3:1 to compensate for the permanent loss of 0.166 acre of riparian habitat and 0.258 acre of unvegetated streambed subject to CDFW jurisdiction. It should be noted that the 0.258 acre of unvegetated CDFW streambed is inclusive of 0.258 acre of USACE non-wetland waters of the U.S. Therefore, the total mitigation for impacts on 0.166 acre of riparian habitat and 0.258 acre of CDFW streambed/USACE non-wetland waters is 1.272 acres. The priority for purchasing credits will be given to lands that occur within the Criteria Cells adjacent to the project site; however, if none are available, credits will be purchased elsewhere in the MSHCP plan area. If credits in the RCRCD mitigation bank are no longer available, Caltrans will develop an equivalent strategy for permittee-sponsored mitigation in coordination with USFWS, CDFW, and RCA.

Ephemeral drainages and riparian habitat (riparian/riverine areas) that are temporarily affected during construction will be restored to their original grade and revegetated with native vegetation habitat that was originally present at a 1:1 ratio. A Habitat Mitigation and Monitoring Plan (HMMP) will be prepared at least 60 days prior to ground disturbance that will detail the restoration techniques, identify success criteria, and provide for adaptive management techniques. This will provide riparian/riverine habitat that is of equivalent or better quality to the affected habitat and is contiguous with existing and anticipated conservation areas. The amount of impact on riparian/riverine habitat and federal and state jurisdictional waters will be confirmed with USFWS, CDFW, and RCA following the completion of final design (i.e., 100 percent design plans) for the project to ensure that impacts on these resources are fully addressed.

USACE, RWQCB, and CDFW may require additional mitigation during the aquatic permitting process; however, mitigation for permanent and temporary impacts described in **WET-5** meet the minimum requirements that are sufficient to offset impacts on jurisdictional waters. Final measures under CWA Sections 401 and 404 and California Fish and Game Code 1602 will be determined during the aquatic permit process. Any measures included in these permits shall be implemented.

AS-8: An MSHCP pre-construction survey for burrowing owls will be conducted within 30 days prior to ground disturbance in suitable habitat areas. The surveys will be conducted prior to construction regardless of the time of year construction commences.

If burrowing owls are found, a project-specific burrowing owl management plan will be developed and authorized through consultation with RCA, CDFW, and USFWS, as outlined in MSHCP Table 9.2, Section 6.3.2, and Appendix D, Summary of MSHCP Species Survey Requirements. The burrowing owl management plan will include the following, at a minimum:

a) Focused Survey for Burrowing Owl: Performed following the MSHCP protocol between the window of March 1 through August 31 and in the survey season prior to scheduled construction. The survey will include the project footprint and up to a 300-foot buffer if performed between February 1 and August 31. Focused surveys for wintering burrowing owl will also be conducted during the non-breeding season (September 1 through January 31).

b) Preconstruction Survey for Burrowing Owl: Performed within 30 days prior to ground disturbance regardless of whether the species is found during the focused survey. The survey area would be the project footprint and at least a 100-foot buffer.

c) Protocol for Presence: Steps necessary for handling the presence of burrowing owl (if found during either of the two surveys), which may include full avoidance, if feasible, or passive relocation by a qualified ornithologist.

d) The burrowing owl management plan will incorporate regular documentation and reporting requirements to ensure the plan is being followed and is successfully implemented.

e) Agency Approval: The burrowing owl management plan will need approval by RCA, USFWS, and CDFW prior to construction commencement.

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

5/16/16
Date

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Chapter 1 Proposed Project

Changes have been made to this Environmental Document since the public recirculation of the Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment (Recirculated Draft IS/EA) from October 30, 2015 to December 2, 2015. Public and agency comments received during the circulation of the Recirculated Draft IS/EA, and the public hearing held on November 18, 2015, resulted in refinements that have been incorporated into this Initial Study with Mitigated Negative Declaration/Environmental Assessment with Finding of No Significant Impact. A vertical line in the outside margin indicates changes to the text in relation to the corresponding part in the Recirculated Draft IS/EA.

1.1 Introduction

Caltrans is the lead agency under the National Environmental Policy Act (NEPA). Caltrans is the lead agency under the California Environmental Quality Act (CEQA).

The Riverside County Transportation Commission (RCTC), in cooperation with Caltrans, proposes to construct an eastbound truck-climbing lane and westbound truck-descending lane—along with inside and outside standard shoulders in both directions—on State Route 60 (SR-60) in Riverside County between Gilman Springs Road at Post Mile (PM) 22.10 and 1.369 miles west of Jack Rabbit Trail at PM 26.61. The total length of the project is 4.51 miles. Figures 1-1 and 1-2 show the project vicinity and location.

The project is included in the 2015–18 Federal Transportation Improvement Program (FTIP), including Amendment No. 1, and the 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Amendment No. 2 that was adopted by the Southern California Association of Governments (SCAG) on September 11, 2014. The Federal Highway Administration (FHWA)/Federal Transit Administration (FTA) issued the required conformity determination letter for the 2015 FTIP on December 15, 2014. The 2015 FTIP includes the project as project ID RIV120201. It includes all federally funded and regionally significant projects.

The project limits identified for the eastern end of the project in the FTIP were updated to cover the truck climbing lane tapering back to two lanes between post mile 26.3 and 26.61, and also the improved 12-foot outside shoulder tapering back to existing shoulder conditions between post mile 26.5 and 26.61. The updated project limits for the project were included in Amendment #15-13 to the 2015 FTIP, which was approved by SCAG on October 20, 2015 and FHWA on November 9, 2015. The project information is consistent with the entry for the project in the Amendment #15-13 to the 2015 FTIP.

The total project capital construction cost is estimated at $107,211,284. The total capital right of way cost is estimated at $1,879,000. This is a Mixed Funded Project using Local Funds from RCTC as the main Project Sponsor and with participation from Caltrans, designated as the lead agency. Local Measure A (1/2 cent sales tax) funds will fund a portion of the capital construction project cost along with Federal and State funds drawing from Safety and Potential Roadway

Rehabilitation programs under the State Highway Operation Performance Program (SHOPP). Table 1-1 details the proposed funding and funding sources for the project.

Table 1-1: Proposed Funds for Project (Include State, Federal, and Local Funds)

	Fiscal Year Estimate					
	Prior to 2014/15	**2014/15**	**2015/16**	**2016/17**	**Future**	**Total**
Funding Source	**In thousands of dollars ($1,000)**					
FFY 2006 Appropriations Earmarks	2,546					2,546
Federal Fund Construction Mitigation and Air Quality (CMAQ)	7,000			26,800	10,596	44,396
Federal Fund Surface Transportation Program - HR4818	492					492
State Fund SHOPP – Advance Construction	2,000	1,950	43,700			47,650
State Fund STIP Advance CON-RIP		550		31,555		32,105
Local Tax Riverside County Sales tax (Measure A tax)		1,497		9,689		11,186
Total	12,038	3,997	43,700	68,044	10,596	138,375
Source: Southern California Association of Governments. 2015. 2015 Adopted Federal Transportation Improvement Program. Available: http://ftip.scag.ca.gov/Pages/2015/adopted.aspx						

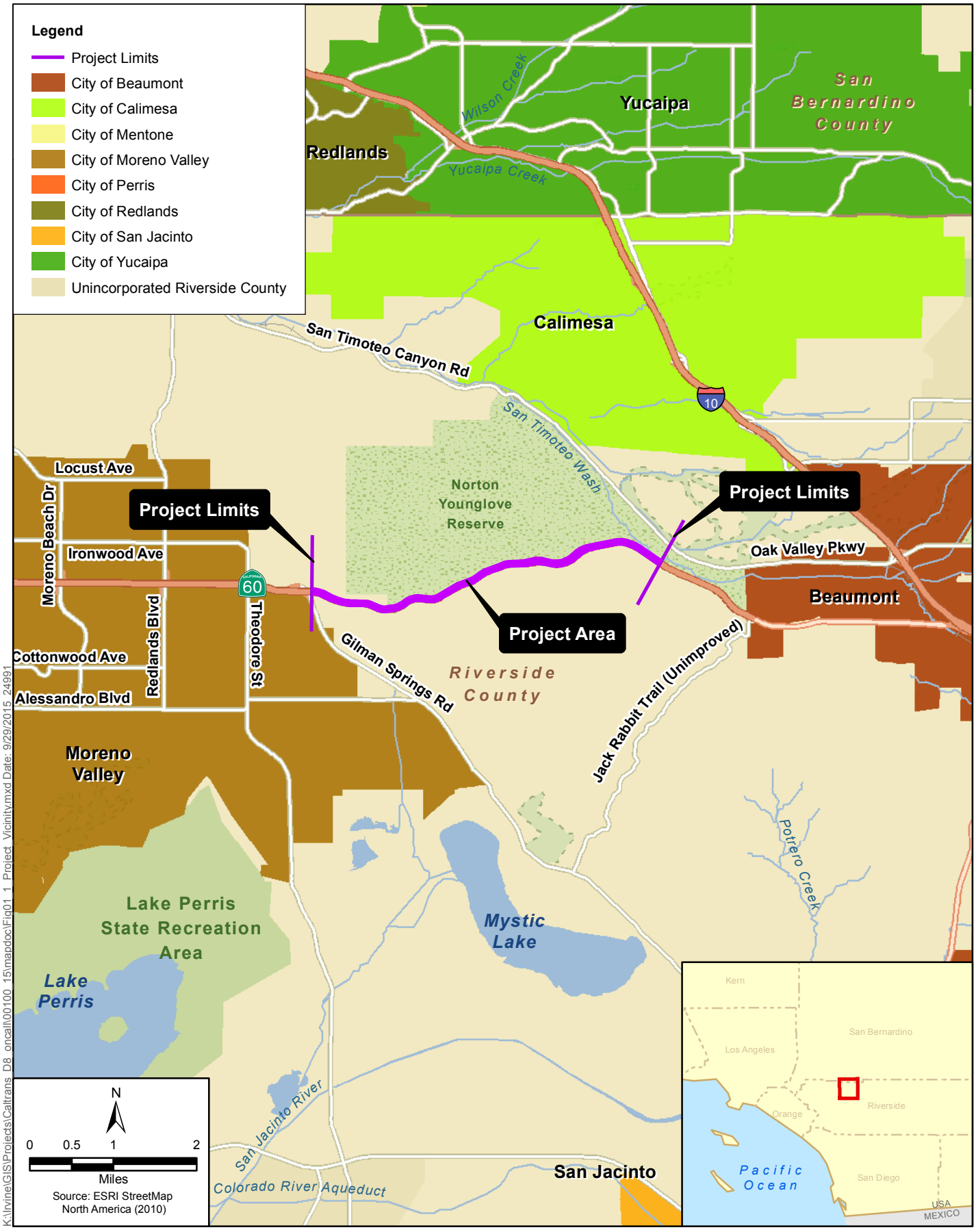

Figure 1-1
Project Vicinity
State Route 60 Truck Lanes Project

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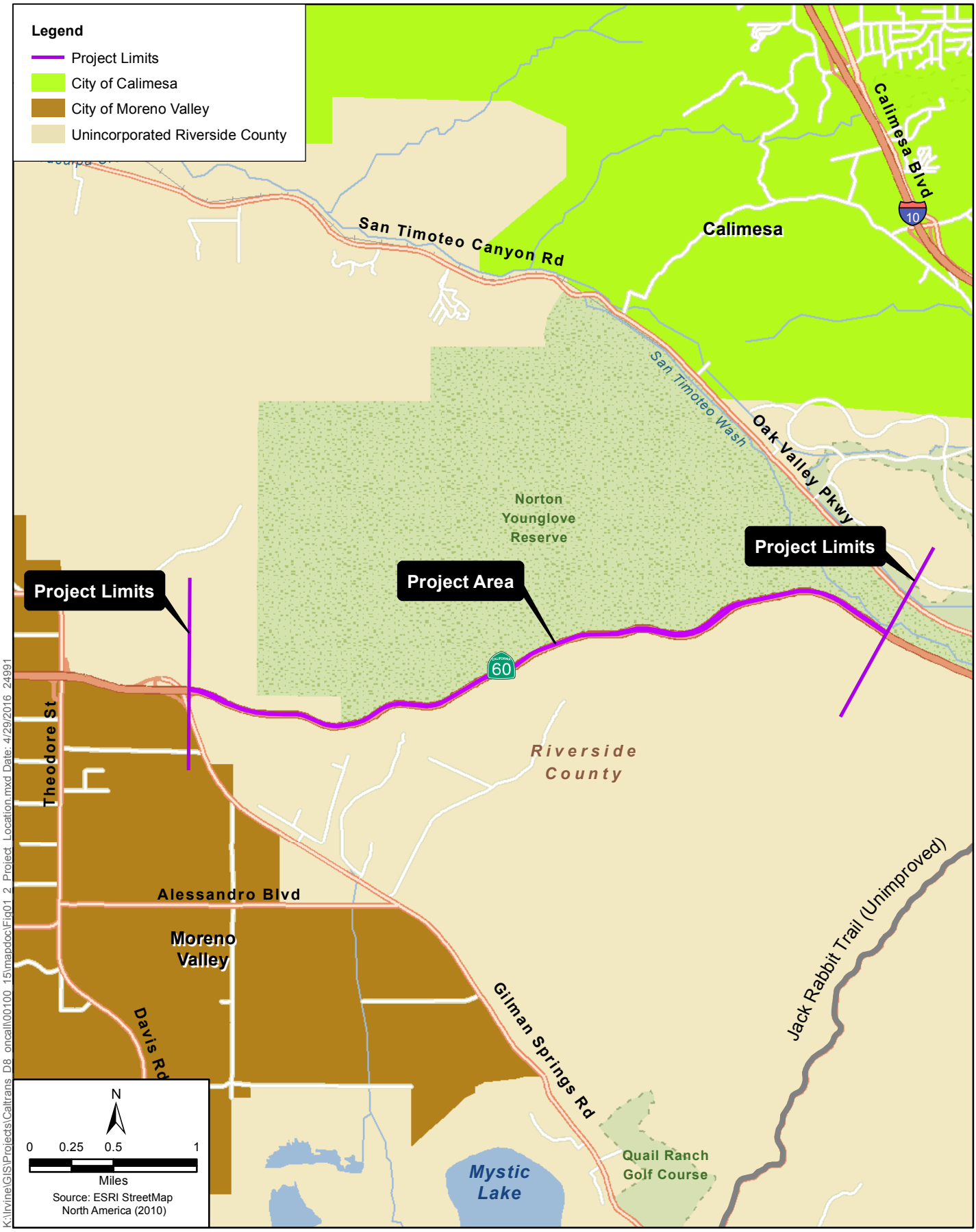

Figure 1-2
Project Location
State Route 60 Truck Lanes Project

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1.1.1 Background

SR-60 is an east-west freeway traversing urbanized and rural areas of Los Angeles, San Bernardino, and Riverside Counties. The facility begins at its junction with Interstate 10 (I-10) in the City of Los Angeles in the County of Los Angeles, and ends at the junction with I-10 in the City of Beaumont in the County of Riverside. The total length of SR-60 is 70.9 miles.

SR-60 serves intraregional, interregional, and interstate travel. Section 253.1 of the California Streets and Highway Code lists SR-60 in the State Freeway and Expressway System. As part of the National Highway System (NHS), SR-60 is classified as an "other NHS route" for its entire length. "Other NHS routes" are highways in rural and urban areas that provide access between an arterial and a major port, airport, public transportation facility, or other inter-modal transportation facility. The entire route is included in the National Network for Federal Surface Transportation Assistance Act for Oversized Trucks.

SR-60 is classified as a Transportation Gateway of Major Statewide Significance in the Caltrans June 1998 Interregional Transportation Strategic Plan (ITSP). ITSP gateways are principal centers or transportation facilities that provide access to major state, national, or international trade and commerce, goods movement, and inter-modal transfer.

The Transportation Concept Report (TCR)[1] for SR-60 is a long-range planning document to guide the logical development of transportation systems as required by law and as necessitated by the public, stakeholders, and system users. The purpose of the TCR is to evaluate current and projected conditions along the route and communicate the vision for the development of each route in each Caltrans District during a 20–25-year planning horizon. The TCR is developed with the goals of increasing safety, improving mobility, providing excellent stewardship, and meeting community and environmental needs along the studied corridor. According to the TCR for SR-60, the segment of SR-60 that starts at the Los Angeles/San Bernardino county line east to Gilman Springs Road carries heavy amounts of commuter traffic, including those destined for employment centers in Orange and Los Angeles counties. SR-60 serves the industrial/commercial centers of Los Angeles County and the Inland Empire, including Ontario International Airport (ONT). The segment of SR-60 from Gilman Springs Road east to the I-10/SR-60 interchange mostly serves interregional and interstate traffic. The TCR states that a significant increase in freight and commuter traffic is expected throughout the corridor.[2]

The Ports of Long Beach and Los Angeles handle over 40 percent of all U.S. international containerized cargo. Trucks use SR-60 in conjunction with I-10, Interstate 15 (I-15), Interstate 40 (I-40), and Interstate 710 (I-710) to transport goods throughout the country. A significant volume of port traffic travels north from the ports using I-710 and then east on SR-60. SR-60 is a major truck route. The California 2013 Annual Average Daily Truck Traffic on the State Highway

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1 California Department of Transportation. 2012. Transportation Concept Report State Route 60. Prepared by the California Department of Transportation, District 8. September 2012.

2 The TCR defined the SR-60 corridor as the segment of SR-60 from the Los Angeles/San Bernardino county line east to the I-10/SR-60 interchange

System data indicate that 16 percent of the annual average daily traffic (AADT) on SR-60 was truck traffic. Additional traffic information is contained in Table 1-3.

In conjunction with Interstate 5 (I-5), I-10, I-15, and I-710, SR-60 provides for the movement of people and goods in a southerly direction toward San Diego and in northerly and easterly directions through California and beyond. These highways provide access to three international airports (Los Angeles, Ontario, and Palm Springs), four major seaports (Port Hueneme, Long Beach, Los Angeles, and San Diego), and two rail corridors, the Burlington Northern Santa Fe and the Union Pacific lines. High volumes of seasonal Southern California recreational traffic use SR-60 as a means to connect with other state routes for access to the Colorado River and to other destinations in California, Arizona, Nevada, Utah, and beyond.

In 2011, ONT handled 33,800 tons of air cargo including freight and mail. Online retailers deliver to the Inland Empire using ONT because of improved shipping times compared to Orange County or Los Angeles international airports.[3] Increases in online purchasing and new industrial/warehouse land uses in the Inland Empire are expected to increase freight traffic in the future. There are industrial and warehousing facilities adjacent to SR-60 at various locations. These facilities add freight traffic on SR-60. Over 40 million square feet of industrial space is located within the City of Chino. The City of Ontario has approximately 97 million square feet of industrial space. In east Moreno Valley, there are plans to construct the World Logistics Center (WLC) consisting of approximately 40.6 million square feet. There is currently a 1.8-million-square-foot distribution center for a major retailer in east Moreno Valley.

In 2002, Riverside County voters approved a 30-year extension to Measure A, Riverside County's half-cent sales tax for transportation projects. As part of the extension (ordinance #02-001), funds were earmarked for a truck-climbing lane on SR-60 in the badlands area east of Moreno Valley. The 10-year Western Riverside County Highway Delivery Plan approved by RCTC in December 2006 did not include the SR-60 Truck Lanes Project but did include the truck climbing lane project on Interstate 10 from the San Bernardino County line to SR-60.

The project is a product of three projects identified under the respective Expenditure Authorizations 08-0N690K, 08-0Q180K, and 08-1C0900.

The Project Study Report (PSR) for project EA 08-0N690K evaluated the feasibility of (1) constructing a truck-climbing lane with standard shoulders in the eastbound direction between PM 23.00 and 25.90 on SR-60, (2) constructing an eastbound truck climbing lane with standard shoulders and a westbound descending lane with standard shoulders between PM 22.40 and 25.90 on SR-60, or (3) only constructing shoulders in both directions between PM 22.20 and 26.50 on SR-60. This PSR was approved on August 16, 2011.

The PSR for project EA 08-0Q180K evaluated the feasibility of improvements consisting of constructing a five-foot standard inside shoulder and a 10-foot standard outside shoulder in the

[3] Marquez, Liset. 2012. Cargo up at LA/Ontario International Airport. August 14. Available: http://www.sbsun.com/ci_21310227/cargo-up-at-l-ontario-international-airport.

westbound direction of SR-60 between PM 22.20 and 26.50. This PSR was approved on May 11, 2012.

The Capital Preventive Maintenance Project Report for project EA 08-0C090K, a project initiation document providing a recommendation to program the project into the 2014 State Highway Operation and Protection Program (SHOPP), was approved on June 27, 2013. The purpose of the project was to (1) preserve and extend the life of the existing pavement and improve ride quality, (2) cold plane the mainline shoulder at locations with existing median concrete barrier, and (3) overlay all shoulders with rubberized hot mix asphalt in each direction on SR-60 between PM 12.2 and 30.4. A supplemental Capital Preventive Maintenance Project Report was approved on May 15, 2014 to combine this planned work between PM 22.1 and 26.5 as part of the work to be included with the SR-60 Truck Lanes Project, and to proceed with development of the other portions of the original limits (PM 12.2 to 22.1 and 26.5 to 30.4) through a different project, EA 08-1C091.

At the RCTC workshop in 2011, RCTC staff presented traffic volume and accident rate comparisons between the two projects, demonstrating that improvements to SR-60 in the Badlands area were more urgently needed than the planned I-10 truck climbing lane project identified in the 2006 RCTC Measure A 10-year Delivery Plan.

As a result, RCTC approved substituting the SR-60 Truck Climbing Lane Project for the I-10 Truck Climbing Lane Project in the 10-Year Delivery Plan at the agency's February 2012 workshop. RCTC also approved combining the SR-60 Truck Climbing Lane Project with Caltrans' planned safety project on SR-60 within the same area at the full commission meeting on June 7, 2012.

Caltrans and RCTC agreed to join efforts to deliver one combined project in order to take advantage of existing programming for the planned Caltrans safety project to widen the shoulders of SR-60 between PM 22.0 and 26.5 and the planned RCTC project to construct an eastbound truck climbing lane and westbound truck descending lane within the same limits. Both projects used the same route with the same post-mile limits and had similar schedules. Therefore, combining the projects would minimize support and capital cost expenditures and would also minimize impacts to the traveling public.

1.2 Purpose and Need

1.2.1 Purpose

The purpose of the SR-60 Truck Lanes Project is to:

- Improve operational performance and safety, and
- Improve traffic flow on the regional transportation system.

Due to a combination of mountainous terrain, inside narrow shoulders, and the existing concrete median barrier, the horizontal alignment of the roadway is restricted. Additionally, the presence of tight radius curves to the outside combined with narrow shoulders adjacent to steep slopes in cuts along with abrupt changes in vertical profiles within the project limits adds to the existing restrictive horizontal sight conditions. Providing standard shoulders and graded area next to the

outside shoulder throughout the limits of the project will ensure the needed room to accommodate stopped vehicles, for emergency use and for errant vehicle recovery. Providing truck-climbing and truck-descending lanes will separate slower moving vehicles (trucks, buses, and recreational vehicles) from passenger vehicles.

1.2.2 Need

1.2.2.1 CAPACITY, TRANSPORTATION DEMAND, AND SAFETY

Roadway capacity is determined by the number of vehicles that can reasonably pass over a given section of roadway in a given period of time. The *Highway Capacity Manual*, prepared by the National Transportation Research Board, identifies travel speed, freedom to maneuver, and proximity to other vehicles as important factors in determining the level of service (LOS) on a roadway (National Transportation Research Board 2000[4]). The ability of a highway to accommodate traffic is typically measured in terms of LOS. Traffic flow is classified by LOS, ranging from LOS A (free-flow traffic with low volumes and high speeds) to LOS F (traffic volume exceeds design capacity with forced flow and substantial delays). The density criteria for freeway mainline segment LOS in terms of passenger cars per mile per lane (pc/mi/ln) are shown in Table 1-2.

Table 1-2: Density Criteria for Freeway Segments (pc/mi/ln)

LOS	Density Range (passenger car/mile/lane)
A	0 – 11
B	> 11 – 18
C	> 18 – 26
D	> 26 – 35
E	> 35 – 45
F	> 45

Existing facilities have a finite amount of capacity potential. The capacity of the travel-through lanes, however, can be reduced at any given time by weather, traffic accidents, or other factors. (FHWA Freeway Management & Operations Handbook, p. 1-18.) Operational strategies can sometimes be employed to manage situations where capacity is regularly reduced without adding capacity potential to the travel-through lanes. Some of these operational strategies may include, but are not limited to, correcting horizontal and vertical alignments, adding auxiliary lanes, or removing roadside obstacles. (See FHWA Freeway Management & Operations Handbook, Chapter 5.) These types of operational improvements are not considered capacity increasing projects because they allow for an increased use of already available capacity potential rather than increasing the capacity potential of the existing travel-through lanes.

Daily traffic volumes are used to estimate the extent to which peak hour traffic volumes equal or exceed the maximum desirable capacity of a roadway. The following sections summarize the current and future traffic congestion on SR-60 and analyze the LOS on the SR-60 mainline under

[4] National Transportation Research Board. 2000. The Highway Capacity Manual, Levels of Service.

current (2013) and future traffic conditions. Both opening year (2020) and horizon year (2040) data are shown for future traffic conditions. The analysis looks at the morning (6:00 to 9:00 AM) and the afternoon peak periods (4:00 to 7:00 PM). The peak period is the period of the day during which the maximum amount of travel occurs. The peak hour is the hour within the peak period when the maximum demand occurs.

Table 1-3 presents Existing Year (2013), Opening Year (2020), and Horizon Year (2040) traffic data for SR-60 within the project segment between PM 22.10 and PM 26.61. It also compares the No Build Alternative mixed-flow (MF) lane traffic data to the Build Alternative (Preferred Alternative) MF lanes and truck-climbing lane (TCL) traffic data. The projected No Build (2020 and 2040) condition assumes no roadway improvements on SR-60, other than routine maintenance and any other programmed or previously approved projects, would be constructed. Traffic projections for 2020 were obtained from SCAG's regional model.

As shown in Table 1-3, AADT, Annual Average Daily Truck Traffic (AADTT), and traffic volumes in general increase from the Existing Year (2013) through the Horizon Year (2040). In Horizon Year 2040, the No Build Alternative would support an AADT of 107,100 vehicles, including 17,100 trucks, on the existing two MF lanes. In comparison, the Build Alternative (Preferred Alternative) would support the same AADT; however, the truck lane would accommodate the 17,100 trucks, and the remaining 90,000 vehicles would use the MF lanes. By adding the truck lane, the 2040 forecasted volume to capacity (V/C) ratio would improve from 1.29 for the No Build Alternative to 1.06 for the Build Alternative (Preferred Alternative).

Table 1-3: Traffic Data Information

	Year 2013	Opening Year 2020			Horizon Year 2040		
	Existing (MF)	No Build (MF)	Build		No Build (MF)	Build	
			MF	TCL		MF	TCL
Annual Average Daily Traffic (AADT)	46,000	58,700	49,300	9,400	107,100	90,000	17,100
Annual Average Daily Truck Traffic (AADTT)	7,400	9,400	N/A	9,400	17,100	N/A	17,100
Design Hour Volume (DHV)	4,400	5,300	4,880	420	8,570	7,880	690
Design Hour Truck Volume (DHTV)	350	420	N/A	420	690	N/A	690
One-way Peak Hour Volume (PHV)	2,510	3,020	2,780	240	4,880	4,490	390
Directional Split (%)	57%	57%	57%	N/A	57%	57%	N/A
Truck % in AADT	16%	16%	N/A	100%	16%	N/A	100%
Truck % in DHV	8%	8%	N/A	100%	8%	N/A	100%
Daily Vehicle Miles Traveled (VMT)	202,400	258,280	216,920	41,360	471,240	396,000	75,240
Daily Vehicle Hours Traveled (VHT)	2,976	4,036	3,190	844	16,830	8,082	1,636
Volume-to-Capacity Ratio (V/C)	0.66	0.80	0.66	0.41	1.29	1.06	0.53

Notes:
MF = mixed-flow lane
TCL = truck-climbing lane
N/A = assumes all trucks on TCL
V/C = Volume-Demand-to-Capacity Ratio (V/C) is a measure that reflects mobility and quality of travel of a facility or a section of a facility. It compares roadway demand (vehicle volumes) with roadway supply (carrying capacity.
Source: California Department of Transportation. 2016. Traffic Data Forecast Request Memorandum. February.

Slower-moving trucks, without passing lanes on the long stretches, create conflicts between autos and trucks. The need for climbing lanes and their effects on capacity, LOS, and delay when slow-moving vehicles such as trucks, recreational vehicles, buses, and automobiles with trailers are present is described in Caltrans' *Highway Design Manual* under Topic 204.5, Sustained Grades. Trucks characteristically exhibit the lowest level of hill-climbing performance of all vehicles on highways and freeways. One criterion used to consider the addition of a climbing lane is when the running speed of trucks falls 10 miles per hour (mph) or more below the running speed of remaining traffic.

Separate speed surveys of automobiles only and trucks only were performed for the project. The surveys found that the weighted average speed of automobiles was 60 mph and of trucks was 46 mph, a drop of 14 mph. The 85th percentile speed of automobiles was 64 mph and of trucks was 54 mph, a drop of 10 mph. The 50th percentile speed (mean speed) of automobiles was 59 mph and of trucks was 44 mph, a drop of 15 mph. Based on the results of the speed surveys, there is at least a 10 mph drop in truck speeds compared to automobiles; therefore, the Highway Design Manual criterion of a 10 mph drop in speed of trucks compared to automobiles is justified and the addition of a climbing lane should be considered.

Chapter 3: Elements of Design Section on Climbing Lanes from the American Association of State Highway and Transportation Officials' (AASHTO) reference, *Geometric Design of Highways and Streets,* provides three criteria that must be satisfied to justify a climbing lane:

1. Upgrade traffic flow rate in excess of 200 vehicles per hour
2. Upgrade truck flow rate in excess of 20 vehicles per hour
3. One of the following conditions exists:
    - A 10-mph or greater speed reduction is expected for a typical heavy truck
    - LOS E or F exists on the grade
    - A reduction of two or more LOS levels is experienced when moving from the approach segment to the grade

The upgrade-traffic flow rate is determined by multiplying the existing design hour volume by the directional distribution factor (directional split percent/100) for the upgrade direction and dividing the result by the peak hour factor. The existing 2013 design hourly volume is 4,440 vehicles per hour, directional distribution factor is 0.57 (57/100), and peak hour factor is 0.88. The traffic data used in this calculation are provided in Table 1-3. The upgrade flow rate is calculated as 2,751 vehicles per hour. This rate is in excess of 200 vehicles per hour. This supports the first AASHTO criterion in the justification of a climbing lane.

The number of upgrade trucks is obtained by multiplying the upgrade flow rate by the percentage of trucks in the upgrade direction. With 8 percent trucks in the upgrade direction, the upgrade truck flow rate is 220 vehicles per hour, which is in excess of the 20 vehicles per hour that is required. This supports the second AASHTO criterion in the justification of a climbing lane.

The speed survey determined that the weighted average speed of trucks is 14 mph lower than that of other vehicles through this segment of SR-60. This exceeds the 10 mph or greater speed reduction for typical heavy trucks. This existing condition supports the third AASHTO criterion

in the justification of a climbing lane.

As shown in Table 1-4, the Existing Year (2013) LOS on this segment of SR-60 is B or C. The Year 2040 No Build Condition is expected to be at LOS E or F. This condition also supports the third AASHTO criterion in the justification of a climbing lane.

Table 1-4: Freeway Mainline Level of Service (LOS)

	Eastbound (2 lanes)						Westbound (2 lanes)					
	AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
	PHV	Density*	LOS	PHV	Density*	LOS	PHV	Density*	LOS	PHV	Density*	LOS
Existing Year 2013	2,510	23.3	C	1,890	17.1	B	1,890	17.1	B	2,510	23.3	C
Year 2020 (No Build)	3,020	29.9	D	2,280	20.8	C	2,280	20.8	C	3,020	29.9	D
Year 2020 (Build)	2,780	23.1	C	2,100	17.0	B	2,100	17.0	B	2,780	23.1	C
Year 2040 (No Build)	4,880	**109.0**	**F**	3,680	**42.4**	**E**	3,680	**42.4**	**E**	4,880	**109.0**	**F**
Year 2040 (Build)	4,490	**52.4**	**F**	3,380	30.1	D	3,380	30.1	D	4,490	**52.4**	**F**

Notes: PHV = peak hour volume
*Density = passenger car/mile/lane (pc/mi/ln)
Source: California Department of Transportation. 2016. Traffic Data Forecast Request Memorandum. February.
Shaded entries exceed acceptable levels of service.

In more severe downgrades, heavy vehicles often use low gears to avoid gaining too much speed and running out of control. If overtaking opportunities are not available on steep grades, the speed of trucks will be as low as on equivalent upgrades and will have a similar effect on traffic flow. A descending lane is appropriate in these circumstances.

Due to the truck volume, speed differentials of trucks compared to other vehicles, sight distance, tight horizontal curves, and the difficulty of overtaking, a truck-descending lane would be constructed in the westbound direction to provide satisfactory traffic operations.

1.2.2.2 ACCIDENT DATA

The Traffic Accident Surveillance and Analysis System-Transportation Systems Network (TASAS)-(TSN) data in Table 1-5 show collision data for the segment of SR-60 in Riverside County between PM 22.10 and PM 26.61 within a three-year period from April 1, 2010 to March 31, 2013.

Table 1-5: TASAS-TSN Selective Accident Rate Calculation

	SR-60 PM 22.10-26.61 Actual (Per Million Vehicle Miles)			Statewide Average (Per Million Vehicle Miles)		
	Fatal	Fatal +Injury	Total	Fatal	Fatal +Injury	Total
WB	0.00	0.33	1.15	0.007	0.19	0.52
EB	0.000	0.23	0.70	0.007	0.19	0.52
Source: California Department of Transportation. 2015. Project Limits and Truck Descending Lane Memorandum (Table 1: Collision Data). April.						

According to Table 1-5, total westbound (WB) accident rates are more than double the rate of total statewide accident rates and total eastbound (EB) accident rates are higher than the statewide average accident rates. Fatality plus injury accidents within the project area are nearly double the percentage of the statewide average in the WB direction and exceed the statewide average in the EB direction.

Table 1-6 provides a summary of the types of collisions; Table 1-7 provides a summary of collisions involving trucks; and Table 1-8 provides a summary of the primary collision factors that occurred for the segment of SR-60 between PM 22.10 and PM 26.61 within the same three-year period.

Table 1-6: Summary of Types of Collisions

	WB Mainline		EB Mainline	
Type of Collision	Total	Percentage (%)	Total	Percentage (%)
Head-on	0	0.0%	0	0.0%
Sideswipe	13	10.3%	21	27.3%
Rear end	46	36.5%	24	31.2%
Broadside	2	1.6%	1	1.3%
Hit object	60	47.6%	24	31.2%
Overturn	2	1.6%	7	9.1%
Auto-pedestrian	0	0.0%	0	0.0%
Other	3	2.4%	0	0.0%
Total	126	100%	77	100%
Source: California Department of Transportation. 2015. Project Limits and Truck Descending Lane Memorandum (Table 1: Collision Data). April.				

Table 1-7: Summary of Collisions Involving Trucks

Truck Type	WB		EB	
	Total	Percentage of Collisions Involving Trucks	Total	Percentage of Accidents Involving Trucks
Pick up/panel truck	26	20.6%	20	26.0%
Pick up/panel with trailer	2	1.6%	3	3.9%
Truck/truck tractor	2	1.6%	1	1.3%
Truck/truck tractor and one trailer	17	13.5%	14	18.2%
Truck/truck tractor and two trailers	1	0.8%	0	0.0%
Total of trucks	**48**	**38.1%**	**38**	**49.4%**
Total collisions	**126** [a]		**77** [b]	

[a] The remaining 78 vehicles involved in collisions in the WB direction were all vehicle types except trucks.
[b] The remaining 39 vehicles involved in collisions in the EB direction were all vehicle types except trucks.
Source: Caltrans Traffic Operations, 2015.

Table 1-8: Summary of Primary Collision Factors

Primary Factors	WB Mainline Percentage (%)	EB Mainline Percentage (%)
Influence of Alcohol	10.3	2.6
Following Too Closely	0.0	0.0
Improper Turn	22.2	24.7
Speeding	42.1	33.8
Other Violations	11.1	26.0
Other Than Driver	10.3	11.7
Source: California Department of Transportation. 2013. TASAS Selective Accident Retrieval, Accident Summary Report. August.		

According to the data in Table 1-6, there were 126 total collisions in the WB direction. Of this total, 38.1 percent involved pickups, trucks, and tractors with one to two trailers (see Table 1-7). Rear-end collisions consisted of 36.6 percent of the total WB collisions and hit object collisions consisted of 47.6 percent (see Table 1-6). Table 1-8 shows that speeding was the primary collision factor for 42.1 percent of the total WB collisions and improper turns accounted for 22.2 percent of the WB collisions.

According to the data in Table 1-6, there were 77 collisions in the EB direction. According to the data in Table 1-7, 49.4 percent of collisions involved trucks. Rear-end collisions consisted of 31.2 percent of the total EB collisions and hit object collisions accounted for 31.2 percent (see Table 1-6). Table 1-8 shows that speeding was the primary collision factor for 33.8 percent of the total EB collisions and improper turns accounted for 24.7 percent of the EB collisions. The high volume of trucks, speeding, and difficulty overtaking vehicles were the causes of the majority of

the collisions. The large percentage of rear-end collisions was caused by slowing vehicles, supporting the need for dedicated truck lanes. The large percentage of hit object collisions was the result of vehicles striking either the median barrier on the left or the guardrail or embankment slope on the right because of the horizontal restrictions, supporting the need for standard shoulders.

As discussed in Section 1.2.2.1, *Capacity, Transportation Demand, and Safety*, the vehicle mix within the project limits contains 16 percent trucks (see Table 1-3). Because of the steep grades, automobiles with trailers, trucks, and buses have difficulty maintaining a reasonable speed throughout the entire segment of SR-60 through the project area, leading to operational deficiencies. Consequently, faster vehicles attempt to overtake the slower vehicles by changing lanes and speeding around them, resulting in the majority of collisions along this section of SR-60. In addition, the restricted horizontal alignment of the roadway, due to the tight curves and narrow shoulders, contributes to restricted sight distances and results in a large percentage of hit object collisions where vehicles strike the median or guardrail/embankment slope.

1.2.2.3 ROADWAY DEFICIENCIES

This segment of highway lies within mountainous terrain, has a curvilinear alignment with numerous tight horizontal radius, short tangent sections (i.e., straight roadway segments), steep grades, swift changes in elevation and limited shoulders. The sustained uphill grade exceeds 2.9 percent, and a few locations have uphill grades that exceed 6 percent. The overall change of elevation from one end of the project to the other is a little greater than 500 feet over a distance of 2.5 miles.[5] Due to the mountainous terrain and the presence of a concrete median barrier, the horizontal alignment of the roadway is also restricted with little or no existing shoulder width. This is true particularly on the left side of the traveled way, where there is no inside shoulder for much of the project limits.

Horizontal Sight Distance Requirements: Due to a combination of mountainous terrain and inside narrow shoulders, and the existence of a concrete median barrier, the horizontal alignment of the roadway is restricted. Additionally, the presence of tight radius curves to the outside combined with narrow shoulders adjacent to steep slopes in cuts add to the existing restrictive horizontal sight conditions. The affected locations have experienced higher than average levels of traffic accidents (see Table 1-5).

Vertical Sight Requirements: Per the current *Highway Design Manual*, existing vertical curves do not satisfy the rated stopping sight distance standards. This characteristic places restrictions on the driver related to vertical sight distance, resulting in reduced speeds.

Construction of the improvements will improve safety, reduce congestion, and improve freeway operations by providing truck-climbing and/or truck-descending lanes for trucks and other slow vehicles that face challenges on this segment of SR-60 with steep uphill and downhill grades. Provision of the truck-climbing and truck-descending lanes will separate slow-moving trucks from passenger vehicles.

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[5] California Department of Transportation. *Highway Design Manual*, Topic 204.5.

Adding standard shoulders, providing additional grading to the locations of cut slopes to the outside, and providing standard outside and inside shoulders will improve the overall safety of the traveling public within the limits of the project.

1.2.2.4 SOCIAL DEMANDS AND ECONOMIC DEVELOPMENT

The project is within the County of Riverside General Plan Reche Canyon/Badlands Area Plan (RCBAP). According to the County of Riverside General Plan, the Reche Canyon/Badlands Area is devoted to agriculture, rural residential, commercial, mining, public facility, and recreational uses. According to the Riverside County Land Information System, land uses for properties adjacent to the project area include a combination of Open Space-Rural (OS-RUR), Rural Residential (RR), Rural Mountainous (RM), Open Space-Conservation Habitat (OS-CH), and Public Facility (PF). Slope, habitat, and other natural constraints severely limit opportunities to provide substantial areas for population or employment growth within the project corridor. Conservation of habitat, preservation of existing rural communities, and provision of areas for lower intensity residential and agricultural uses in keeping with the rural character of the planning area are the primary objectives of the RCBAP.[6]

The southern boundaries of the Reche Canyon/Badlands Planning Area encompass a portion of the City of Moreno Valley Sphere of Influence. Incorporated in 1984, Moreno Valley contains approximately 32,700 acres, with a population of over 203,266 as of 2014 that is projected to exceed 215,000 by 2019. Solid growth has propelled Moreno Valley to its position as the second largest city in Riverside County, fourth largest in the Inland Empire.[7]

The City of Moreno Valley released the Final Programmatic Environmental Impact Report for the WLC project in May 2015.[8] The WLC would be located south of SR-60, west of Gilman Springs Road, east of Redlands Boulevard, and north of the San Jacinto Wildlife Area. The WLC project covers 3, 818 acres in the Rancho Belago area of the City of Moreno Valley. It includes 3,714 acres of land that are the subject of various entitlements, plus 104 acres of land affected by off-site improvements needed to support the proposed development. A General Plan Amendment is proposed to cover 3,714 acres, which redesignates approximately 70 percent of the area (2,610 acres) for logistics warehousing and the remaining 30 percent (1,104 acres) for permanent open space and public facilities. The General Plan Amendment would change certain General Plan Elements that currently exist for Community Development, Parks, Recreation and Open Space, Circulation, Safety, and Conservation. A new Specific Plan would be adopted to allow for the development of the 2,610-acre WLC, which would accommodate up to 40.6 million square feet of high-cube industrial warehouse distribution development and related uses. Approval of the project would result in a repeal of the current Moreno Highlands Specific Plan No. 212-1. A separate zoning amendment will also be processed and adopted to rezone 1,104 acres for open

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6 Ibid.

7 City of Moreno Valley. 2015. Community Profile. Available: http://www.moval.org/icsc/pdf/mv-comprofile.pdf. Accessed April 7, 2015.

8 City of Moreno Valley. 2015. Final Programmatic EIR for the World Logistics Center. May 2015. Available: http://www.moreno-valley.ca.us/misc/pdf/wlc/track-feir.pdf. Accessed: June 4, 2015.

space and public facilities uses and to incorporate the Specific Plan into the City of Moreno Valley's Zoning Map. In addition to the General Plan Amendment, Specific Plan, and Zone Change, the project includes a Tentative Parcel Map covering a 1,539-acre site (property owned by the WLC project applicant, Highland Fairview) within the project site. This subdivision map is for financing purposes only and will not confer any development rights to the property owner. The project includes pre-annexation zoning for an 85-acre parcel of land within the project.

In early June 2015, following the release of the Final EIR in May, and prior to the City of Moreno Valley Planning Commission's consideration of the EIR, RCTC and the County of Riverside Transportation and Land Management Agency (TLMA) each submitted letters identifying a number of issues of concern with the EIR related to traffic and transportation. The City of Moreno Valley responded to the respective letters on June 10, 2015. Caltrans also submitted a letter identifying concerns with the EIR related to traffic and transportation issues on June 25, 2016, which the City of Moreno Valley responded to on July 27, 2016. The Moreno Valley Planning Commission, after holding meetings on June 11, June 25, and June 30, 2015, recommended that the city council approve the WLC project and certify the EIR. Prior to the city council's consideration of the WLC project, Caltrans and RCTC submitted additional letters to the City of Moreno Valley reiterating their concerns and explaining that the responses previously received did not address the inadequacies of the EIR's traffic and transportation analysis and unmitigated impacts.

Following meetings that occurred the previous week, the Moreno Valley City Council approved the Development Agreement for the WLC project on August 25, 2015.[9] Shortly following the city council's approval, nine lawsuits were filed against the WLC project by several agencies, including RCTC, the County of Riverside, and SCAQMD, as well as various environmental and local organizations. Among the claims identified in the lawsuits were that the WLC EIR did not adequately address traffic and transportation, air quality, and health-related concerns, among other environmental impacts. On September 18, 2015, RCTC filed a Petition for Writ of Mandate ordering Moreno Valley to vacate and set aside its approvals of the WLC project and "properly prepare, circulate, and consider adequate environmental documentation for the [WLC] project in order to meet the requirements of CEQA."[10]

On September 14 and 15, 2015, three initiative petitions were filed with the Moreno Valley City Clerk. The initiatives were identified as the, "World Logistics Center Land Use and Zoning Entitlements Initiative," the "World Logistics Center Development Agreement Initiative," and the "World Logistics Center Land Benefit Initiative." The identified purpose of the three initiatives, as indicated in the meeting materials for the City of Moreno Valley's regular City Council meeting that took place on November 24, 2015, was to replace the Project Approvals

[9] City of Moreno Valley. 2015. Meeting Minutes for the Moreno Valley City Council Regular Meeting on August 25, 2015. Available: http://morenovalleyca.iqm2.com/Citizens/Detail_Meeting.aspx?ID=1914.

[10] Riverside County Transportation Commission v. City of Moreno Valley, et. al., 2015. Petition for Writ of Mandate and Complaint for Declaratory and Injunctive Relief. September 17.

with a set of WLC Project land use and zoning entitlements that are substantially the same as the Project Approvals.[11] The City Council voted unanimously at the November 24, 2015 council meeting to immediately adopt the three initiatives as stated.
RCTC and SCAQMD filed additional lawsuits in February 2016, requesting that the City rescind its adoption of two of the initiatives and halting the permit approval process and other WLC project actions.

The City of Beaumont is approximately one mile east of the eastern limits of the project. Land use and development within Moreno Valley and Beaumont are governed by the respective cities' adopted general plans and zoning codes. The cities of Moreno Valley and Beaumont have the greatest potential for future development because there is available undeveloped land near the project corridor. According to the City of Beaumont General Plan, the city will likely be among the fastest growing areas of the Southern California region due to the availability of developable land, the relatively low housing costs, and its desirability as a retirement community. The city's location in relation to the major regional transportation facilities, which include I-10 and SR-60 and the Union Pacific railroad, has also enhanced its desirability as an industrial location.[12]
SCAG's 2012 Adopted Growth Forecasts estimated the City of Beaumont's 2008 population at approximately 33,600 persons, which is expected to increase to 56,500 by 2020 and to nearly 79,400 by 2035. The number of households in 2008 was estimated to be 11,100 and is projected to increase to 18,800 in 2020 and 26,200 in 2035. Employment projections estimated approximately 5,100 jobs in 2008, 8,600 jobs by 2020, and nearly 13,400 jobs by 2035.

Table 2-1 in Section 2.1.1, *Land Use*, of this Environmental Document, lists recent and planned development in the cities of Moreno Valley and Beaumont. It should be noted that approximately 50 percent of these developments are industrial, warehousing, or distribution facilities.

There are no growth management ordinances that have been adopted by the cities of Moreno Valley or Beaumont. Riverside County also does not have a growth management policy or ordinance.

Projected population and regional job growth in Riverside County, as well as the development of warehouse and distribution facilities in the western part of the county, is expected to result in an increase in traffic volumes on regional transportation facilities. As indicated in Table 1-3, AADT is projected to increase approximately 120 percent from 47,600 in 2013 to 104,800 in 2040 on SR-60 within the project area. As a result, traffic flow and operational performance of this segment of SR-60 would continue to worsen.

1.2.2.5 MODAL INTERRELATIONSHIPS AND SYSTEM LINKAGES

SR-60 serves intraregional, interregional, and interstate travel. Section 253.1 of the California Streets and Highway Code lists SR-60 in the State Freeway and Expressway System. As part of

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11 City of Moreno Valley. 2015. Agenda Packet for the Moreno Valley City Council Regular Meeting on November 24, 2015. Available: http://morenovalleyca.iqm2.com/Citizens/FileOpen.aspx?Type=1&ID=1705&Inline=True.

12 City of Beaumont. 2007. City of Beaumont General Plan. Available: http://www.ci.beaumont.ca.us/DocumentCenter/Home/View/63. Accessed April 7, 2015.

the National Highway System (NHS), SR-60 is classified as an "other NHS route" for its entire length. "Other NHS routes" are highways in rural and urban areas that serve other inter-modal transportation facilities. The entire route is included in the National Network for Federal Surface Transportation Assistance Act for Oversized Trucks.

SR-60 is classified as a Transportation Gateway of Major Statewide Significance in the Caltrans June 1998 *Interregional Transportation Strategic Plan* (ITSP). ITSP gateways are principal centers or transportation facilities that provide access to major state, national, or international trade and commerce, goods movement, and inter-modal transfer, such as airports, major ports, interstate and intrastate highway systems, and railway systems.

The nearest commercial airport to the project area is ONT, located approximately 27 miles northwest of the project area in San Bernardino County. The airport provides both cargo services and commuter air travel services. More than 70 percent of the cargo is attributed to United Parcel Service; other major freight carriers include FedEx, Ameriflight, and Empire Airways.

The project is approximately 68 miles from the Port of Los Angeles, approximately 64 miles from the Port of Long Beach, and approximately 83 miles from the Port of San Diego. After docking, goods are transported by truck if the distance is less than 500 miles or by train for longer distances.

Within the Inland Empire (generally defined by the U.S. Census Bureau as the Riverside-San Bernardino-Ontario metropolitan area), specifically along the major east-west routes of SR-60, I-10, and State Route 210 (SR-210) that connects between the Interstate 15 (I-15) and I-215 corridors, future truck volumes are similarly anticipated to increase. SCAG projections indicate that by 2020, east-west truck traffic along the SR-60, I-10, and SR-210 corridors can grow by as much as an additional 60,000 daily trucks, exhibiting the highest growth in truck traffic of any corridor in the six-county SCAG region.[13] Along SR-60, within the project area, truck traffic is expected to increase from 7,600 AADTT in 2013 to 16,800 AADTT in 2040, an increase of approximately 121 percent (see Table 1-3).

SR-60 also serves as a link for the Riverside Transit Agency (RTA). RTA is Riverside County's multi-modal transportation provider responsible for coordinating transit services throughout its approximately 2,500-square-mile service area, which includes the cities of Banning, Beaumont, Calimesa, Moreno Valley, Perris, San Jacinto, and Riverside, among others. RTA provides both local and regional services through the region with 35 fixed routes, eight CommuterLink routes, and Dial-A-Ride services using 285 vehicles.

Bus Route 35 and CommuterLink Express Route 210 both utilize SR-60 within the project area. Route 35 is a weekday route that connects Beaumont and Banning to the Moreno Valley Mall, as well as Riverside County Regional Medical Center, City Hall, and other major retailers. CommuterLink Express 210/Sunline 220 is also a weekday-only route that provides service from the Riverside Downtown Terminal to Palm Desert. This route travels along SR-60 and I-10,

[13] San Bernardino Associated Governments and Meyer, Mohaddes Associates. 2004. *Subregional Freight Movement Truck Access Study*. July.

providing stops at the Riverside Downtown Terminal, Riverside-Downtown Metrolink Station, Moreno Valley Mall, Beaumont Walmart, Casino Morongo, SunLine Transit Hub, and the Palm Desert Mall.

With the projected growth in trade and truck traffic along east-west routes, which will occur regardless of the project, traffic flow and operational performance of SR-60 through the project area would continue to worsen. The addition of a truck-climbing lane, descending lane, and standard shoulders would improve traffic flow and operational performance on the regional transportation system.

1.2.2.6 INDEPENDENT UTILITY AND LOGICAL TERMINI

Federal Highway Administration (FHWA) regulations (23 Code of Federal Regulations [CFR] 771.111 [f]) require that a project:

- Connect logical termini and be of sufficient length to address environmental matters on a broad scope
- Have independent utility or independent significance (be usable and require a reasonable expenditure even if no additional transportation improvements in the area are made)
- Not restrict consideration of alternatives for other reasonably foreseeable transportation improvements

Logical termini are expected to encompass an entire project. Cutting a larger project into smaller projects may be considered "improper segmentation" under NEPA. A project must have independent utility; that is, a project must be able to function on its own, without further construction of an adjoining segment.

The project would construct an eastbound truck-climbing lane and westbound truck-descending lane, along with inside and outside standard shoulders for approximately 4.51 miles in both directions on SR-60, in a portion of unincorporated Riverside County, beginning just east of the Gilman Springs Road interchange at PM 22.10 and approximately 1.369 miles west of the Jack Rabbit Trail intersection, at PM 26.61. The limits of the project were determined based on grades, horizontal alignment, and available merging and diverging distance.

The segment of SR-60 between Gilman Springs Road and approximately 1.369 miles west of Jack Rabbit Trail lies in mountainous terrain and has a curvilinear alignment with numerous tight horizontal radii, short tangent sections, steep grades, swift changes in elevation, and limited shoulders. The sustained uphill grade exceeds 2.9 percent and in some spot locations exceeds 6 percent, resulting in overall vertical elevation changes exceeding 500 feet in just over 2.5 miles.

In the eastbound direction, SR-60 is on flat terrain through the City of Moreno Valley and starts to ascend just east of the SR-60 and Gilman Springs Road on-ramp at PM 22.22 at a greater than 5.1 percent grade. The on-ramp from Gilman Springs Road provides a logical beginning of the additional truck-climbing lane in the eastbound direction by extending the on-ramp to become the truck-climbing lane. From PM 26.47, the grade is relatively flat at +1.09 percent and on a tangent alignment where the transition from three to two lanes and appropriate merging distance

of 800 feet are available. This is a logical ending point for improvements in the eastbound direction.

In the westbound direction, SR-60 is on flat grade at -1.09 percent (expressed as a negative because it is a descent) and begins to descend at PM 26.3 at greater than -3.5 percent, therefore representing a logical starting point for improvements. This segment of SR-60 is on tangent alignment where the appropriate diverging distance of 250 feet is available. The truck lane ends just before the Gilman Springs off-ramp, where it transitions back to two lanes as SR-60 continues on flat terrain through the City of Moreno Valley. This is a logical ending point for improvements in the westbound direction. The Gilman Springs Road interchange will not have to be modified as part of the project.

The project has been designed so that it would: (1) connect logical termini and be of sufficient length to address environmental matters on a broad scope, (2) have independent utility or independent significance (be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made), and (3) not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.

1.3 Project Description

This section describes the project alternatives that were developed to meet the identified purpose and need of the project, while avoiding or minimizing environmental impacts.

The project is in a portion of unincorporated Riverside County on SR-60 beginning just east of the Gilman Springs Road interchange, at PM 22.10, and concluding at PM 26.61, approximately 1.369 miles west of the Jack Rabbit Trail intersection. The total length of the project is 4.51 miles. Within the limits of the project, SR-60 is a four-lane freeway with two 12-foot lanes in each direction, with a concrete median barrier separating the eastbound and westbound traffic. This portion of SR-60 has variable inside and outside shoulder widths. The inside shoulder width ranges from 1 to 3 feet, and the outside shoulder width ranges from 2 to 4 feet. The project area is primarily located within the existing SR-60 right of way. The area surrounding the project corridor is predominantly mountainous terrain and rugged open space. The City of Beaumont is to the east of the project, and the City of Moreno Valley is to the west. The Norton Younglove Reserve is immediately north of the project area. The purpose of the project is to improve operational performance and safety and to improve traffic flow on the regional transportation system.

1.3.1 Project Alternatives

Two alternatives were studied for this project: the No Build Alternative and the Build Alternative (Preferred Alternative).

1.3.1.1 ALTERNATIVE 1: NO BUILD

The No Build Alternative would maintain the facility in its current condition. No improvements would be implemented at this time; therefore, there would be no capital cost associated with this alternative. As development continues and traffic demand increases, traffic operational characteristics will further deteriorate resulting in an increase in congestion, vehicle delay, safety issues, and vehicle-operating costs. The No Build Alternative would not address or alleviate the forecasted operational and safety issues along this segment of SR-60.

1.3.1.2 ALTERNATIVE 2: BUILD ALTERNATIVE (PREFERRED ALTERNATIVE)

The Build Alternative (Preferred Alternative) would construct an eastbound truck-climbing lane, a westbound truck-descending lane and construct 10-foot inside and 12-foot outside shoulders. The eastbound existing two lanes of SR-60 will begin the transition to the truck-climbing lane at the end of the EB entrance ramp from Gilman Springs Road—and the three lanes will taper back to two lanes between post mile 26.3 and 26.61 (1.369 miles west of the Jack Rabbit Trail intersection). The westbound existing two lanes will begin the transition to the truck-descending lane at post mile 26.5—and the three lanes will taper back to two lanes between post mile 22.5 and 22.1. On EB SR-60, the existing shoulder conditions will begin to taper to the improved 12-foot outside shoulder at the end of the EB entrance ramp from Gilman Springs Road; and will taper back to existing shoulder conditions between post mile 26.5 and 26.61. On WB SR-60, the existing shoulder conditions will begin to taper to the improved 12-foot outside shoulder at post mile 26.51; will taper back to existing shoulder conditions between post mile 22.5 and 22.1 (see Figure 1-3, Build Alternative (Preferred Alternative) Map, and Figure 1-4, Typical Cross Section).

The Build Alternative (Preferred Alternative) includes the following design features and elements:

- Construct a 12-foot-wide eastbound truck-climbing lane, 12-foot-wide westbound truck-descending lane, and standard 10-foot-wide inside shoulders and 12-foot-wide outside shoulders. The eastbound existing two lanes will begin the transition to the truck-climbing lane at the end of the eastbound entrance ramp from Gilman Springs Road to SR-60, and the three lanes will taper back to two lanes between PM 26.3 and 26.61. The westbound existing two lanes will begin the transition to the truck-descending lane at PM 26.5, and the three lanes will taper back to two lanes between PM 22.5 and 22.1.
- The new lanes and shoulders would be constructed out of 1.25-foot joint plane concrete pavements (JPCP) over 0.1 foot hot-mix asphalt bond break (HMA-BB) on top of 0.5 foot lean concrete base (LCB) sitting over 0.7 foot Class 2 Aggregate sub-base.
- Widen and grade the area adjacent to the truck lanes and shoulders to create a clear recovery zone in the embankment slopes and rock catchment area in cut slopes.
- Rehabilitate the existing #1 and #2 traffic lanes as well as the inside shoulder, in each direction.
- Reconstruct the existing concrete median barrier for the entire project.
- Most widening would be to the outside of the existing roadbed; however, between PM 24.3 and PM 25.7, widening will be in the median.

- The project design will include shifting the horizontal alignment within the widened portion to improve operation stopping sight distances.
- The project design will include modifying vertical profiles at feasible locations to improve sight distances.

The majority of the work will occur within existing Caltrans right of way; however, the project is anticipated to require acquisition of some new right of way as well as temporary construction easements (TCE) for the construction of cut and fill slopes. The areas of anticipated new right of way are shown in Figure 1-3.

Based on geotechnical recommendations, all cut slopes will be cut back 1:1 (horizontal to vertical [H:V]), with mid-slope benches and terrace drains to control slope drainage and minimize surface erosion in the following manner (originally identified as Slope Option B in the Original IS/EA):

- Slopes greater than 60 feet in height will have an 11-foot-wide bench for every 30 feet of slope height, with an 11-foot-wide bench mid-slope. All benches will be self-cleaning, 4-foot-wide, concrete-paved "V"–ditches with a minimum of a 2 percent down slope gradient. These slopes will also have paved drainage "V"–ditches at both the top and bottom of the slopes.
- For slopes between 30 and 60 feet in height, there will be an 11-foot-wide bench incorporating a 4-foot-wide concrete-paved "V"–ditch, with a minimum of a 2 percent down slope gradient, placed at mid-slope. These slopes will also have paved drainage "V"–ditches at both the top and bottom of the slope.
- For all slopes that are less than 30 feet in height, paved drainage "V"–ditches will be required at both the top and bottom of the slopes.

For all of the 2:1 (H:V) or flatter fill slopes, the mid-slope benches and terrace drain requirements are as described under the cut-slope condition to control surface drainage and minimize surface erosion on the slope face. Subject to geotechnical slope stability analysis, geo-textile materials may be utilized to steepen the gradient of these fill-slopes.

The following existing utilities will be protected in place:

- SoCalGas 16-inch natural gas transmission pipeline at PM 25.75
- Overhead transmission line and poles on the north side of SR-60 from Post Mile 26.30 to 26.5

Six small to medium wildlife crossings will be included in the project to minimize effects of the project on small and medium wildlife under the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). Existing culverts will be cleaned or restored to encourage wildlife usage. Two additional large wildlife crossings, each consisting of 20-foot by 20-foot Reinforced Concrete Box culverts, will also be built to minimize effects of the project on large species under the MSHCP. The locations for large wildlife crossings have been identified on Figure 1-3, Sheets 2, 3, 4, 5, 7, and 8.

Retaining walls will be constructed at the toe and middle of slope to protect the waterways and eliminate the need for extending three existing Arch Culverts (see Figure 1-4).

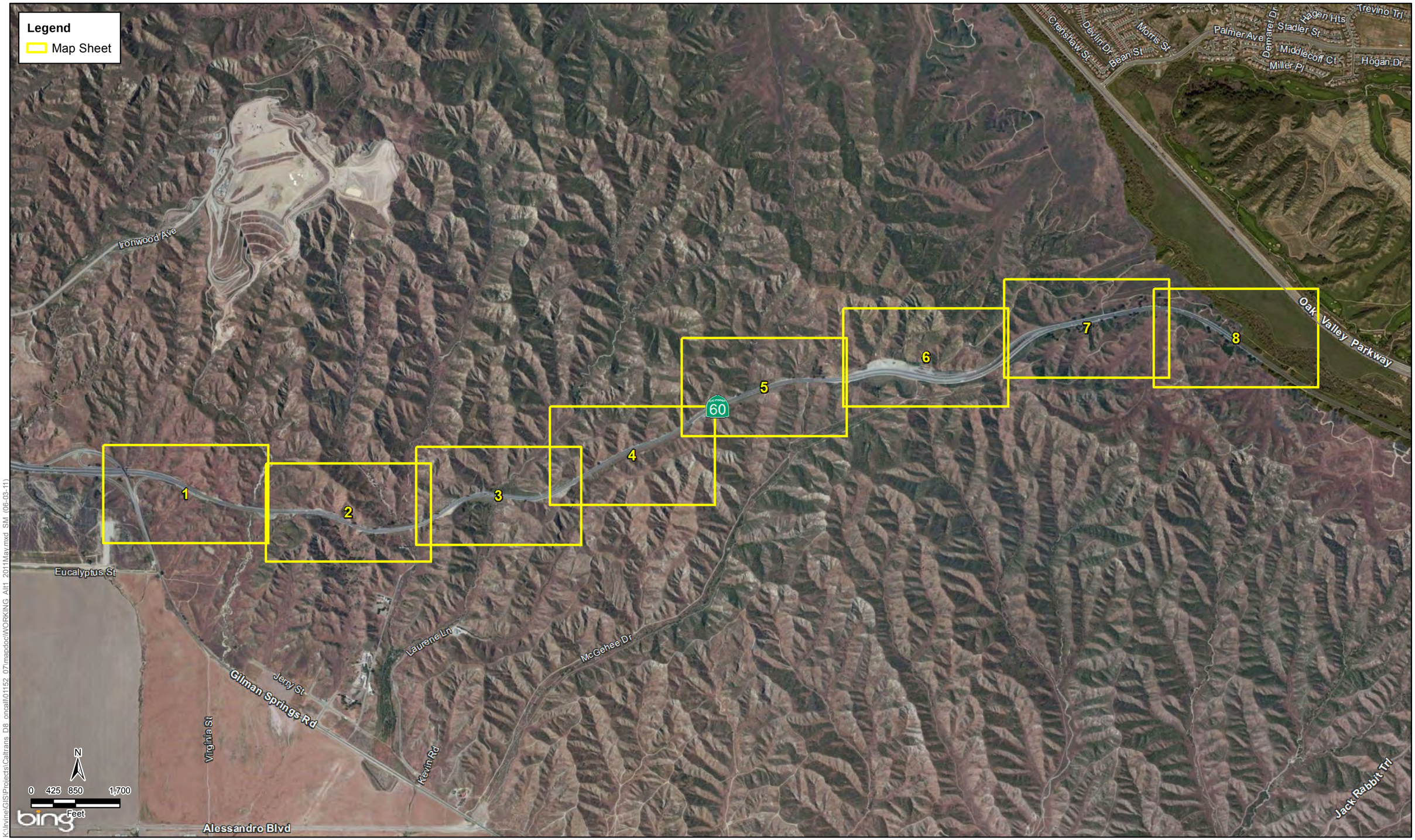

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Figure 1-3 Index Sheet
Build Alternative (Preferred Alternative) Map
State Route 60 Truck Lanes Project

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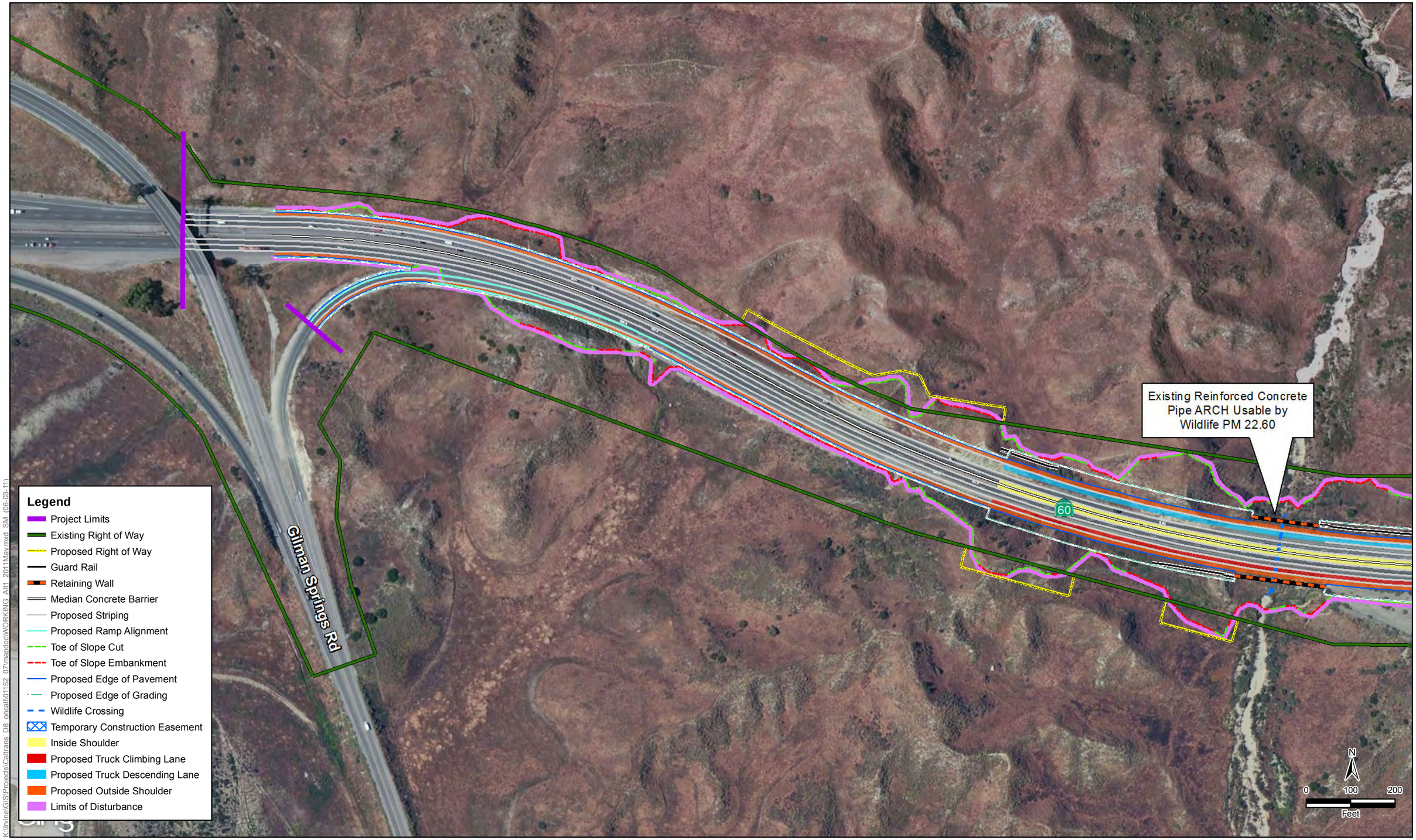

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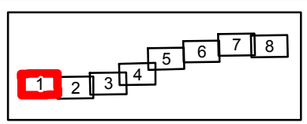

Figure 1-3 Sheet 1 of 8
Build Alternative (Preferred Alternative) Map
State Route 60 Truck Lanes Project

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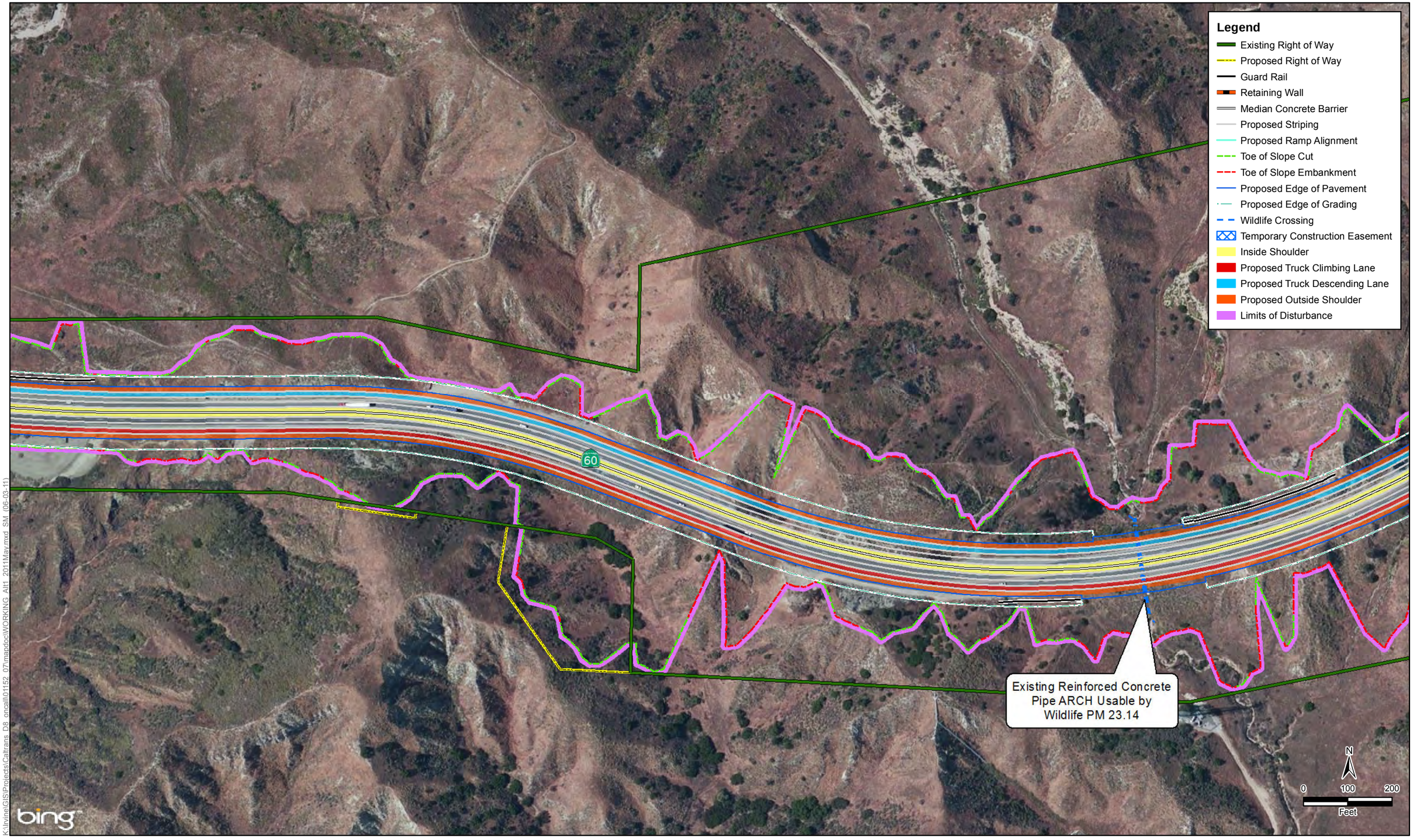

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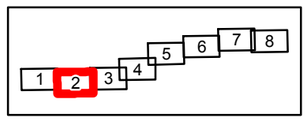

Figure 1-3 Sheet 2 of 8
Build Alternative (Preferred Alternative) Map
State Route 60 Truck Lanes Project

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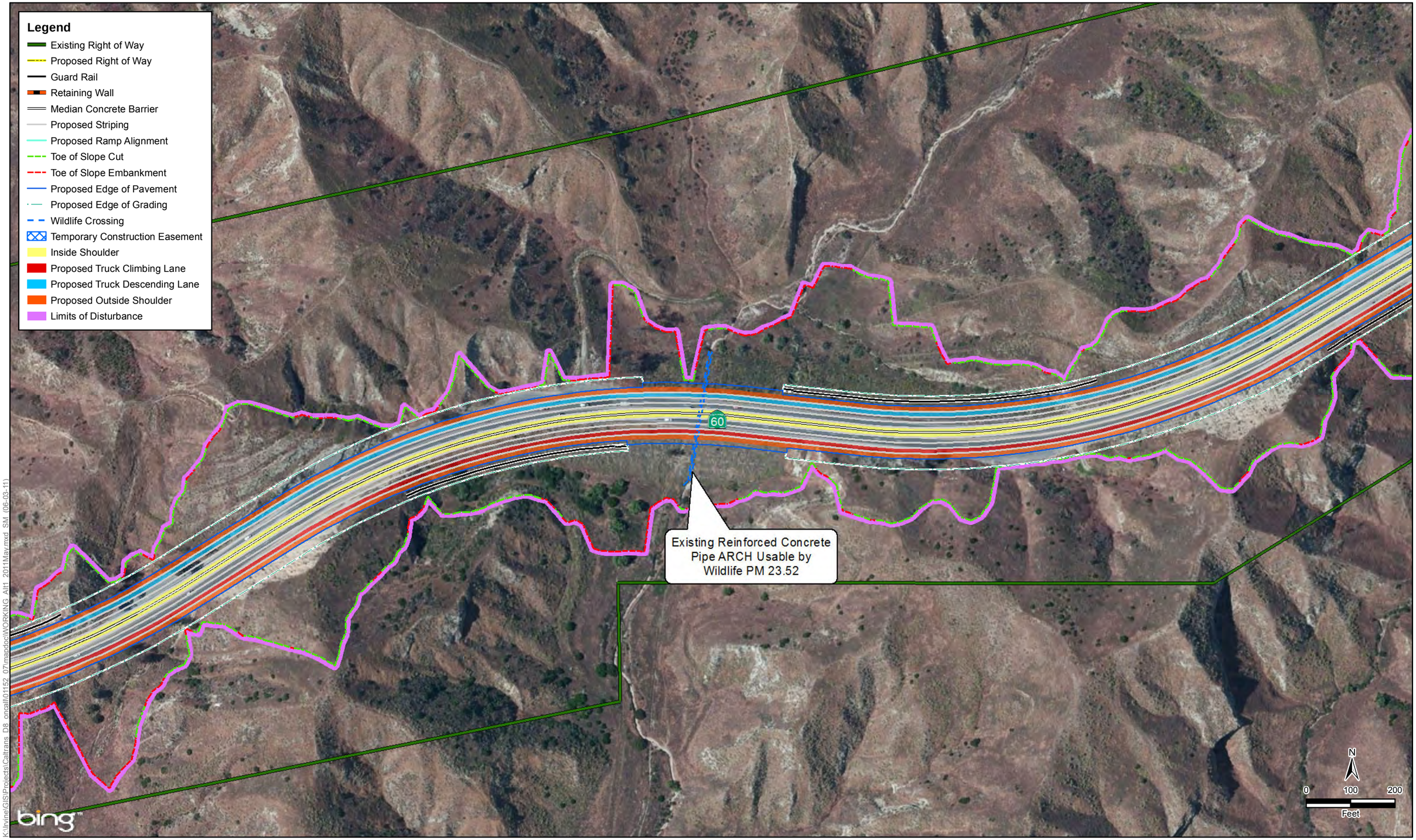

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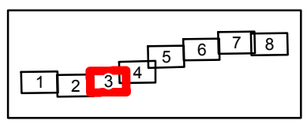

Figure 1-3 Sheet 3 of 8
Build Alternative (Preferred Alternative) Map
State Route 60 Truck Lanes Project

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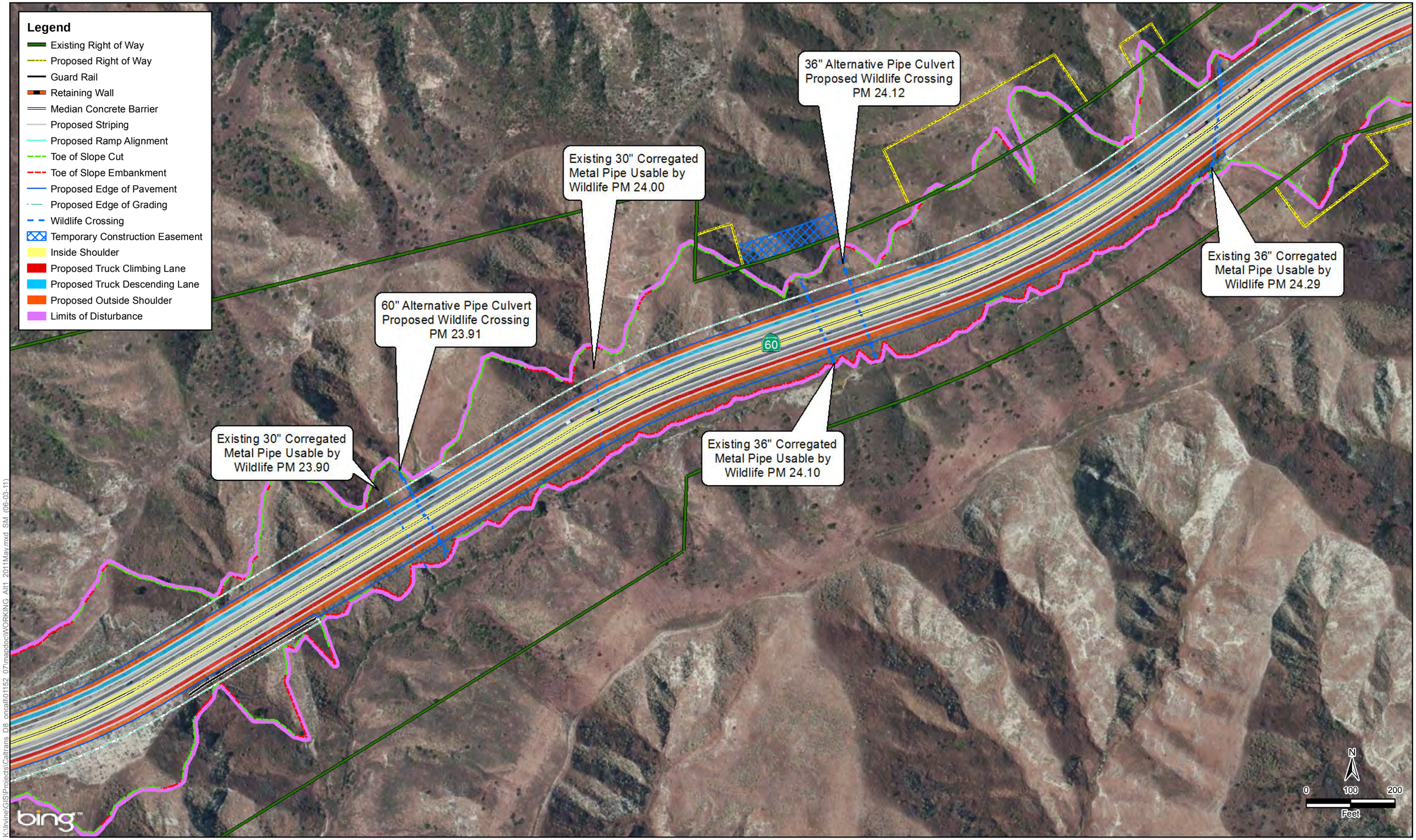

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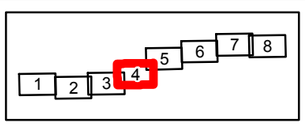

Figure 1-3 Sheet 4 of 8
Build Alternative (Preferred Alternative) Map
State Route 60 Truck Lanes Project

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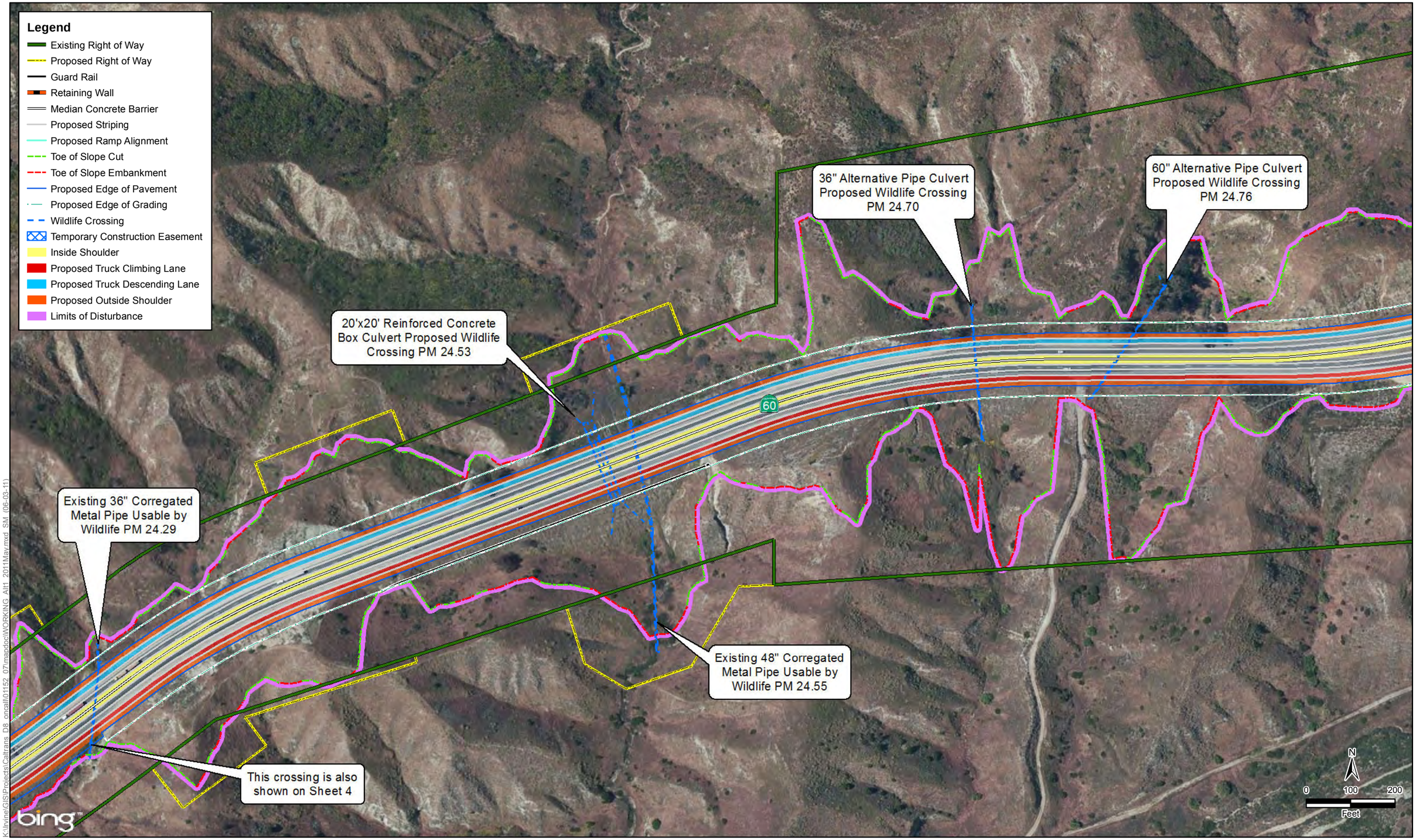

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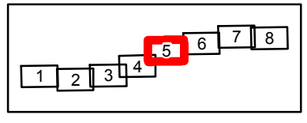

Figure 1-3 Sheet 5 of 8
Build Alternative (Preferred Alternative) Map
State Route 60 Truck Lanes Project

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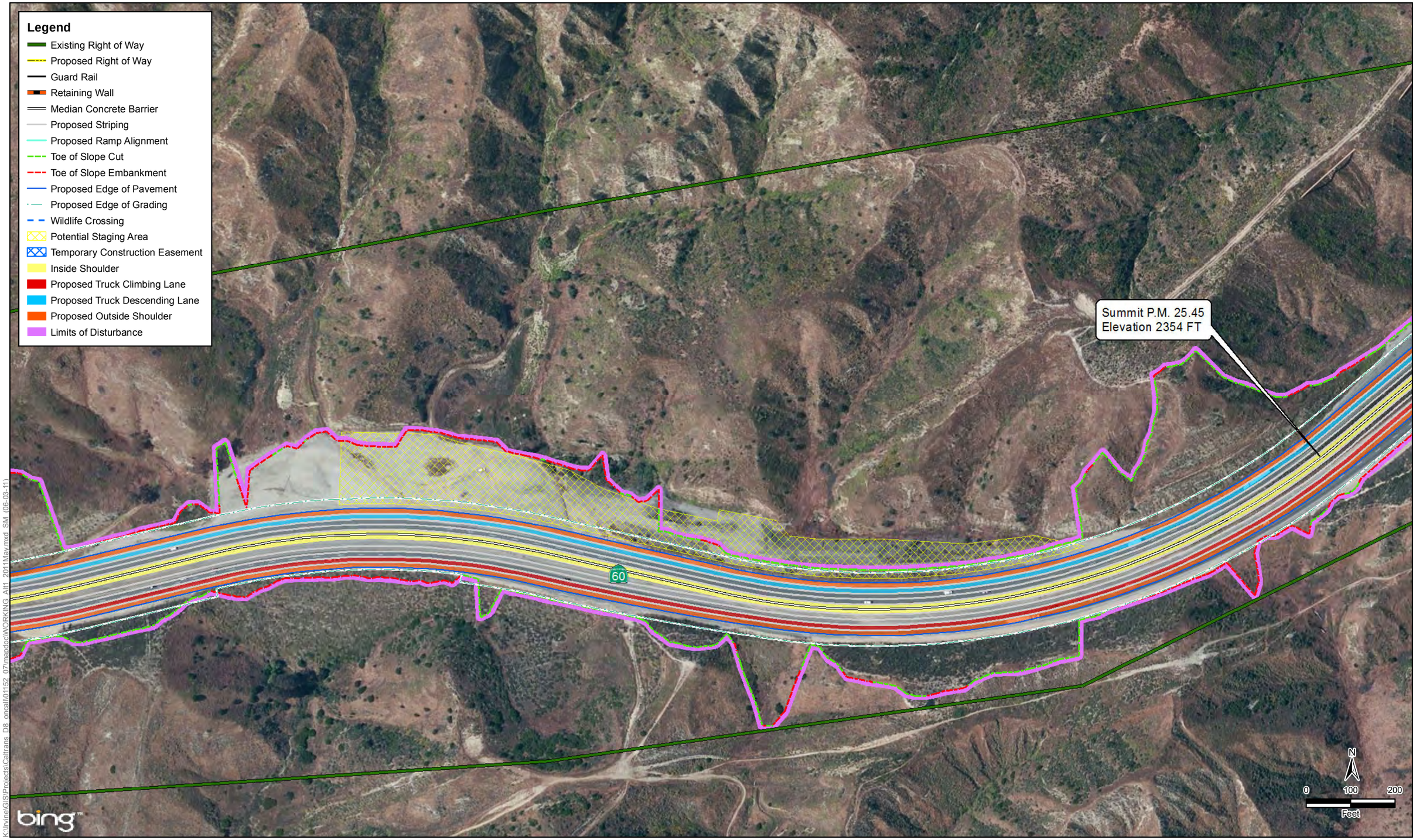

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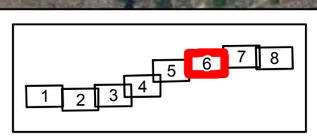

Figure 1-3 Sheet 6 of 8
Build Alternative (Preferred Alternative) Map
State Route 60 Truck Lanes Project

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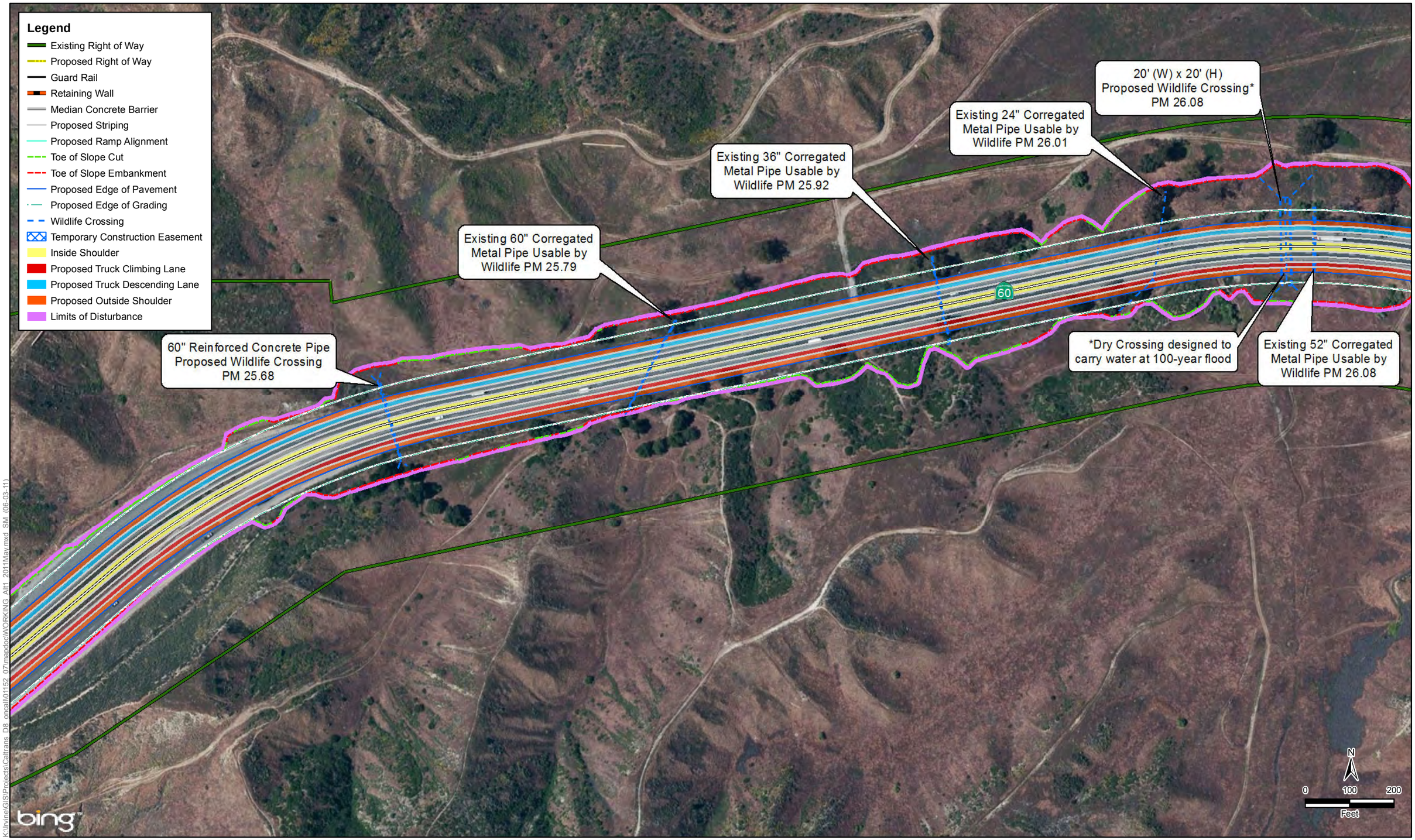

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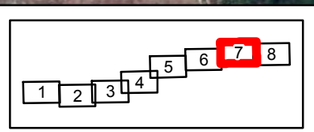

Figure 1-3 Sheet 7 of 8
Build Alternative (Preferred Alternative) Map
State Route 60 Truck Lanes Project

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Existing 30" Corregated Metal Pipe Usable by Wildlife PM 26.19

Existing 30" Corregated Metal Pipe Usable by Wildlife PM 26.29

Existing 52" Corregated Metal Pipe Usable by Wildlife PM 26.08

Existing 36" Corregated Metal Pipe Usable by Wildlife PM 26.36

Existing 36" Corregated Metal Pipe Proposed Wildlife Crossing PM 26.46

San Timoteo Canyon Rd

60

N

0 100 200

Feet

Legend

- Project Limits
- Existing Right of Way
- Proposed Right of Way
- Guard Rail
- Retaining Wall
- Median Concrete Barrier
- Proposed Striping
- Proposed Ramp Alignment
- Toe of Slope Cut
- Toe of Slope Embankment
- Proposed Edge of Pavement
- Proposed Edge of Grading
- Wildlife Crossing
- Temporary Construction Easement
- Inside Shoulder
- Proposed Truck Climbing Lane
- Proposed Truck Descending Lane
- Proposed Outside Shoulder
- Limits of Disturbance

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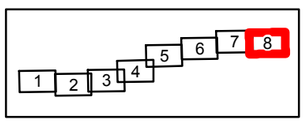

Figure 1-3 Sheet 8 of 8
Build Alternative (Preferred Alternative) Map
State Route 60 Truck Lanes Project

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NOTES:

1. ALL DIMENSIONS ARE IN FEET UNLESS OTHERWISE SHOWN.
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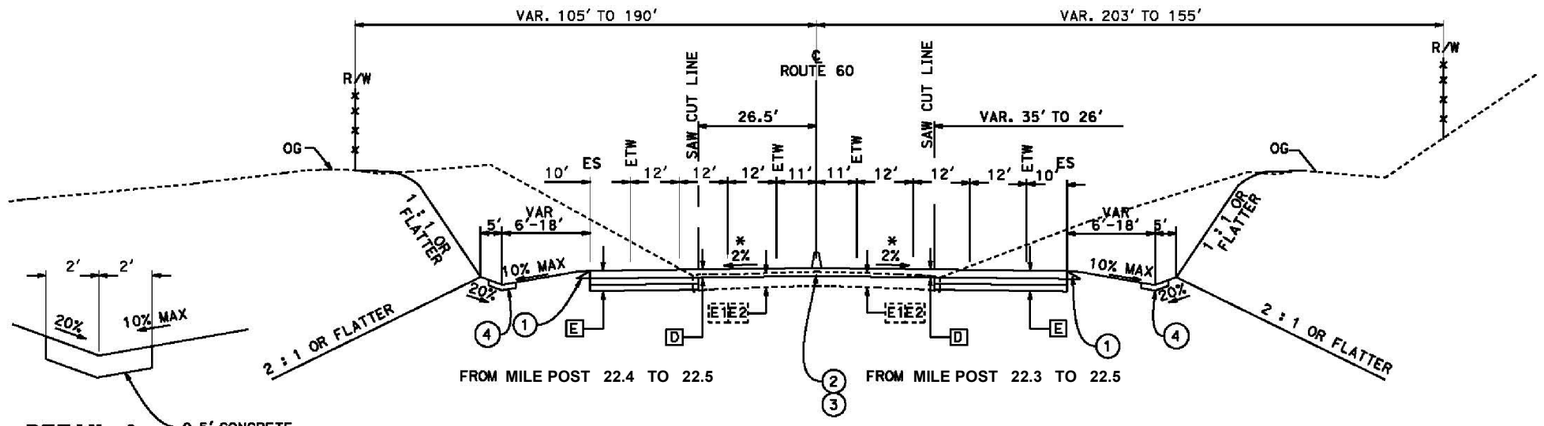
3. SUPERELEVATION AS SHOWN OR AS DIRECTED BY THE ENGINEER.
4. ALL FILL SLOPES ARE 2:1 WITH BENCHES.
5. SECTION E1 IS FROM PM 22.2 TO PM 24.8 & PM 25.8 TO PM 26.5
   SECTION E2 IS FROM PM 24.8 TO PM 25.8
6. FOR LIMIT OF FENCE (TYPE BW) AND WILDLIFE FENCE SEE CONSTRUCTION DETAILS

(1) PAVEMENT EDGE TREATMENT
(2) CONCRETE BARRIER (TYPE 60)
(3) REMOVE EXISTING CONCRETE BARRIER (TYPE 50)
(4) SEE DETAIL A
(5) SEE DETAIL B

DESIGN DESIGNATION

OPENING 2018	ADT = 56,200	T = 16%
FORECAST 2040	ADT = 105,800	T = 16%
2018 DHV = 4,880		DS = 57%
2040 DHV = 8,470		DS = 57%
ESAL (40 Year) = 166,825,697		T1 = 16.5

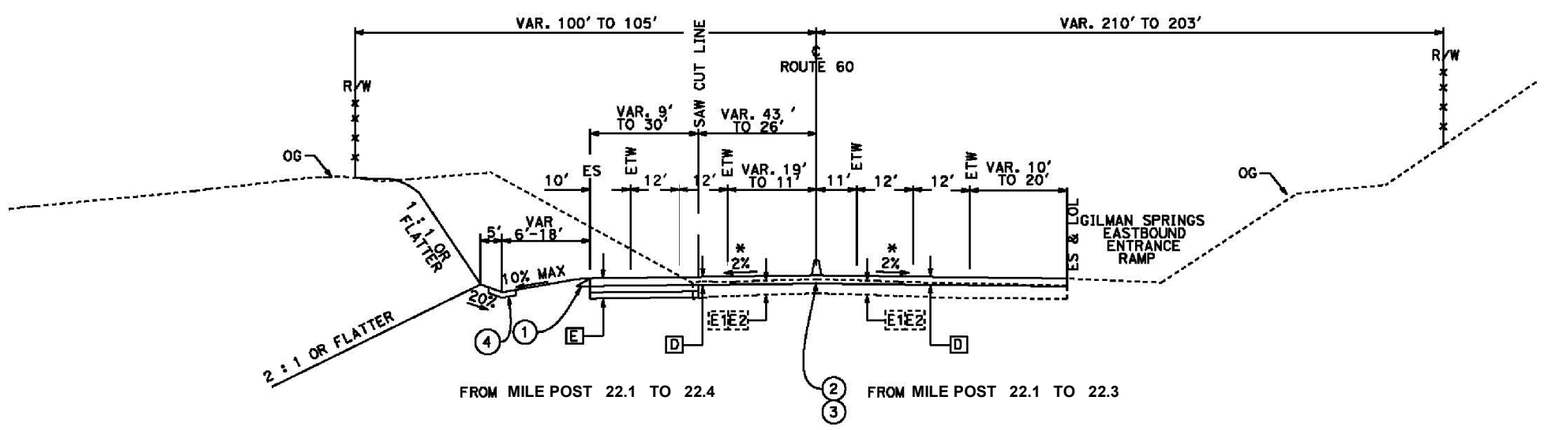
DESIGN SPEED 65 MPH FOR HORIZANTAL CURVES
DESIGN SPEED +49 MPH FOR VERTICAL CURVES



DETAIL A

ROUTE 60
* EXCEPT FOR SUPERELEVATION

FROM MILE POST 22.3 TO 22.5



ROUTE 60
* EXCEPT FOR SUPERELEVATION

FROM MILE POST 22.1 TO 22.4

B
1.25' JPCP
0.10' HMA-A
0.50' LCB
0.70' AS CLASS 2

C
1.05' JPCP
0.10' HMA-A
0.50' LCB
0.70' AS CLASS 2

D
0.70 HMA - A
COLD PLANE (0.70' MAX)

E
0.70' HMA-A
0.50' LCB
0.70' AS CLASS 2

E1**
0.10' RHMA-O
0.04' OGAC
0.40' AC (TYPE A)
0.15' PLANT MIXED SURFACING
0.65' CTB (CLASS B)
0.33' IMPORTED BASE

E2**
0.10' RHMA-O
0.04' OGAC
0.35' AC (TYPE B)
0.65' PLANT MIXED CTB
0.55' AS

Figure 1-4, Sheet 1
Typical Cross Section
State Route 60 Truck Lanes Project

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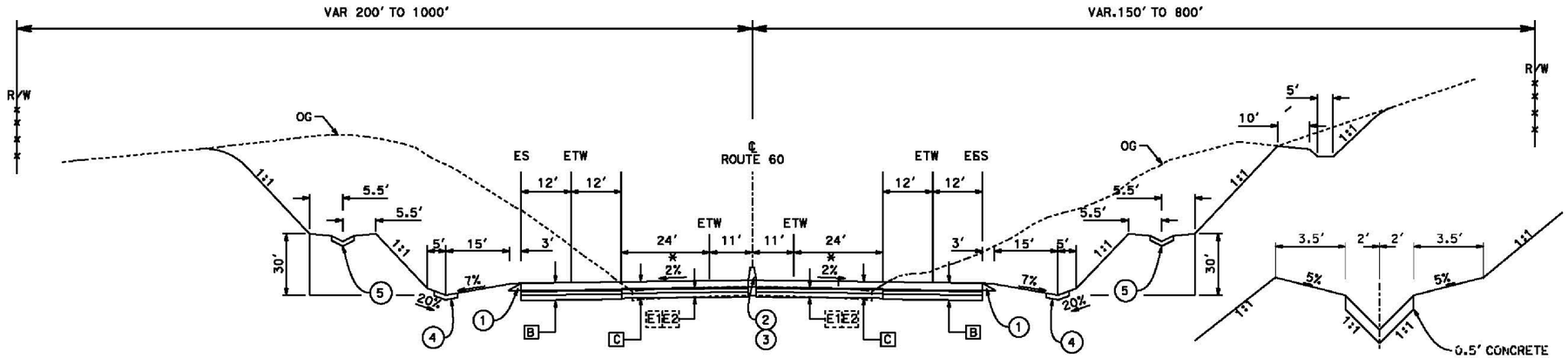
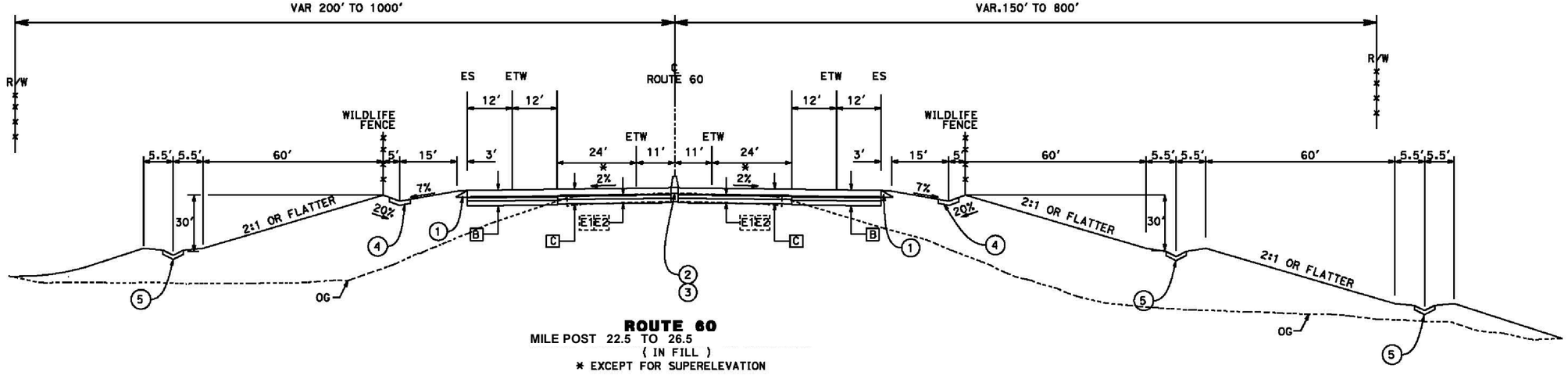
(5) SEE DETAIL B



ROUTE 60
MILE POST 22.5 TO 26.5
(IN CUT)
* EXCEPT FOR SUPERELEVATION

DETAIL B



ROUTE 60
MILE POST 22.5 TO 26.5
(IN FILL)
* EXCEPT FOR SUPERELEVATION

Figure 1-4, Sheet 2
Typical Cross Section
State Route 60 Truck Lanes Project

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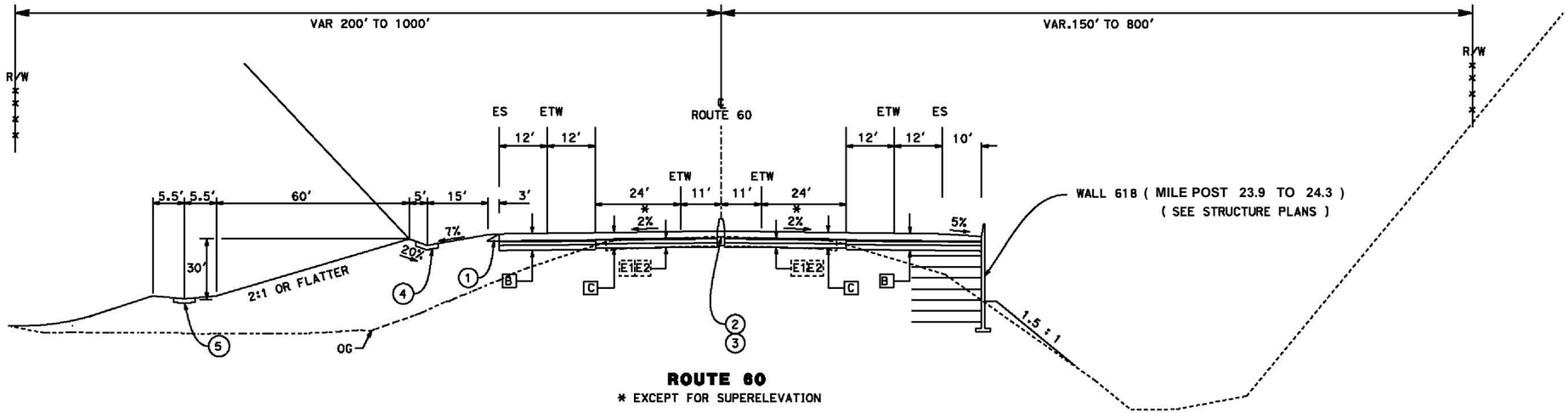
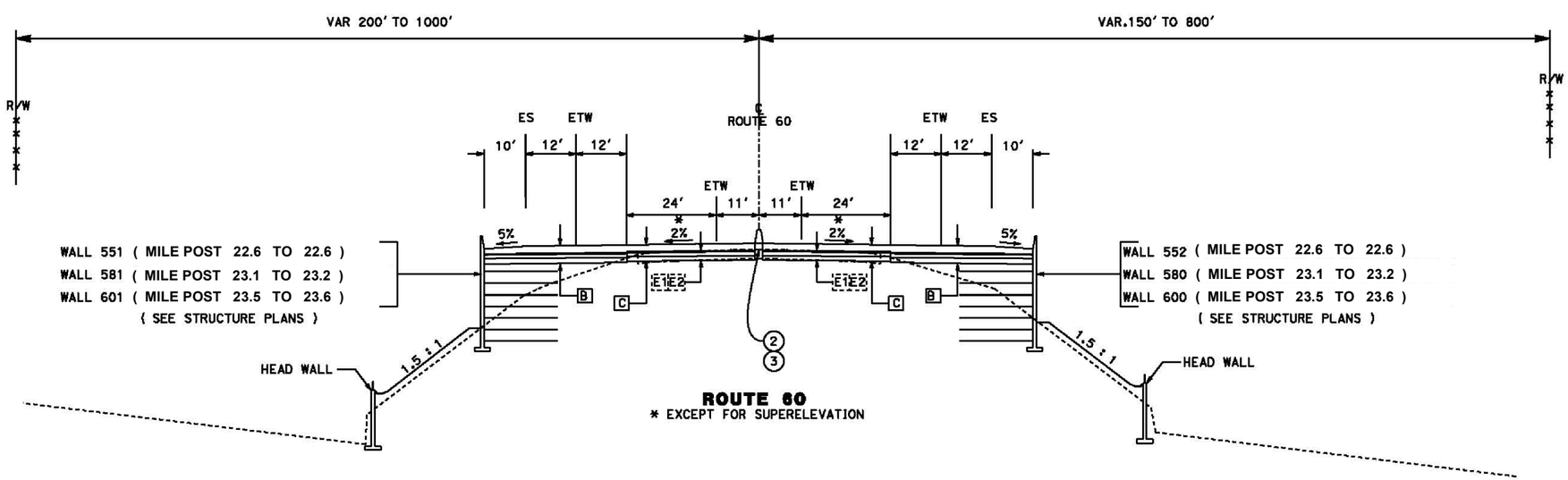


ROUTE 60
* EXCEPT FOR SUPERELEVATION



ROUTE 60
* EXCEPT FOR SUPERELEVATION

Figure 1-4, Sheet 3
Typical Cross Section
State Route 60 Truck Lanes Project

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Detours and Construction Staging

In order to ensure that existing lanes of traffic are maintained through the construction of the project, a detailed construction staging plan will be created during the Project Specifications and Estimates (PS&E) phase. Construction will be scheduled so that freeway mainline traffic flow will not be impeded. K-rail will be placed to allow grading and paving of the new truck lane and shoulders. The installation and removal of the K-rail will require freeway striping removal, re-striping, and lane closures. All of the wildlife crossings will be constructed during the first five stages of construction. The six main stages of the construction process are summarized below.

Stage 1

During this stage, temporary pavement will be laid along the outside edge of the westbound lanes to accommodate the installation of temporary railing (Type K) and to provide two lanes for eastbound and westbound traffic during later stages of construction (refer to Appendix D, Figure D-1, Construction Stage 1).

Stage 2

This stage will consist of slope-cutting operations adjacent to the westbound lanes accompanied by grading and paving work for the construction of one new outside lane and outside shoulder in the westbound direction of SR-60. This stage could potentially call for intermittent 55-hour or weekend closures of the westbound lanes in order to permit setting up of equipment and K-rail placements. Advance notice of closures will be advertised and drivers will be informed to use the westbound I-10 or alternative routes.

This stage will permit work to proceed on cutting back the slopes and performing reconfiguring operations, grading, and paving of new lane and shoulder to proceed in the westbound direction (refer to Appendix D, Figure D-2, Construction Stage 2). The two existing westbound lanes will remain open to traffic during weekdays, with shoulder restrictions on both sides. It is anticipated that the number of 55-hour closures in the westbound direction will vary between 15 and 20 weekends during the construction period.

The two existing eastbound lanes will remain open to traffic with the exception of a few nighttime lane closures due to work on the westbound lanes. This stage is anticipated to take between 200 and 250 working days.

Stage 3

Following striping operations, westbound traffic will be shifted onto the newly completed two-lane plus shoulder pavement from Stage 2. Work will proceed within the newly created space between the new westbound lanes and the existing eastbound condition (refer to Appendix D, Figure D-3, Construction Stage 3). Within the work area, those locations pertaining to raising or lowering the future westbound lanes will be reconstructed to their new grades and will be brought to level with the new pavement under Stage 2. The eastbound direction will remain open to traffic, with a few exceptions during nighttime lane closures. This stage is expected to be completed in 80 to 100 working days.

Stage 4

Upon completion of the reconstruction of the existing westbound lanes to new grade and elevation, eastbound traffic will be detoured onto the newly reconstructed pavement (refer to

Appendix D, Figure D-4, Construction Stage 4). The inside westbound and eastbound shoulders will be reconstructed; the existing median concrete barrier will be replaced by a new Type 60 Concrete Barrier. This stage will be completed in 100 to 120 working days. During this stage, the contractor may also perform grading operations for Stage 5.

Stage 5

Upon completion of Stage 4, the westbound pavement will be restriped to provide more separation between westbound and eastbound traffic, which continue to use the newly constructed westbound pavement footprint (refer to Appendix D, Figure D-5, Construction Stage 5). This stage will permit the construction contractor full access to construct the entire eastbound lanes, slope cuts, and reconfiguration operations. This stage will take up to 120 days.

Stage 6

This stage will involve grinding of the newly constructed westbound JPCP lanes to remove old markings left behind from prior stage striping (refer to Appendix D, Figure D-6, Construction Stage 6). All temporary paving will be removed, and eastbound traffic from Stage 5 will be redirected onto the new roadbed. Additionally, the pavement will be grooved and permanent lane striping will be installed. This stage is estimated to take 30 working days.

In order to minimize traffic delays during the construction period, Caltrans' standard practice of preparing and implementing a Transportation Management Plan (TMP) will be followed.

Value Analysis Study

In February 2014, the Build Alternative (Preferred Alternative) for the SR-60 Truck Lanes Project was updated to incorporate the results of the completed Value Analysis (VA) Study.

The VA Study Report provides an overview of the project, key findings of the VA, and the accepted and rejected VA alternatives developed by the VA team. The VA team developed ten VA alternatives to the baseline concept during the VA study. The VA alternatives primarily focused on means of addressing the issues and topics that were identified during the VA team's initial analysis of the project. During the VA Study Implementation Meeting, it was determined that five of the studied VA alternatives should be included in the project's design development. The five accepted VA alternatives are discussed below.

VA Alternative 2.0, Reduce width of unpaved roadside shoulder area. This VA alternative suggests finding a "best case" width for the area based on minimum assumptions for stormwater, debris catchment, and a clear recovery zone. The acceptance of this VA alternative assumes the use of the roadside area to accommodate the horizontal roadway alignment that would be necessary for the implementation of VA Alternative 3.0.

VA Alternative 3.0, Revise vertical profile and horizontal alignments to improve sight distance deficiencies. This VA alternative provides horizontal curves that meet the minimum posted speed limit, minimizes the need for outside widening to improve the horizontal sight distance, and provides an avenue to balance earthwork in each mainline direction. In addition, the concept would revise the roadway profile by excavating the crests and filling the sags as necessary to improve vertical sight distances.

VA Alternative 5.0, Build mechanically stabilized earth (MSE) wing walls in lieu of straight retaining wall for existing large wildlife crossings. This VA alternative proposes to use MSE wing walls in place of straight retaining walls in locations where fill consists of reinforced slopes.

VA Alternative 6.0, Use reinforced slab and sheet pile walls then excavate beneath to construct large wildlife crossings. This VA alternative involves installing sheet piling and concrete slab across the roadway in sections during Stages 1 and 2. The Stage 3 portion would be open trenched and a precast or cast-in-place concrete box would be installed, material to open up the wildlife tunnel would be excavated, and concrete walls to complete the crossing would be installed.

VA Alternative 9.1, Permanently close one lane in the westbound direction during Stage 1. This VA alternative involves closing lane 2 in the westbound direction throughout Stage 1 construction and placing a K-rail barrier in lane 2. The westbound direction can also use I-10 as a detour route during this lane closure if delay times are deemed too long.

The five VA alternatives that were rejected are discussed below.

VA Alternative 1.0, Rehab existing lanes 1 and 2 with AC overlay and construct widening with JPCP. This VA alternative was dropped because it was uncertain whether the project would be able to receive additional funds for roadway maintenance.

VA Alternative 4.0, Use conveyor system above roadway to transport material. The need for the conveyor system to transport the material across the roadway without affecting traffic was determined unnecessary given the selection of VA alternatives. However, as the design development continues and detailed cross-sections are developed, the cut and fill quantities for each side of the roadway should remain in consideration. If an imbalance in quantities from eastbound and westbound sides arises, the project could reconsider means and methods for its transport.

VA Alternative 7.0, Provide extended westbound lane closure to provide cut slope easement during Stage 1. This VA alternative was deemed technically feasible; however, it was preferred to consider fully closing the westbound lanes during the entire Stage 1 construction as suggested by VA Alternative 9.1. If during development of the project's TMP during the Final Design phase of the project, the closures for the entire stage are deemed too excessive or too adverse due to traffic delays, the closures as suggested by this VA alternative may be reconsidered.

VA Alternative 8.0, Close one lane in WB direction during Stage 2. This VA alternative was deemed technically feasible; however, it was preferred to consider fully closing the westbound lanes during the entire Stage 1 construction as suggested by VA Alternative 9.1. If during development of the project's TMP during the Final Design phase of the project, the closures for the entire stage are deemed too excessive or too adverse due to traffic delays, the closures as suggested by this VA alternative may be reconsidered.

VA Alternative 9.2, Close one lane in each direction throughout construction and construct project in two stages. Given the delay times associated with the traffic in the eastbound direction and the impacts on Gilman Springs Road, this VA alternative was deemed technically infeasible.

1.3.1.3 IDENTIFICATION OF A PREFERRED ALTERNATIVE

The Original IS/EA was circulated to the public for review from June 14, 2014 to August 11, 2014, and a public hearing was held on July 31, 2014. During the circulation period, public review comments regarding the Original IS/EA were received by Caltrans and reviewed. As indicated on the second page of this document and at the beginning of this chapter, based on the public and agency comments received during the circulation and public review of the Original IS/EA and at the public hearing held on July 31, 2014, changes were made to the Original IS/EA since the public circulation of the Original IS/EA from June 16 to August 11, 2014 and were incorporated into the Recirculated Draft IS/EA.

The Recirculated Draft IS/EA was circulated to the public for review from October 30, 2015 to December 2, 2015, and a public hearing was held on November 18, 2015. During the circulation period, public review comments regarding the Recirculated IS/EA were received by Caltrans and reviewed. After all comments from the public were considered, the Project Development Team reaffirmed Alternative 2 (the Build Alternative) as the Preferred Alternative because it would address the project purpose of improving operational performance and safety and improving traffic flow on the regional transportation system.

In reaching the decision to identify the Build Alternative as the Preferred Alternative, the PDT carefully considered the project purpose in relation to the setting. The No Build Alternative would maintain the facility in its current condition and no improvements would be implemented; therefore, no capital cost is associated with this alternative. As traffic demand increases, traffic operational characteristics would further deteriorate, resulting in an increase in congestion and safety issues. The No Build Alternative would not meet the objectives of the project, which are to address operational and safety issues and improve regional traffic flow along this segment of SR-60. The No Build Alternative would not be consistent with the 2012–2035 RTP/SCS and the 2015 FTIP.

In accordance with CEQA, the Initial Study has determined that the project, with the incorporation of identified mitigation measures, will not have a significant effect on the environment, and a Mitigated Negative Declaration has been prepared. Similarly, Caltrans has determined that the project does not significantly affect the environment and, as assigned by FHWA, Caltrans has issued a Finding of No Significant Impact (FONSI) in accordance with NEPA.

1.3.1.4 ALTERNATIVES CONSIDERED BUT ELIMINATED FROM FURTHER DISCUSSION PRIOR TO DRAFT ENVIRONMENTAL DOCUMENT

The following alternatives were considered but eliminated from further discussion prior to circulation of the Original Initial Study with Proposed Mitigated Negative Declaration/ Environmental Assessment. A brief summary of the considerations in the decision for each of the considered but eliminated alternatives is provided below.

Alternative 2 from Project Study Report for Project EA 08-0N690K (July 12, 2011):[13] Construct a truck climbing lane with standard inside and outside shoulders in the eastbound direction

This alternative was preliminarily evaluated in the Project Study Report for the previously proposed RCTC-sponsored project 0N690, and consists of constructing a 12-foot truck climbing lane plus standard (10 feet) inside and outside shoulders in the eastbound direction of SR-60 within the limits of scope of work. During the timeframe that this alternative was identified for potential consideration, it was identified as Alternative 2 and was developed to specifically address the eastbound operational and safety concerns on eastbound SR-60. No work would be done to address westbound SR-60. This alternative was withdrawn from further consideration in conjunction with the combining of the Caltrans safety project and the RCTC truck climbing lane project in March 2013, as this alternative did not fully address the purpose and need of the project.

Alternative 4 from Project Study Report for Project EA 08-0N690K (July 12, 2011): Minimum Build—Construct Standard Inside/Outside Shoulders in Both Directions

This proposed improvement consists of constructing 5-foot standard inside shoulder and 10-foot standard outside shoulder in both directions of SR-60 within the limits of this scope of work (PM 22.20/26.61). It also includes reconstructing the outside lane in both directions. This alternative was developed to address basic safety and operational needs by improving the road to current standards, but would not address the accidents resulting from the speed differential between fast- and slow-moving vehicles, and therefore does not meet the purpose and need of the current or previously proposed projects.

Alternative 2 from Project Study Report for Project EA 08-0Q180K (May 11, 2012): Construct Standard Inside/Outside Shoulders in the Westbound Direction

This alternative was preliminarily evaluated in the Project Study Report for the previously proposed Caltrans safety project 0Q180, and consists of constructing a 5-foot standard inside shoulder and a 10-foot standard outside shoulder in the westbound direction of the SR-60 freeway within the limits of this scope of work. During the timeframe that this alternative was identified for potential consideration, it was identified as Alternative 2 and was developed to specifically address the westbound operational and safety concerns on SR-60. No work would be done on eastbound SR-60. This alternative was withdrawn from further consideration in conjunction with the combining of the Caltrans safety project and the RCTC truck climbing lane project in March 2013, as this alternative did not fully address the purpose and need of the project.

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13 This identified alternative considered but eliminated from further discussion was referenced as Alternative 3 in the Original Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment, for purposes of avoiding potential confusion with two different alternatives being identified as Alternative 2. The original numeric designation for this alternative has now been identified in conjunction with this alternative being fully named in the context of the source document associated with the timeframe when this alternative was originally identified.

1.3.1.5 PERMITS AND APPROVALS NEEDED

Table 1-9: Permits and Approvals Needed

Agency	Permit/Approval	Status
United States Fish and Wildlife Service	Formal Section 7 Consultation for Threatened and Endangered Species	Caltrans initiated on March 26, 2015. Caltrans received Biological Opinion November 19, 2015.
United States Army Corps of Engineers	Section 404 Permit for filling or dredging waters of the United States	Caltrans will apply during the Project Specifications and Estimates (Final Design) phase of the project.
California Department of Fish and Wildlife	1602 Agreement for Streambed Alteration	Caltrans will apply during the Project Specifications and Estimates (Final Design) phase of the project.
California Department of Fish and Wildlife and U.S. Fish and Wildlife Service	MSHCP consistency determination and DBESP approval	Caltrans received MSHCP consistency determination on September 2, 2015. Caltrans received a revised MSHCP Consistency Determination on October 13, 2015. Per request by USFWS for a Final DBESP, as noted in Biological Opinion, the DBESP was updated. Following coordination with USFWS and CDFW, the DBESP was finalized on April 25, 2016.
California Regional Water Quality Control Board	401 Certification	Caltrans will apply during the Project Specifications and Estimates (Final Design) phase.
California Water Resources Board	National Pollutant Discharge Elimination System Permit (CAS000002)	Caltrans or Contractor will apply for and obtain prior to start of construction.

Chapter 2 Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures

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Chapter 2 Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures

As part of the scoping and environmental analysis carried out for the project, the following environmental issues were considered but no adverse impacts were identified. As a result, there is no further discussion about these issues in this document.

Coastal Zone: The project is not located within or near a coastal zone.

Wild and Scenic Rivers: There are no wild and scenic rivers within or near the project area.

Parks and Recreation Facilities: As set forth in 23 CFR 774.11(d), the land under the jurisdiction of Riverside County Regional Park and Open-Space District (RivCoParks) that is located adjacent to either side of SR-60 within the limits of the SR-60 Truck Lanes Project (from post mile 22.1 to post mile 26.61 on SR-60) is not functioning or designated in the plans of RivCoParks for significant park, recreational, or wildlife or waterfowl refuge purposes. Accordingly, the SR-60 Truck Lanes Project will not result in impacts on any land under jurisdiction of RivCoParks that includes a resource subject to 49 USC 303 and 23 CFR 774.17 (Section 4(f)). Additionally, there are no other potential 4(f) resources within ½ mile of the project limits.

Community Impacts: There are no residences, businesses, or community facilities within the project limits. The project would also not result in the physical division of an established community.

Farmland/ Timberland: According to the Department of Conservation's (DOC) Farmland Mapping and Monitoring Program, there are no farmlands or vacant lands that are mapped as Prime Farmlands, Unique Farmlands, Farmlands of Statewide Importance, or Farmlands of Local Importance within the study area. In addition, there are no areas within the study area under Williamson Act contract.

The project would not result in the conversion or impact of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), to nonagricultural use, nor would it conflict with existing zoning for agricultural use or conflict with a Williamson Act contract.

The RCBAP allows for "limited animal keeping and agricultural uses"[1] within Rural Residential and Rural Mountainous properties; however, there are no properties of these types that will be affected by the project.

[1] County of Riverside. 2015. County of Riverside General Plan Reche Canyon/Badlands Area Plan, Public Review Draft. December 8. Available: http://planning.rctlma.org/Portals/0/genplan/general_plan_2016/area_plans/RCBAP_120815m.pdf?ver=2016-04-01-101018-257. Accessed April 28, 2016.

2.1 Human Environment

2.1.1 Land Use

2.1.1.1 EXISTING AND FUTURE LAND USE

The project is in a portion of unincorporated Riverside County on State Route 60 (SR-60) beginning just east of the Gilman Springs Road interchange, Post Mile (PM) 22.10, and concluding at PM 26.61, approximately 1.369 miles west of the Jack Rabbit Trail intersection. The total length of the project is 4.51 miles. Within the limits of the project, SR-60 is a four-lane freeway with two 12-foot lanes in each direction, with a concrete median barrier separating the eastbound and westbound traffic. This portion of SR-60 has variable inside and outside shoulder widths. The inside shoulder width ranges from one to three feet, and the outside shoulder width ranges from two to four feet. The project area is primarily located within the existing SR-60 right of way. The area surrounding the project corridor is predominantly mountainous terrain and rugged open space. The City of Beaumont is to the east of the project, and the City of Moreno Valley is to the west. The Norton Younglove Reserve is immediately north of the project area. The Norton Younglove Reserve has been designated as an open space area. The County has designated open space areas for the preservation of publicly owned habitat and park land.

The project limits are within the Badlands Conservation Area, which is identified in the County of Riverside General Plan Reche Canyon/Badlands Area Plan (RCBAP).[2] The Reche Canyon/Badlands area, including the Norton Younglove Preserve, is a predominantly mountainous, rural residential, and rugged natural open space region in northwestern Riverside County. The area consists of expansive rural and mountainous terrain, with low-lying habitat and agricultural valley areas in the southern portion of the planning area. It is distinguished by the immense variety of physical features found in this singular portion of the County. Home to several wildlife species, the Badlands serves as a crucial wildlife corridor. The preserve includes grasslands, riparian, and woodland habitat areas. More than 12,400 acres are currently conserved in the Badlands area.

According to the County of Riverside General Plan, the Reche Canyon/Badlands area is devoted to agriculture, rural residential, commercial, mining, public facility, and recreational uses. Of these, rural and hillside residential uses consume the largest territory.[3] The rural communities of Reche Canyon and Pigeon Pass are located in the northwesterly portion of the planning area. Scattered and clustered hillside and rural residential uses are situated in the Box Springs Mountain area and along the San Timoteo Canyon corridor. Other recreational uses include a small recreational enclave featuring fishing and recreational vehicle facilities, located off San Timoteo Canyon Road, and the Quail Ranch Golf Course on Gilman Springs Road. The Box Springs Mountains Reserve also allows some passive recreational uses.

[2] Ibid.

[3] Ibid.

Other uses in the Reche Canyon/Badlands area include the Riverside County Waste Management Badlands Landfill adjacent to the Norton Younglove Reserve; a mining facility on Jack Rabbit Trail, just north of Gilman Springs Road; the historical San Timoteo Canyon Schoolhouse on San Timoteo Canyon Road; and agricultural uses primarily in the southern portions of the planning area near Mystic Lake and the Lake Perris State Recreation Area.[4]

According to the Riverside County Land Information System, existing land uses for properties adjacent to the project area include a combination of Open Space-Rural (OS-RUR), Rural Residential (RR), Rural Mountainous (RM), Open Space-Conservation Habitat (OS-CH), Agricultural, and Public Facility (PF). Refer to Figure 2-1, which depicts the existing land use designations per the RCBAP. As shown in Figure 2-1, the land use designations north of SR-60 include Agricultural, OS-RUR, OS-CH, and Conservation. The Agricultural designation applies to agricultural land including row crops, groves, nurseries, dairies, poultry farms, processing plants, and other related uses. One single-family residence is allowed per 10 acres except as otherwise specified by a policy or an overlay. The OS-RUR designation allows one single-family residence per 20 acres. Extraction of mineral resources may be permissible provided that scenic resources and views are protected. The Conservation designation calls for the protection of open space for natural hazard protection and natural and scenic resource preservation. Existing agriculture is permitted. The OS-CH designation applies to public and private lands conserved and managed in accordance with adopted Multiple Species Habitat and other Conservation Plans and in accordance with related Riverside County policies. The land use designations south of SR-60 include RM, OS-RUR, and OS-CH. The RM designation allows for single-family residential uses with a minimum lot size of 10 acres and allows limited animal keeping, agriculture, recreational uses, compatible resource development (which may include the commercial extraction of mineral resources with approval of a surface mine permit), and associated uses and governmental uses.

Slope, habitat, and other natural constraints severely limit opportunities to provide substantial areas for population or employment growth. Conservation of habitat, preservation of existing rural communities, and provision of areas for lower intensity residential and agricultural uses in keeping with the rural character of the planning area are the primary objectives of the RCBAP.[5] Please see Section 2.3.1, *Biological Resources*, for more discussion on the open space conservation habitat area.

The southern boundaries of the Reche Canyon/Badlands Planning Area encompass a portion of the City of Moreno Valley Sphere of Influence. Incorporated in 1984, Moreno Valley contains approximately 32,700 acres, with a population of over 203,266 as of 2014 that is projected to exceed 215,000 by 2019. Solid growth has propelled Moreno Valley to its position as the second largest city in Riverside County, fourth largest in the Inland Empire.[6]

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4 Ibid.

5 Ibid.

6 City of Moreno Valley. 2015. Community Profile. Available: http://www.moval.org/icsc/pdf/mv-comprofile.pdf. Accessed: April 7, 2015.

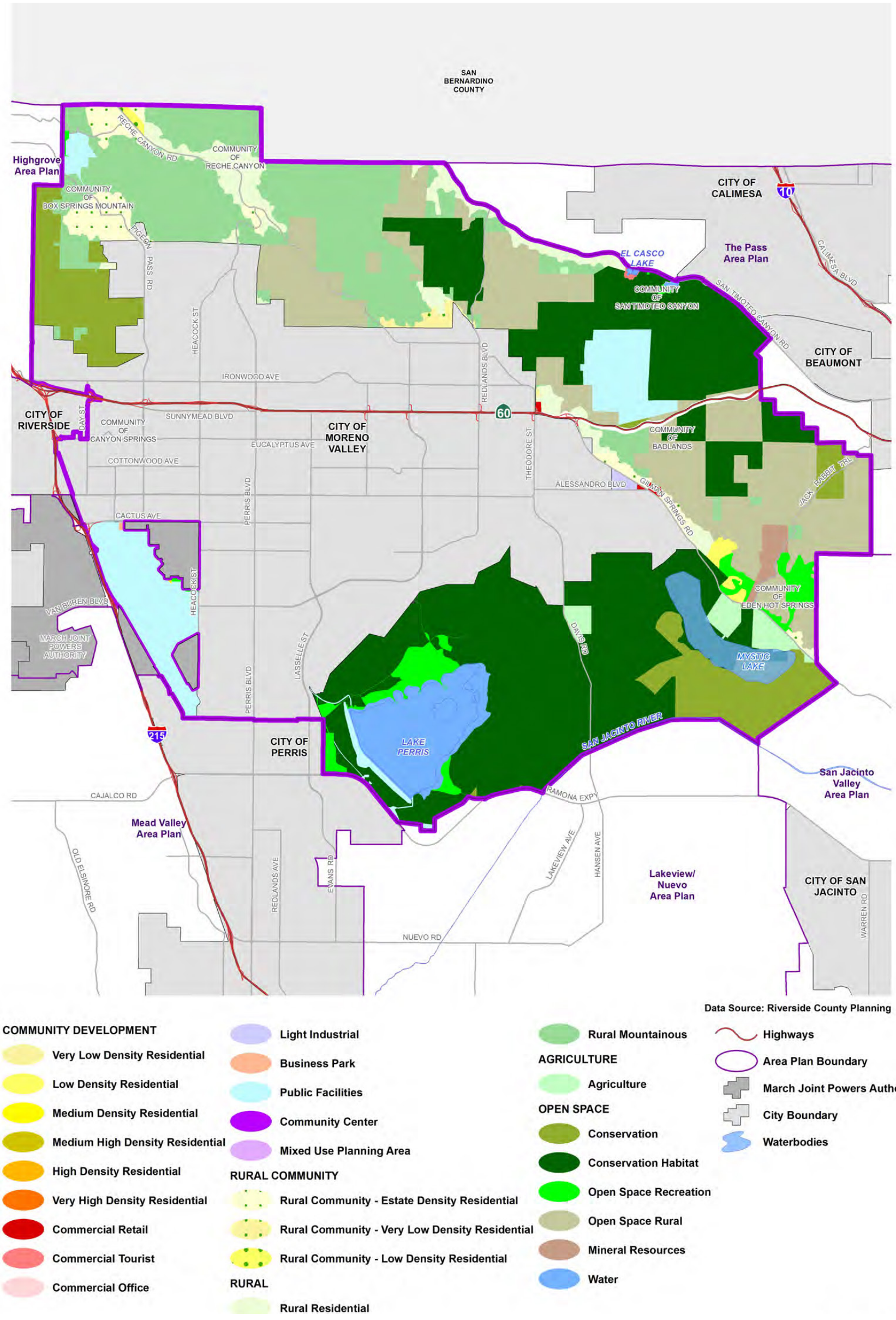
The City of Beaumont is approximately one mile east of the project study corridor. Land use and development within Moreno Valley and Beaumont are governed by the cities' adopted general plans and zoning codes.

The cities of Moreno Valley and Beaumont have the greatest potential for future development because there is available undeveloped land near the project corridor. Growth in the area has slowed because of the recent economic downturn; however, the Southern California Association of Governments (SCAG) forecasts substantial increases in population, housing, and employment in the area, according to its 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).[7] This is due in part to the continuing availability of developable land in the outlying areas. According to the City of Beaumont General Plan, the city will likely be among the fastest growing areas of the Southern California region due to the availability of developable land, the relatively low housing costs, and its desirability as a retirement community. Beaumont's location in relation to the major regional transportation facilities, which include Interstate 10 (I-10) and SR-60 and the Union Pacific Railroad, has also enhanced its desirability as an industrial location.[8]

[7] Southern California Association of Governments. 2012. 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy. Available: http://rtpscs.scag.ca.gov/Pages/default.aspx.

[8] City of Beaumont. 2007. City of Beaumont General Plan. Available: http://www.ci.beaumont.ca.us/DocumentCenter/Home/View/63. Accessed: April 7, 2015.

Figure 2-1: Reche Canyon/Badlands Area Plan – Existing Land Use Plan



Source: County of Riverside. 2015. County of Riverside General Plan Reche Canyon/Badlands Area Plan. December 8, 2015. Available: http://planning.rctlma.org/Portals/0/genplan/general_plan_2016/area_plans/RCBAP_120815m.pdf?ver=2016-04-01-101018-257. Accessed April 28, 2016.

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Table 2-1 describes development projects surrounding the project corridor that are either approved, are under construction, have recently been completed, or are in the planning stages. This list was compiled based on a review of county, city, and transportation agency websites and through coordination with the planning departments of the cities of Moreno Valley and Beaumont. These projects are also shown on Figure 2-2, Recent and Planned Area Development.

Table 2-1: Recent and Planned Area Development

ID#*	Name	Jurisdiction	Proposed Use	Status
1	SR-60/Theodore Street Interchange	City of Moreno Valley	This project consists of required preliminary engineering and environmental document, and preparing Caltrans documentation. The project will upgrade the interchange and replace the bridge to the ultimate configuration. This project is funded for the project approval/ environmental phase, and construction is contingent on available funds.	The first phase is underway, consisting of Caltrans-required preliminary engineering and environmental clearance. This project was recently successful in garnering $964,000 in Federal Aid Funds from RCTC for the completion of the first phase. The total cost of the first phase is $1,940,000. Construction is anticipated to occur between Spring 2019 and Fall 2020 (project schedule will be subject to available funding).
2	SR-60/Redlands Boulevard Interchange	City of Moreno Valley	The existing interchange requires modification to meet future traffic demands. This project consists of a Project Study Report–Project Delivery Support (PSR–PDS) for a replacement interchange, including bridge replacement. Caltrans requires all work to be approved and processed through the City of Moreno Valley.	The listed schedule depends on available funding. PSR–PDS: March 2015 to December 2016. Preliminary Engineering/ Environmental: January 2017 to July 2019.
3	Sunnymead Boulevard/SR-60 Eastbound On-ramp Intersection Improvements	City of Moreno Valley	This project will improve the intersection of Sunnymead Boulevard and SR-60 EB on-ramp. The improvement will follow Caltrans Encroachment Permit approach. It will include storm drain infrastructure, a raised median, construction of ADA-compliant pedestrian access ramps to city standards, and installation of additional street lights at the intersection. The project is funded with a federal HSIP grant. The city has secured Caltrans' approval for Preliminary Engineering. Design is 35% complete.	Construction anticipated to be completed by January 2017.

Table 2-1: Recent and Planned Area Development

ID#*	Name	Jurisdiction	Proposed Use	Status
4	SR-60/Moreno Beach Drive Interchange (Phase II)	City of Moreno Valley	A new bridge and interchange modifications on the north side of SR-60 are being proposed.	90% design has been completed and right of way has been acquired. The improvements are necessary to accommodate the increased traffic. The project is partially funded by the Transportation Uniform Mitigation Fee and construction is contingent upon additional funds. Storm Drain Line K-1 in Ironwood Avenue from Pettit Street to Oliver Street is part of the scope. Construction is anticipated to start in 2018–2019. Project schedule will depend on available funding.
5	SR-60 Interchange/Gilman Springs Road	City of Moreno Valley	The existing interchange requires modification to meet future traffic demands. This project consists of a replacement interchange, including bridge replacement. Caltrans will require all such work to be approved and processed through the City of Moreno Valley and the County of Riverside prior to submittal to Caltrans for approval.	PSR–PDS expected to occur between July 2016 and June 2017. Construction is anticipated to start between January 2021 and January 2023. Project schedule will depend on available funding.
6	Aldi Foods - Regional Headquarters and Distribution Center	City of Moreno Valley	Construction of 825,480 sq. ft. building along the south side of SR-60 between Quincy Street and Redlands Boulevard.	Construction was completed in summer 2015. Warehouse is now open.
7	Prologis Eucalyptus Industrial Park	City of Moreno Valley	1.5 million sq. ft. proposed in four buildings (ranging from 160,000 to 862,000 sq. ft.) on the south side of SR-60 between Pettit Street and Quincy Street.	The project has been approved by the City.
8	World Logistics Center	City of Moreno Valley	Proposed specific plan master planned 41.6 million sq. ft. corporate park on 3,820 acres south of SR-60 and east of Redlands Boulevard.	The City Council voted unanimously at its November 24, 2015 council meeting to immediately adopt three initiatives, which replaced the Project Approvals with a set of WLC Project land use and zoning entitlements substantially the same as the Project Approvals. Project is currently being challenged by various lawsuits.
9	Walmart	City of Moreno Valley	Proposed 193,000 sq. ft. at the southwest corner of Perris Boulevard and Gentian. Includes a gas station or a fast food restaurant and retail shop.	Final EIR was adopted in October 2015.

Table 2-1: Recent and Planned Area Development

ID#*	Name	Jurisdiction	Proposed Use	Status
10	Hawthorn Inn & Suites	City of Moreno Valley	Proposed four-story Hawthorn Inn & Suites with 79 guest rooms. No address provided. Southwest corner of Elsworth Street and Goldencrest Drive.	Project has been approved. Construction schedule is not known at this time.
11	Sleep Inn Suites	City of Moreno Valley	Proposed 66 guest room hotel on Olivewood Plaza, just north of Sunnymead Boulevard.	City waiting on developer to submit plans.
12	Gateway Business Park	City of Moreno Valley	34 industrial condos between 5,000 and 10,000 sq. ft., (total of 184,000 sq. ft.) south of Alessandro Boulevard, west of Day Street.	Project has been approved. Construction schedule is not known at this time.
13	Centerpointe Business Park	City of Moreno Valley	Ridge Property Trust is developing more than 2.66 million sq. ft. in 12 buildings (includes Minka Lighting, ResMed, Serta Mattress, Frazee Paint and U.S. Postal Service Distribution Center) between Alessandro Boulevard, Frederick Street, Cactus Avenue, and Heacock Street.	One building is still under construction. Several buildings have been constructed and are available for lease. One business is open.
14	Deckers Outdoor	City of Moreno Valley	Vogel Engineers Inc. and Sares-Regis are developing a 1.6 million sq. ft. distribution facility on 71.15 acres along the Oleander Storm Channel between Indian Street and Perris Boulevard 800,000 sq. ft. Phase I.	Phase I has been completed and is operational.
15	First 36 Logistics	City of Moreno Valley	569,000 sq. ft. industrial complex warehouse facilities at Perris Boulevard and the storm channel.	Project has been completed.
16	First Nandina Logistic Center Realty Trust	City of Moreno Valley	1.45 million sq. ft. distribution center on 72.9 acres at the southwest corner of Indian Street and Nandina Avenue.	City permits have been issued.
17	IDS/Real Estate Group - Nandina Distribution Center	City of Moreno Valley	Proposed distribution center includes two buildings at the northwest corner of Nandina Avenue and Indian Street for a total of 1.47 million sq. ft.	Building A: 697,000 sq. ft. has been approved. Building B: 769,000 sq. ft. will be used as a receiving point for Amazon's warehouses in California and Arizona has been leased. Building A (739,909 square feet) is in plan check.
18	Modular Logistics Center	City of Moreno Valley	Proposed 1.1 million sq. ft. distribution facility on approximately 50.84 acres at the northeast corner of Perris Boulevard and Modular Way.	Open. Center is now leasing warehouse space.

Table 2-1: Recent and Planned Area Development

ID#*	Name	Jurisdiction	Proposed Use	Status
19	I-10 Gateway Center Project	Riverside County	Development of 2 industrial buildings that will be approximately 2,560,000 square feet. Project site is 246.5 acres, of which 171.6 acres will be developed. Generally located on the north side of Cherry Valley Boulevard and east of I-10.	Draft EIR has been prepared. No updates on the project available at this time.
20	Western Realco - March Business Center	City of Moreno Valley	Two distribution buildings at the southeast corner of Iris Avenue and Heacock Street total 1.38 million sq. ft.	Building 1 (1.1 million square feet) and Building 2 (277,243 square feet) are under construction.
21	Hyundai of Moreno Valley	City of Moreno Valley	New automobile dealership along south side of SR-60 between Nason St. and Moreno Beach Dr.	In building plan check.
22	State Route 60/ Potrero Boulevard New Interchange Project	City of Beaumont	New diamond interchange located at SR-60 and Potrero Boulevard.	Construction is anticipated to start in 2016. As of March 2016, the City had no updates on timing of construction.
23	Tract No. 30748, Tournament Hills Tract No. 31288, Tournament Hills 2	City of Beaumont	Development of 1094 dwelling units on 263 acres. Project located southwesterly of Desert Lawn Drive and Champions Drive and north of San Timoteo Canyon Road.	Tract 30748 Under Construction. Tract 31288, Amendment to Oak Valley Specific Plan and EIR Addendum. Project anticipated to be completed by 2016.
24	Sundance	City of Beaumont	Development of 4716 dwelling units and 15 acres of commercial/industrial on 1162 acres. Project is located north of 8th Street and west of Highland Springs Avenue.	Specific Plan. Project has been under construction for the last five years. May be another five to ten years before project is completed.
25	Fairway Canyon SCPGA, Tract No. 31462	City of Beaumont	Development of 3,566 dwelling units and 46.4 acres of commercial/industrial on 1555.70 acres. Project is located north of San Timoteo Canyon Road and southwest of I-10.	Specific Plan. Project has been partially completed. May be another five to ten years before project is completed.
26	Heartland	City of Beaumont	Development of 922 dwelling units and 61.8 acres of commercial/industrial on 417.2 acres. Project is located north of SR-60, west of Potrero Boulevard.	Specific Plan. Site has been preliminary graded. Project anticipated to be completed in two to three years.
27	Four Seasons Tract No. 32260 & 33096	City of Beaumont	Development of 2041 dwelling units and 8.8 acres of commercial/industrial on 570.6 acres. Project is located south of I-10 and west of Highland Springs Avenue.	Completed.
28	Rolling Hills Ranch Industrial/Winco/ Prologis	City of Beaumont	Development of 155 acres of commercial/industrial. Project located south of SR-60 and west of Viele Avenue.	The project is under construction.

Table 2-1: Recent and Planned Area Development

ID#*	Name	Jurisdiction	Proposed Use	Status
29	Mountain Vista Tract No. 32054	City of Beaumont	Development of 11 dwelling units on 4.5 acres. Project located at Dadash Street and 12th Street.	Completed.
30	Kirkwood Ranch (City Project #14)	City of Beaumont	Project located at north of I-10 and south of Oak Valley Parkway. Development of 403 residential units on 128 acres.	Specific Plan (1991) Tentative Tract Map 27357 approved. Construction anticipated to begin in the next two to three years.
31	Tract No. 31162, Taurek (City Project #32)	City of Beaumont	Development of 244 dwelling units on 130 acres. Project located south of Fourth Street and west of Viele Avenue, outside Beaumont city limits.	Tentative Tract Map submitted; annexation, map, and EIR pending public hearing. Project is located outside city limits. No recent activity has taken place. No construction dates have been established.
32	Potrero Creek Estates (City Project #26)	City of Beaumont	Development of 700 dwelling units on 731.10 acres. Project located south of I-10 and west of Highland Springs Avenue.	Specific Plan 1989. Project is located outside city limits. No recent activity has taken place. No construction dates have been established.
33	Tract No. 32850 (City Project #39)	City of Beaumont	Development of 95 dwelling units on 29.09 acres. Project located at east of Manzanita Park Road, north of First Street.	Tract map was approved. No recent activity has taken place. No construction dates have been established.
34	Noble Creek Vistas (City Project #10)	City of Beaumont	Development of 648 dwelling units on 332.28 acres. Project located north of 14th Street and west of Beaumont Avenue.	Specific Plan/Annex. complete. Tract map amendment was submitted. No construction dates have been established.
35	Hidden Canyon Industrial (City Project #36)	City of Beaumont	Development of 158.83 acres of commercial/industrial on 196.50 acres. Project located at southeast corner of SR-60 and Jack Rabbit Trail.	Specific Plan/Plot Plan approved (11-PP-04). No construction dates have been established.
36	Sunny-Cal Specific Plan (City Project #40)	City of Beaumont	Development of 571 dwelling units and 10.08 acres of commercial and industrial on 324 acres. Project is located north of Brookside and west of I-10.	Annexation pending. Specific Plan and Tract Map approved (Tract Map 36583). Construction is anticipated to start in two to three years.
37	American Villas	City of Beaumont	Development of 36 dwelling units on 2.30 acres. Project is located at 693 W. American Avenue.	Plot Plan approved (07-PP-08). Tract Map 36583. No recent activity on project. No construction dates have been established.
38	8th Street Condos	City of Beaumont	Development of 16 dwelling units on 1.39 acres. Project is located at 1343 E. 8th Street.	Plot Plan approved (07-PP-02). Tract Map 35440. No recent activity on project. No construction dates have been established.

Table 2-1: Recent and Planned Area Development

ID#*	Name	Jurisdiction	Proposed Use	Status
39	Pennsylvania Avenue Apartments	City of Beaumont	Development of 8 dwelling units on .41 acres. Project is located at 850 Pennsylvania Avenue.	Plot Plan approved, Affordable Housing. Construction is anticipated to start in one to two years.
40	Tuscany Townhomes, TM 35142 (#7)	City of Beaumont	Development of 188 dwelling units on 10.90 acres. Project is located at Xenia and 8th Street.	06-PP-14 Plot Plan approved. No recent activity on project. No construction dates have been established.
41	Tournament Hills 3, TM 36307	City of Beaumont	Development of 279 dwelling units on 63.56 acres. Project is located north of Oak Valley Parkway, one mile west of Desert Lawn Drive.	Tract 36307, Amendment to Oak Valley Specific Plan approved. 10-TM- 01. The tract map was approved and a final map is being prepared. Construction is anticipated to start in one to two years.
42	Oak Valley Senior Center (City Project #30)	City of Beaumont	Development of 372 dwelling units on 9.41 acres. Project is located at northwest corner of Oak Valley Parkway and Oak View Drive.	Conditional Use Permit submitted (10-CUP-05) pending public hearing. No recent activity on project. No construction dates have been established.
43	Mountain Bridge (City Project #12)	City of Beaumont	Development of 38.17 acres of commercial/industrial. Project is located at Oak Valley Parkway and east of I-10.	Plot Plan approved (05-PP-04). No recent activity on project. No construction dates have been established.
44	I-10/Cherry Valley Boulevard Interchange Replacement FTIP ID RIV060116	Riverside County	On I-10/Cherry Valley Boulevard interchange replacement of existing curved overcrossing with two 90-foot radius on/off-ramp roundabouts and extension of 1,800 linear feet from Roberts Road (south) to approximately 500 feet east of Calimesa Boulevard. Associated project improvements include realignment of Calimesa Boulevard and ramp realignment for all four ramps with minor ramp widening.	Construction anticipated to be completed in 2017

Table 2-1: Recent and Planned Area Development

ID#*	Name	Jurisdiction	Proposed Use	Status
45	I-10/Oak Valley Parkway Interchange Reconstruction FTIP ID RIV060115	Riverside County	At I-10/Oak Valley Parkway Interchange reconstruction/widening of interchange from two to six through lanes from approximately 500 feet west of Desert Lawn Drive to Golf Club Drive. Widening of ramps: eastbound entry from one to two lanes, eastbound and westbound exit from one to four lanes, and westbound entry from one to three lanes. Addition of new eastbound and westbound entry loop ramps (two lanes). Entry ramps include HOV preferential lane and ramps as well as extended acceleration/deceleration lane.	Construction anticipated to be completed in 2020
46	The Villages of Lakeview Specific Plan No. 00342	Riverside County	Development of a 2,800-acre master-planned community in unincorporated Riverside County between the cities of Perris and San Jacinto.	The Villages of Lakeview Specific Plan was approved by the Board of Supervisors on February 23, 2010. The project was challenged in court and the Court issued a judgment on July 11, 2012. In that judgment, the Court directed the Board of Supervisors to set aside the approvals, which the Board of Supervisors did on August 28, 2012 until a number of corrections were made. The applicant and the County Planning Department are working on revising the documents to address the concerns expressed by the Court. No public document release dates or hearings are planned at this time.

Table 2-1: Recent and Planned Area Development

ID#*	Name	Jurisdiction	Proposed Use	Status
47	Gilman Springs Road Safety Improvement Corridor	Riverside County	Five phase project to improve safety on Gilman Springs Road. a) Phase 1 consisted of pavement rehabilitation and safety improvements from SR 79 to Soboba Rd. b) Phase 2 consisted of rehabilitating the pavement, widening the shoulders and realigning several curves between SR 60 and Jack Rabbit Trail. A southbound passing lane was also added south of Alessandro Blvd. c) Phase 3 involves realigning the curve north of Soboba Rd. d) Phase 4 consists of roadway improvements between Jack Rabbit Trail and SR-79. e) Phase 5 consists of traffic signal improvements at the Gilman Springs Road/SR 79 interchange.	a) Phase 1 completed in 2013. b) Phase 2 completed in 2013 c) Phase 3 construction is anticipated to begin in early July 2016 and end in mid-August 2016. d) Phase 4 construction is anticipated to begin in 2019, depending on funding. e) Phase 5 construction is anticipated to begin in summer 2016.

* ID# corresponds to Figure 2-2, Recent and Planned Area Development.

Sources:

City of Moreno Valley. 2016. Economic Development Summary. April. Available: http://www.moreno-valley.ca.us/edd/pdfs/new-pdfs/new-dev-sum.pdf. April 2016.

City of Moreno Valley. 2015. Project List as of October 2015. Department of Public Works, Capital Improvements Projects Division. Available: http://www.moreno-valley.ca.us/city_hall/departments/pub-works/pdf/curproj-list1015.pdf.

City of Moreno Valley. 2015. Adopted Capital Improvement Plan FY 2015-2020 and Beyond. Available:http://www.moreno-valley.ca.us/city_hall/departments/pub-works/pdf/cip-fy15-16adopted.pdf

City of Beaumont. 2015. Major Project Status as of May 12, 2015. Available: http://www.ci.beaumont.ca.us/DocumentCenter/Home/View/233.

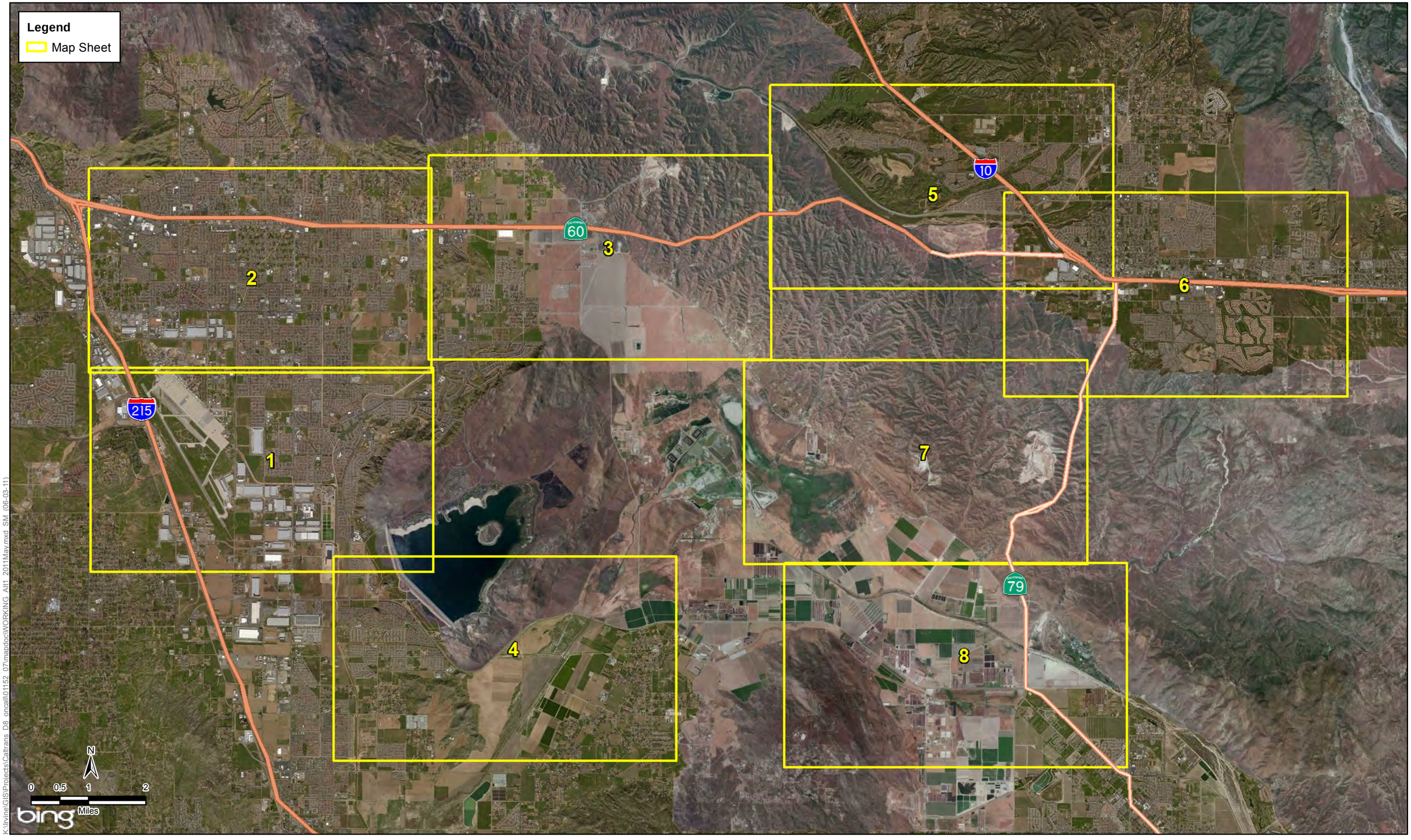
Telephone conversation with Rebecca Deming, Planning Director at the City of Beaumont, March 2015.

Email correspondences with Rebecca Deming, Planning Director at the City of Beaumont, January 2016 and April 2016.

Southern California Association of Governments. 2015. Federal Transportation Improvement Program.

Riverside County Planning Department. 2016. Major Planning Efforts in Progress. Available: http://planning.rctlma.org/Home/MajorPlanningEffortsInProcess.aspx.

Riverside County Transportation Department. 2016. Gilman Springs Road Safety Improvement Corridor Project: Project Phases. Available: http://rcprojects.org/gilmanspringsroad/project-phases/



SOURCE: Bing Imagery

Figure 2-2 Index Sheet
Recent and Planned Area Development
State Route 60 Truck Lanes Project

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Figure 2-2 - Sheet 1
Recent and Planned Area Development
State Route 60 Truck Lanes Project

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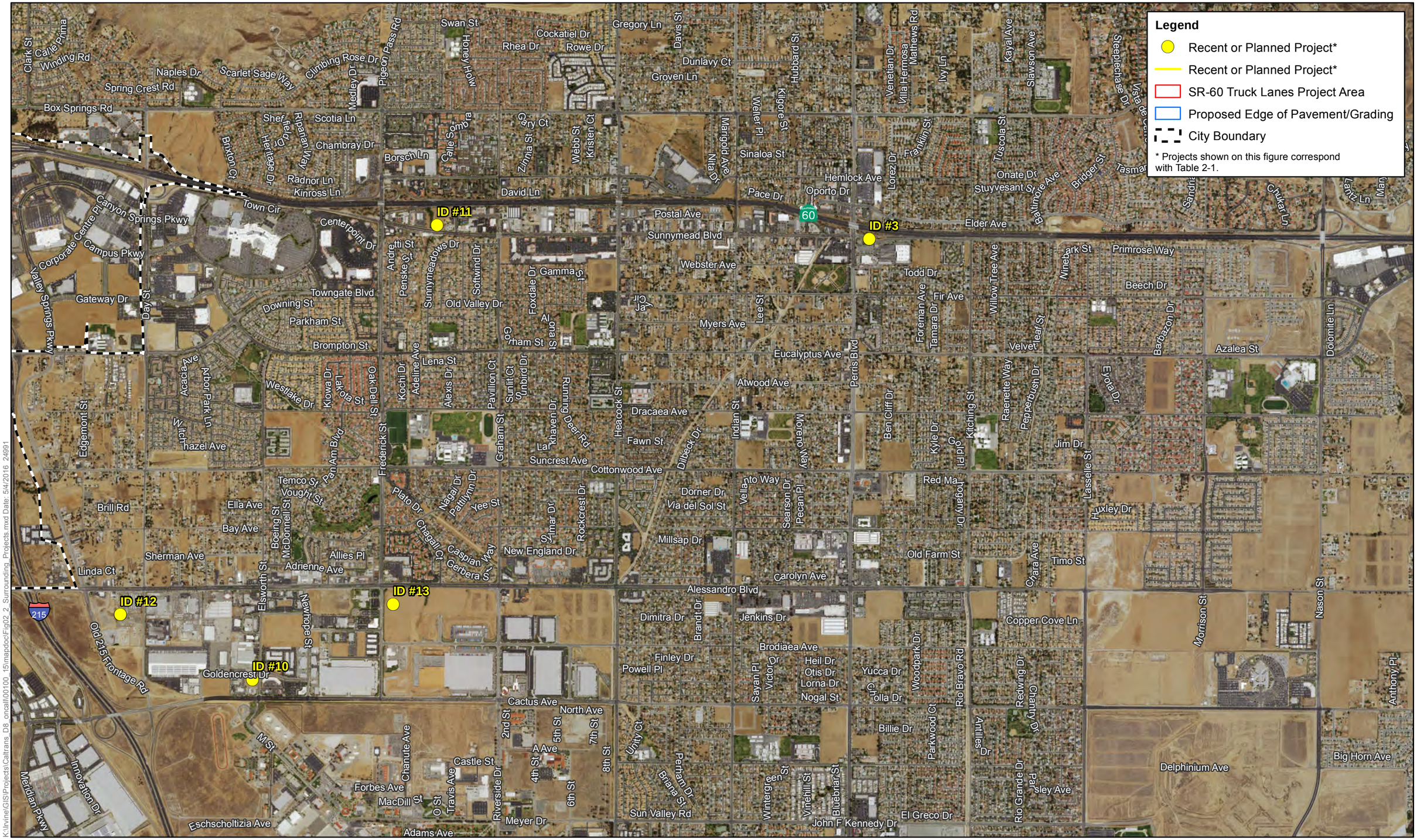

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Figure 2-2 - Sheet 2
Recent and Planned Area Development
State Route 60 Truck Lanes Project

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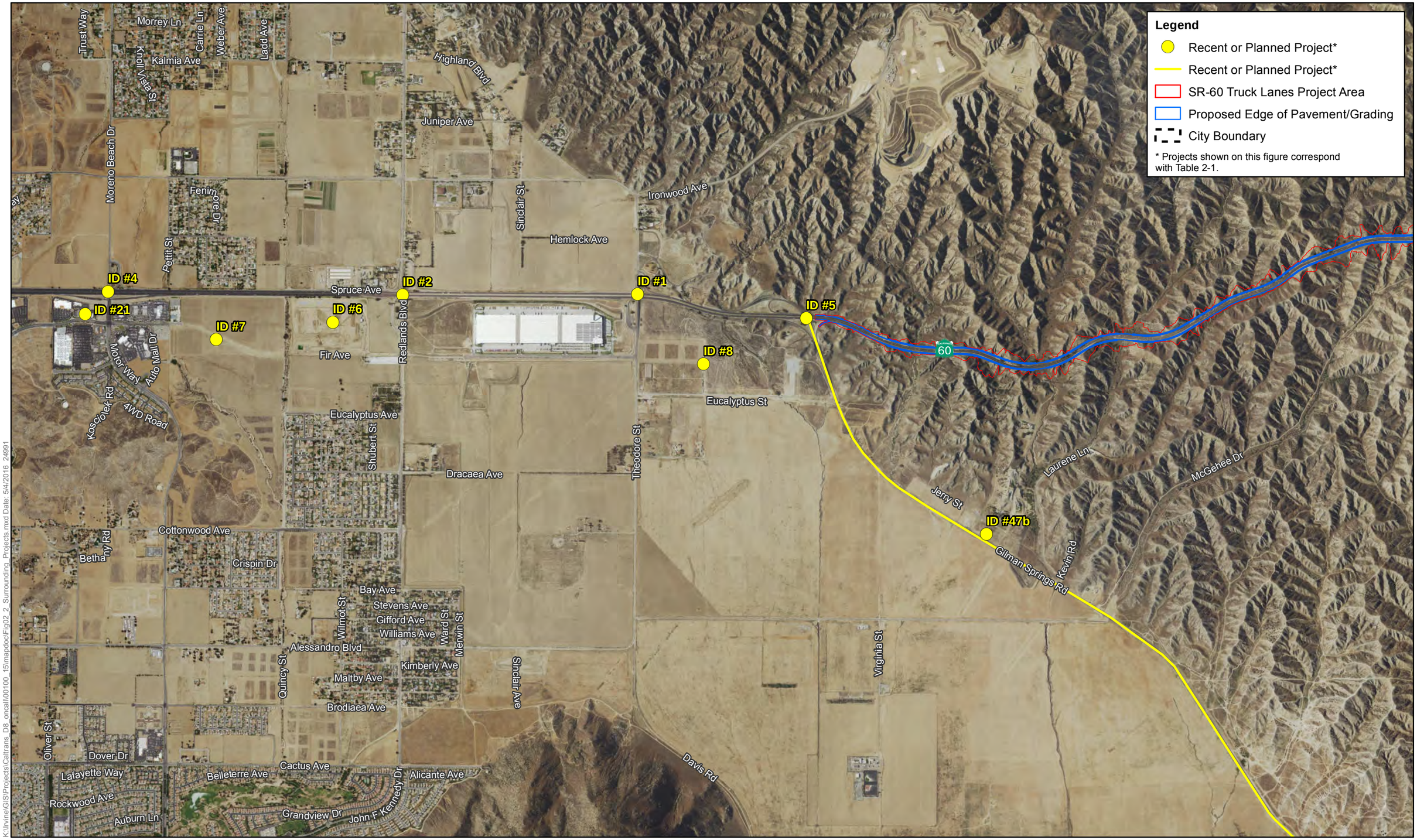

Figure 2-2 - Sheet 3
Recent and Planned Area Development
State Route 60 Truck Lanes Project

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Figure 2-2 - Sheet 4
Recent and Planned Area Development
State Route 60 Truck Lanes Project

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Figure 2-2 - Sheet 5
Recent and Planned Area Development
State Route 60 Truck Lanes Project

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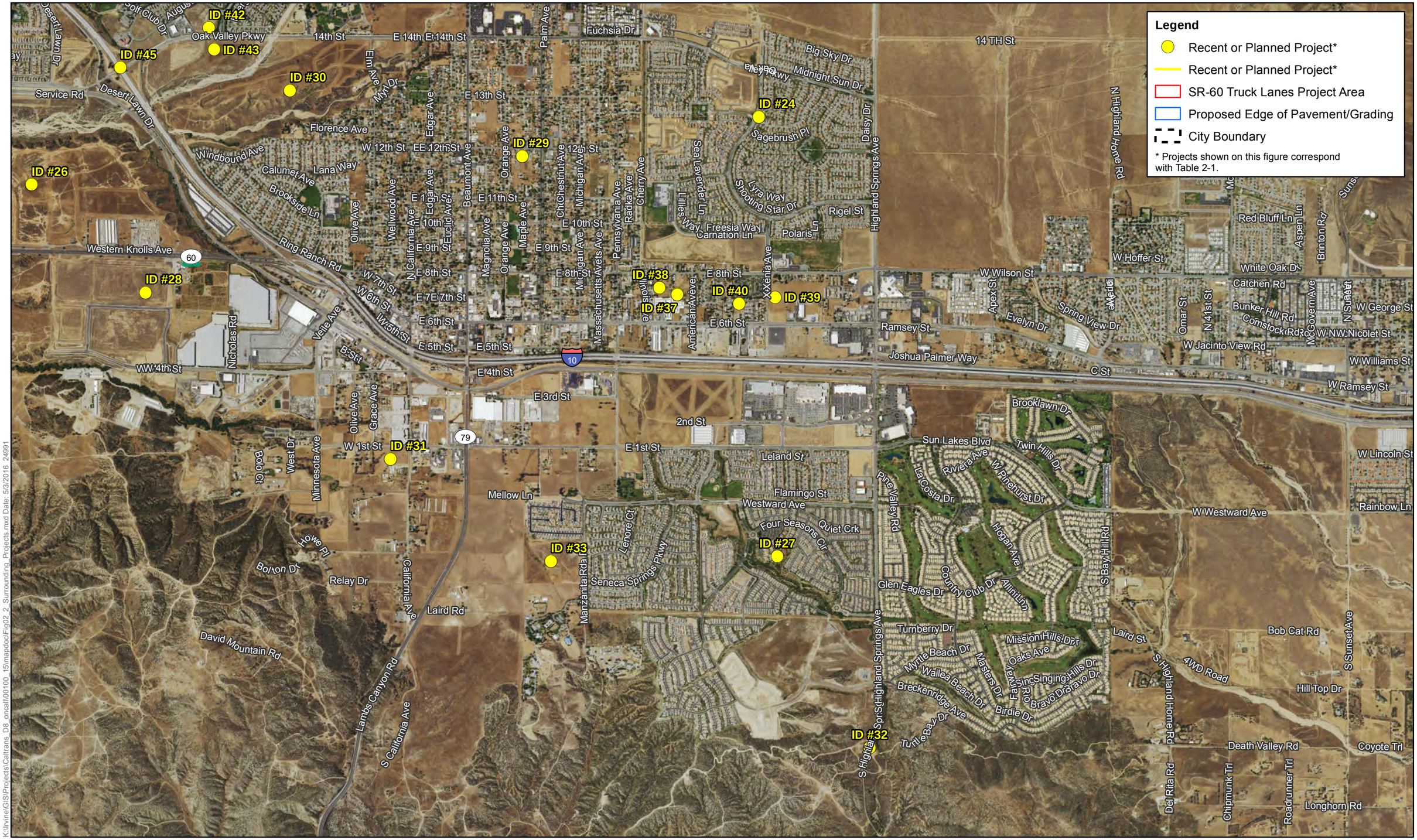

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Figure 2-2 - Sheet 6
Recent and Planned Area Development
State Route 60 Truck Lanes Project

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Date Prepared: 5/4/2016 Source: ESRI World Imagery (2010)

Figure 2-2 - Sheet 7
Recent and Planned Area Development
State Route 60 Truck Lanes Project

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Date Prepared: 5/4/2016 Source: ESRI World Imagery (2010)

Figure 2-2 - Sheet 8
Recent and Planned Area Development
State Route 60 Truck Lanes Project

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According to the *Multi-County Goods Movement Action Plan for Riverside County*,[9] the Inland Empire has a strong industrial and warehouse market. This is because there is land available for large facilities over one million square feet. As developable land becomes scarce in counties and cities to the west, large warehouses and distribution centers are being constructed farther east in cities such as Moreno Valley, Fontana, and Perris.[10] As shown in Table 2-1 above, approximately 50 percent of the developments proposed are industrial, warehousing, or distribution facilities. All of the planned projects would occur west or east of the project limits. There are no planned projects within the project limits.

Environmental Consequences

Alternative 1 – No Build Alternative

Under Alternative 1, existing and planned land uses in the project area would remain as planned by the local jurisdictions. Development on the vacant land immediately adjacent in the cities of Beaumont and Moreno Valley and in Riverside County would still occur with or without the project. This alternative would not meet the project purpose and need, which is to improve traffic flow and operational performance on the regional transportation system.

Alternative 2 – Build Alternative (Preferred Alternative)

The project limits are almost entirely within existing state right of way; however, it is anticipated that some partial sliver acquisitions will be needed due to the design requirements associated with the cut and fill slopes. No impacts are anticipated, because there are no existing or planned land uses within the project limits. The project would be compatible with planned and foreseeable future projects, which are largely industrial, warehousing, or distribution facilities. The addition of a truck-climbing lane, descending lane, and standard shoulders would improve traffic flow and operational performance on this portion of the regional transportation system. For the reasons stated above, the project would not cause changes in existing and future land uses that would result in impacts under the California Environmental Quality Act (CEQA) or adverse effects under the National Environmental Policy Act (NEPA).

Avoidance, Minimization, and/or Mitigation Measures

As discussed above, because there are no inconsistencies or conflicts with existing and future land uses, no avoidance, minimization, or mitigation measures are required, and none are proposed.

2.1.1.2 CONSISTENCY WITH STATE, REGIONAL, AND LOCAL PLANS AND PROGRAMS

SCAG is a metropolitan planning organization that represents six counties, 191 cities, and more than 19 million residents. SCAG develops long-range solutions for regional challenges related to transportation, air quality, housing, growth, hazardous waste, and water quality. SCAG has

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[9] Los Angeles County Metropolitan Transportation Authority (Metro), Orange County Transportation Authority (OCTA), Riverside County Transportation Commission (RCTC), San Bernardino Associated Governments (SANBAG), San Diego Association of Governments (SANDAG), Ventura County Transportation Commission (VCTC), Southern California Association of Governments (SCAG), and California Department of Transportation (Caltrans). 2008. Multi-County Goods Movement Action Plan for Riverside County. Available: http://www.metro.net/projects/mcgmap/goods_action_plan/.

[10] Riverside County Transportation Commission. 2008. *Multi-County Goods Movement Action Plan for Riverside County.* April.

developed strategies that specifically address growth and transportation issues, including the 2012–2035 RTP/SCS and the Federal Transportation Improvement Program (FTIP).[11]

Federal

Federal Transportation Improvement Program

The project is identified in the approved 2015 FTIP, which includes all federally funded and regionally significant projects. The project is included in the 2015–18 FTIP, including Amendment No. 1, and the 2012–2035 RTP/SCS Amendment No. 2 that was adopted by SCAG on September 11, 2014. The Federal Highway Administration (FHWA)/Federal Transit Administration (FTA) issued the required conformity determination letter for the 2015 FTIP on December 15, 2014. The 2015 FTIP includes the project as project ID RIV120201. The project description included in the most current version of the approved 2015 FTIP (including Amendments 1-11 and 13-14) is provided below:

> ON SR-60 IN UNINCORPORATED RIVERSIDE COUNTY: CONSTRUCT NEW EASTBOUND CLIMBING AND WESTBOUND DESCENDING TRUCK LANES FROM GILMAN SPRINGS RD TO APPROXIMATELY 1.37 MILES WEST OF JACK RABBIT TRAIL AND UPGRADE EXISTING INSIDE AND OUTSIDE SHOULDERS TO STANDARD WIDTHS (10-FT INSIDE SHOULDER AND 12-FT OUTSIDE SHOULDER) (EA: 0N69U) - CMAQ PM2.5 BENEFITS PROJECT.

The project limits identified for the project were updated to cover shoulder work on the eastern end of the project. The updated project limits for the project was included in Amendment #15-13 to the 2015 FTIP, which was approved by SCAG on October 20, 2015. FHWA/FTA issued the required conformity determination letter on November 9, 2015. The project information is consistent with the entry for the project in the 2015 FTIP.

Regional

Southern California Association of Governments 2012–2035 Regional Transportation Plan/ Sustainable Communities Strategy

SCAG is the metropolitan planning organization that represents six counties and 191 cities in Southern California. The project is included in the 2012–2035 RTP/SCS that was adopted by SCAG on April 4, 2012.[12] FHWA/FTA issued the required conformity determination letter for the 2012–2035 RTP/SCS on June 4, 2012. The 2012–2035 RTP/SCS includes the project as project ID 3TK04MA13.

The project is included in the most current version of SCAG's 2012–2035 RTP/SCS, which was updated with Amendment 2 (approved by SCAG on September 11, 2014). The required conformity determination letter was issued by FHWA/FTA on June 4, 2012. The project is consistent with the goals and policies of the RTP.

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[11] Southern California Association of Governments. 2013. Federal Transportation Improvement Program. Available: http://ftip.scag.ca.gov/Pages/default.aspx.

[12] Southern California Association of Governments. 2012. 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy. Available: http://rtpscs.scag.ca.gov/Pages/default.aspx.

Southern California Association of Governments 2016–2040 Regional Transportation Plan/ Sustainable Communities Strategy

SCAG's Regional Council adopted the 2016–2040 RTP/SCS on April 7, 2016. Before the 2016–2040 RTP/SCS becomes the official current RTP/SCS, the required conformity determination letter from FHWA/FTA must be received. This is currently anticipated to occur in early June 2016. The project is included in the 2016–2040 RTP/SCS as project ID 3TK04MA13. The project is consistent with the goals and policies of the latest RTP.

Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP)

The 2003 final MSHCP was approved by the County of Riverside Board of Supervisors on June 17, 2003, and the federal and state permits were issued on June 22, 2004, with implementation of the MSHCP beginning on June 23, 2004. The MSHCP focuses on preserving species and their habitat in the plan area. The plan area is composed of approximately 1.26 million acres in western Riverside County, which includes all unincorporated county lands between the San Jacinto Mountains and the Orange County line, as well as the incorporated cities of Norco and Corona. The plan outlines implementation measures to preserve biological diversity in the face of growing development pressure.

The project is within the MSHCP, which serves as a comprehensive, multi-jurisdictional Habitat Conservation Plan (HCP) pursuant to Section 10(a)1(B) of the Federal Endangered Species Act of 1973 (FESA) and the Natural Communities Conservation Plan (NCCP), focusing on the conservation of species and their associated habitats in western Riverside County. The MSHCP allows participating resource agencies to authorize the take of both the plant and wildlife species identified within the MSHCP area. Regulation of the "take" of threatened, endangered, and rare species is authorized by the Wildlife Agencies (USFWS and CDFW), which allow "take authorization" for otherwise lawful actions (e.g., public and private development) in exchange for the assembly and management of a coordinated MSHCP Conservation Area.

Major participants in the regional planning effort included, but were not limited to, Caltrans, CDFW, the U.S. Fish and Wildlife Service (USFWS), Riverside County, Riverside County Transportation Commission (RCTC), 14 cities, and interested individuals and groups. The purpose of the MSHCP was to develop methods and procedures that provide for development while protecting environmental resources in the western Riverside County area over a 75-year period. Caltrans signed the Implementation Agreement on December 15, 2003.

Among other things, the MSHCP provides impact mitigation for future Caltrans projects on existing routes in the covered area of western Riverside County. Participation by Caltrans is intended to streamline the environmental process for future transportation projects in western Riverside County (e.g., through pre-mitigation) and save money over the long term.

Per the MSHCP Section 7.3.5, SR-60 improvements are listed as a covered activity. The covered transportation routes require discretion by Caltrans with respect to design, construction, and operational decisions to minimize adverse impacts on existing habitat that may be affected by project activities. Where impacts cannot be avoided, Caltrans will make reasonable efforts to mitigate the impacts. The project will implement Section 7.5.2 (Guidelines for Construction of Wildlife Crossings), Section 7.5.3 (Construction Guidelines), Appendix C (Standard Best Management Practices), Section 6.1.4 (Guidelines Pertaining to Urban/Wildlands Interface), and

Section 7.5.1 (Guidelines for the Siting and Design of Planned Roads within the Criteria Area and Public/Quasi-Public Lands) as feasible. For additional information on the project's compliance with the MSHCP, refer to Section 2.3, *Biological Environment*.

Local

County of Riverside General Plan—Circulation Element

The 2015 County of Riverside General Plan Circulation Element was updated in December 2015 and has had a number of revisions incorporated through resolutions. The intent of the General Plan Circulation Element is to establish a comprehensive multi-modal transportation system that is safe, achievable, efficient, environmentally and financially sound, accessible, and coordinated with the Land Use Element. It is important to design and implement a multimodal transportation system that will serve projected future travel demand, minimize congestion, achieve the shortest feasible travel times and distances, and address future growth and development in the County.[13]

According to the Circulation Element, trucks compose at least 15 percent of the daily traffic volume on some of the primary goods movement corridors in Riverside County, such as Interstate 15 from Temecula to Ontario, SR-60 westward from Interstate 215, and I-10 in the Coachella Valley and San Gorgonio Pass areas. As healthy industrial growth is expected within the County, the scale of industrial-related truck traffic will continue to increase. It is anticipated that the region's truck volumes will increase by 40 percent through Year 2020. The following policy would be applicable to the project:

- **Policy C24.1:** Implement street and highway projects to provide convenient and economical goods movement in areas where large concentrations of truck traffic exist.

County of Riverside Reche Canyon/Badlands Area Plan

The RCBAP focuses on preserving the unique features addressed by the RCBAP and, at the same time, accommodating future growth.[14] The RCBAP does not contain any policies that would be directly applicable to the project.

Environmental Consequences

Alternative 1 – No Build Alternative

Under Alternative 1, existing and planned land uses in the project area would remain. Development on the vacant land immediately adjacent in the cities of Beaumont and Moreno Valley and in Riverside County would still be possible. This alternative would not meet the project purpose and need, which is to improve traffic flow and operational performance on the regional transportation system.

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[13] County of Riverside. 2015. County of Riverside General Plan Circulation Element. December 2015. Available: http://planning.rctlma.org/Portals/0/genplan/general_plan_2016/elements/Ch04_Circulation_120815.pdf?ver=2016-04-01-100756-397. Accessed: April 28, 2016.

[14] County of Riverside. 2015. County of Riverside General Plan Reche Canyon/Badlands Area Plan. December 8, 2015. Available: http://planning.rctlma.org/Portals/0/genplan/general_plan_2016/area_plans/RCBAP_120815m.pdf?ver=2016-04-01-101018-257. Accessed April 28, 2016.

Alternative 2 – Build Alternative (Preferred Alternative)

Table 2-2 identifies the federal, regional, and local programs, plans, and policies that would apply to the project, and project consistency with these programs, plans, or policies. The project would be consistent with County Policy C24.1 because it would improve traffic flow on the regional transportation system and improve operational performance on SR-60, which has been identified as a major truck route in Riverside County. The project is also consistent with the 2015 FTIP and the 2012–2035 RTP/SCS. For the reasons stated above, the project would not conflict with any applicable federal, state, or local programs, plans, or policies; therefore, the project would not result in impacts under CEQA or adverse effects under NEPA.

Avoidance, Minimization, and/or Mitigation Measures

As discussed above, because there are no inconsistencies or conflicts with applicable plans and programs, no avoidance, minimization, or mitigation measures are required, and none are proposed.

Table 2-2. Federal, Regional, and Local Programs, Plans and Policies Consistency

Plan or Program Name	Policy	**Build Alternative** (Preferred Alternative) **Consistency**	**No-Build Alternative Consistency**
Federal			
2015 Federal Transportation Improvement Program	The project, as currently scoped, will be included in the Final 2015 FTIP (Project ID: RIV120201), which includes all federally funded and regionally significant projects.	Consistent. The project limits identified for the project are being updated to cover shoulder work on the eastern end of the project. The updated project limits for the project will be included in an amendment to the 2015 FTIP, which is in the process of being approved by SCAG and FHWA. Final approval, which will be provided by FHWA, is anticipated to occur in November 2015. Except for the pending project limit update, the project information is consistent with the entry for the project in the 2015 FTIP.	Inconsistent. Under the No Build Alternative, the SR-60 Truck Lanes improvements would not move forward and, therefore, would be inconsistent with the FTIP.
Regional			
Southern California Association of Governments (SGAG) 2012–2035 Regional Transportation Plan/ Sustainable Communities Strategy, Amendment #2	The 2012–2035 RTP/SCS, Amendment #2 includes the following regional transportation goals: • Align the plan investments and policies with improving regional economic development and competitiveness. • Maximize mobility and accessibility for all people and goods in the region. • Ensure travel safety and reliability for all people and goods in the region. • Preserve and ensure a sustainable regional transportation system. • Maximize the productivity of the transportation system.	Consistent. These goals emphasize SCAG's priority in both people and goods movement through the region in the safest and most energy efficient way possible. SCAG's RTP/SCS Amendment 2 will include the project's current concept and scope. The project is listed in the 2012–2035 RTP/SCS (Project ID: 3TK04MA13) to be constructed by 2019.	Inconsistent. Under the No Build Alternative, the SR-60 Truck Lanes improvements would not move forward and, therefore, would be inconsistent with the RTP.

Table 2-2. Federal, Regional, and Local Programs, Plans and Policies Consistency

Plan or Program Name	**Policy**	**Build Alternative** (Preferred Alternative) **Consistency**	**No-Build Alternative Consistency**
Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP)	SR-60 improvements are included in the plan as a Covered Activity. Covered Activities are defined as certain activities carried out by third parties that will receive Take Authorization, provided activities are otherwise lawful. The project will implement Section 7.5.2 (Guidelines for Construction of Wildlife Crossings), Section 7.5.3 (Construction Guidelines), Appendix C (Standard Best Management Practices), Section 6.1.4 (Guidelines Pertaining to Urban/Wildlands Interface), and Section 7.5.1 (Guidelines for the Siting and Design of Planned Roads within the Criteria Area and Public/Quasi-Public Lands) as feasible.	Consistent. The approved *SR-60 Truck Lanes Project Natural Environment Study* (March 2014) provides mitigation measures that will be implemented as part of the project to ensure consistency with the MSHCP. Additionally, a consistency review by the Regional Conservation Authority (RCA), USFWS, and CDFW will be performed to ensure that the project is consistent with the requirements of the MSHCP.	Consistent. No impacts are anticipated because no construction or alteration to the existing operation would occur under the No Build Alternative. Therefore, no impacts would need to be mitigated as a result of the No Build Alternative.
Riverside County General Plan			
Circulation Element	**Policy C24.1:** Implement street and highway projects to provide convenient and economical goods movement in areas where large concentrations of truck traffic exist.	Consistent. The project would provide truck lanes on an existing highway, which would help to improve convenient and economical goods movement in areas where large concentrations of truck traffic exist.	Inconsistent. This vital highway would not be improved; no truck lanes would be provided.

2.1.2 Growth

2.1.2.1 REGULATORY SETTING

The Council on Environmental Quality (CEQ), which established the steps necessary to comply with the National Environmental Policy Act (NEPA) of 1969, requires evaluation of the potential environmental effects of all proposed federal activities and programs. This provision includes a requirement to examine indirect consequences, which may occur in areas beyond the immediate influence of a proposed action and at some time in the future. The CEQ regulations (40 Code of Federal Regulations [CFR] 1508.8) refer to these consequences as indirect impacts. Indirect impacts may include changes in land use, economic vitality, and population density, which are all elements of growth.

The California Environmental Quality Act (CEQA) also requires the analysis of a project's potential to induce growth. The CEQA guidelines (Section 15126.2[d]) require that environmental documents "…discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment…"

2.1.2.2 FIRST CUT SCREENING

Caltrans, in conjunction with the Federal Highway Administration (FHWA) and the U.S. Environmental Protection Agency (EPA), developed a guidance document titled *Guidance for Preparers of Growth-Related, Indirect Impact Analyses* (May 2006). The following information is based on that guidance.

The first step in determining the likely growth potential for a roadway improvement project is to perform a "first cut screening," which focuses on answering the following questions:

- Does the project have the potential to change accessibility?
- If the project has the potential to change accessibility, would the project type, project location, and growth pressure potentially influence growth?
- Is project-related growth reasonably foreseeable as defined by NEPA?
- If project-related growth is reasonably foreseeable, could the project impact resources of concern?

The First Cut Screening is presented below.

Affected Environment

Growth inducement is defined as the relationship between the project and growth within the project study area. The relationship can be seen as either facilitating planned growth or inducing unplanned growth. Construction of a new or improved highway project could indirectly induce growth by reducing or removing barriers to growth by creating conditions that attract additional residents or new economic activity. In general, a highway project may impact the overall growth in the area studied, the location of growth within the area, and the rate of growth. A highway project may also remove an obstacle to growth by providing new access, more direct access, or an improved level of service (LOS) on an existing facility.

Many factors other than a project's construction affect the amount, location, and rate of growth in a project study area, including:

- Market demand for new development
- The availability of other access, existing roads, or planned roads
- Developable land
- National and regional economic trends
- The availability of other infrastructure, such as water and sewer systems
- Governmental policies
- Climate

The County of Riverside has grown very rapidly since 2000, with an increase in population from 1.5 million in 2000 to almost 2.2 million in 2012.[15] Population growth projections developed for SCAG's 2012–2035 RTP/SCS indicate that population in Riverside County is expected to more than double between 2000 and 2035. As described in the County of Riverside General Plan Circulation Element, the circulation system is intended to accommodate a pattern of concentrated growth, providing both a regional and local linkage system between unique communities. Population growth is an important factor in determining future travel demand. Substantial increases in population, housing, and employment, as projected by SCAG in its 2012–2035 RTP/SCS, result in greater demand for transportation facilities and services. Increased travel demand results in congestion on roadways if capacity does not keep up with the demand.

Growth in Riverside County has resulted in profound effects on the ability of the County to finance, deliver, and maintain adequate infrastructure and community service facilities that are adequate to support its growing population. In addition, truck traffic in the Southern California region is expected to grow at a rate of 80–100 percent between 2008 and 2035.[16] As identified in the SCAG Regional Goods Movement Study, due to market factors, the SR-60 corridor is currently undergoing economic activity associated with regional high-value manufacturing, logistics, and international trade that will be a major driver of growth in truck traffic along the highway. According to the study, the SR-60 corridor (within 5 miles of the highway) currently accounts for 50 percent of the Southern California region's warehousing square footage and approximately 27 percent of the region's manufacturing jobs. Future growth in warehousing and manufacturing around SR-60, and continuing shifts in warehousing to the Inland Empire, will lead to increasing concentrations of truck traffic growth along SR-60.[17]

The project is consistent with the 2012–2035 RTP/SCS, the goals and policies of the Riverside County General Plan, and the regional mobility goals of Caltrans and RCTC's Measure A

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[15] U.S. Census Bureau, 2000. Census 2000 Summary File 1

U.S. Census Bureau, 2012. 2008 – 2012 American Community Survey

[16] Southern California Association of Governments. 2013. *On the Move: Southern California Delivers the Goods*. *Comprehensive Regional Goods Movement Plan and Implementation Strategy*. Final Report. Prepared for the Southern California Association of Governments. Prepared by Cambridge Systematics, Inc. February. Available: http://www.freightworks.org/DocumentLibrary/CRGMPIS%20-%20Final%20Report.pdf. Accessed: June 16, 2015.

[17] Ibid.

Program (1/2 Cent Sales Tax) as a planned project consistent with accommodating anticipated growth in the region. As described in Chapter 1, the cities of Moreno Valley and Beaumont have the greatest potential for future development because of the large amounts of undeveloped land within their spheres of influence.

The project is located in an area that is undeveloped and houses no existing population. The project is situated between the cities of Moreno Valley and Beaumont, which are both anticipated to experience substantial growth over the next 20 years. As stated in the City of Beaumont General Plan, Beaumont is anticipated to be among the fastest growing cities in Riverside County due to the availability of developable land, the relatively low housing costs, and its desirability as a retirement community. The city's location in relation to the major regional transportation facilities, which include I-10 and SR-60 and the Union Pacific Railroad, has also enhanced its desirability as an industrial location.[18] Tables 2-3 and 2-4 provide the SCAG-projected population, housing, and employment growth statistics of the County and the cities of Beaumont and Moreno Valley, respectively. As shown in Tables 2-3 and 2-4, the City of Beaumont in particular is anticipated to more than double in population, housing, and employment over the next 20 years.

Table 2-3: Projected Population Growth

	Population			% change
County/City	**2008**	**2020**	**2035**	**2008–2035**
Riverside County	2,128,000	2,592,000	3,324,000	56.2%
Beaumont	33,600	56,500	79,400	136.3%
Moreno Valley	187,400	213,700	255,200	36.3%
Source: Southern California Association of Governments. 2012. 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy. Available: http://rtpscs.scag.ca.gov/Pages/default.aspx.				

Table 2-4: Projected Employment Growth

	Employment			% change
County/City	**2008**	**2020**	**2035**	**2008–2035**
Riverside County	664,000	939,000	1,243,000	87.2%
Beaumont	5,100	8,600	13,400	162.7%
Moreno Valley	32,300	48,000	64,400	99.4%
Source: Southern California Association of Governments. 2012. 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy. Available: http://rtpscs.scag.ca.gov/Pages/default.aspx.				

Several related projects planned in the vicinity of the SR-60 Truck Lanes Project support these substantial growth projections. It should be noted that there are no growth management ordinances that have been adopted by the cities of Moreno Valley or Beaumont. Riverside County also does not have a growth management policy or ordinance. Of the related projects

[18] City of Beaumont. 2007. City of Beaumont General Plan. Available: http://www.ci.beaumont.ca.us/DocumentCenter/Home/View/63. Accessed: April 7, 2015.

listed in Section 2.1.1, *Land Use*, approximately 50 percent are industrial, warehousing, or logistics distribution facilities located either in Moreno Valley or Beaumont. Accordingly, foreseeable growth resulting from development of these types of facilities supports the regional projections presented by SCAG. One such project, the World Logistics Center (WLC), is a major logistics warehousing development planned in Moreno Valley south of SR-60. According to the Final Program Environmental Impact Report (EIR) prepared in May 2015, the WLC would directly result in approximately 20,300 new jobs, with potential to induce an additional 7,384 related jobs. The Program EIR goes on to state that the City of Moreno Valley currently has exceptionally low jobs-to-housing ratio; therefore, much of the additional jobs anticipated under development of the WLC would be accommodated by existing housing in the City. The Program EIR found that the WLC project may necessitate extension of major infrastructure but that population growth anticipated under the WLC project would not be substantial relative to the planned growth under the City of Moreno Valley's General Plan.

2.1.2.3 ENVIRONMENTAL CONSEQUENCES

Alternative 1 – No Build Alternative

The No Build Alternative would include the related projects listed in Table 2-1, Recent and Planned Area Development. New employment associated with these projects would induce growth. As described above and accounted for in local planning documents such as the City of Moreno Valley and City of Beaumont General Plans, this growth has been planned.

Alternative 2 – Build Alternative (Preferred Alternative)

Caltrans requires that a determination on whether a project has growth-related impacts be made for all proposed transportation projects. This determination can be made using the First-Cut Screening. The First-Cut Screening utilizes three initial questions to determine if growth-related impacts are or/are not reasonably foreseeable for a proposed project. If the outcome of the First-Cut Screening is that growth-related impacts are not reasonably foreseeable for a proposed project, then a growth-related impact analysis is not required. The results of the First-Cut Screening completed for the SR-60 Truck Lanes Project are documented below.

1. Does the project have the potential to change accessibility?

The Build Alternative (Preferred Alternative) would not alter the accessibility to and from the freeway. The truck lanes would be installed between two access points (Gilman Springs Road and Jack Rabbit Trail), with no intermediate means of exit or entry to SR-60 provided. There would be no new connections in the vicinity of the project mainline under the Build Alternative (Preferred Alternative). Therefore, the project would not be a magnet for growth or development, as no new access to existing developed areas or new undeveloped areas would occur under the project.

As shown in Table 2-5, annual average daily traffic (AADT) and the percentage of trucks in the AADT and design hour volume (DHV) would remain the same under the No Build condition and Build condition in Years 2020 and 2040. The traffic modeling performed for the project takes into account traffic redistribution that would be predicted to occur, if any, under the Build Alternative (Preferred Alternative) when compared to the No Build condition. The results of this analysis indicate that construction of the truck lanes would not attract additional vehicles beyond

those that are predicted to be present along SR-60 without the project during both the Opening Year (2020) and the Horizon Year (2040). In addition, as discussed in Section 2.1.2.3 above, while traffic volumes are projected to grow, that growth is not influenced by the project, which is demonstrated by the fact that the No Build Alternative's and Build Alternative's (Preferred Alternative's) traffic results are the same under both conditions.

Table 2-5: Traffic Data Information (Mixed-Flow Lanes)

	Year 2013	Opening Year 2020			Horizon Year 2040		
	Existing (MF)	No Build (MF)	Build		No Build (MF)	Build	
			MF	TCL		MF	TCL
Annual Average Daily Traffic (AADT)	46,000	58,700	49,300	9,400	107,100	90,000	17,100
Annual Average Daily Truck Traffic (AADTT)	7,400	9,400	N/A	9,400	17,100	N/A	17,100
Design Hour Volume (DHV)	4,400	5,300	4,880	420	8,570	7,880	690
Design Hour Truck Volume (DHTV)	350	420	N/A	420	690	N/A	690
One-way Peak Hour Volume (PHV)	2,510	3,020	2,780	240	4,880	4,490	390
Directional Split (%)	57%	57%	57%	N/A	57%	57%	N/A
Truck % in AADT	16%	16%	N/A	100%	16%	N/A	100%
Truck % in DHV	8%	8%	N/A	100%	8%	N/A	100%
Daily Vehicle Miles Traveled (VMT)	202,400	258,280	216,920	41,360	471,240	396,000	75,240
Daily Vehicle Hours Traveled (VHT)	2,976	4,036	3,190	844	16,830	8,082	1,636
Volume-to-Capacity Ratio (V/C)	0.66	0.80	0.66	0.41	1.29	1.06	0.53

Notes:
MF = mixed-flow lane
TCL = truck-climbing lane
N/A = assumes all trucks on TCL
V/C = Volume-Demand-to-Capacity Ratio (V/C) is a measure that reflects mobility and quality of travel of a facility or a section of a facility. It compares roadway demand (vehicle volumes) with roadway supply (carrying capacity.
Source: California Department of Transportation. 2016. Traffic Data Forecast Request Memorandum. February.

It is recognized that there are proposed warehouse and logistics projects currently being developed or considered by local agencies in the surrounding area. These projects are anticipated to add truck volume to the regional highway system, including SR-60. Construction of these warehouse and logistics projects is not dependent on improvements to SR-60; they are scheduled to be constructed regardless of any improvements to SR-60. Therefore, although this additional truck traffic is anticipated, it will occur independent of the project and has been fully captured and analyzed in the traffic model for the SR-60 Truck Lanes Project.[20]

[20] California Department of Transportation (Caltrans). 2015. Methodology Memorandum for the State Route 60 Truck Lanes Project. Caltrans Office of Forecasting and Modeling. April 2.

As shown below in Table 2-11 in Section 2.1.6.2 of this environmental document, the projected traffic volume would not increase in the Build condition versus the No Build condition within the limits of the project.

2. How, if at all, do the project type, project location, and growth-pressure potentially influence growth?

The project is intended to provide a better travel option for passenger cars and vehicles other than trucks. The lanes are intended to encourage trucks to move out of the general purpose lanes and into the far right lane, thus allowing for more consistent and predictable speeds and traffic flow within the mixed-flow lanes. This would remove the conflict between the trucks and other vehicles, thereby improving traffic operations within this portion of the highway. The project would not add any additional capacity to the highway; it is strictly intended to improve operations and safety for non-truck traffic traveling through the area. This is demonstrated in Table 2-5 by the improvement in volume to capacity ratio without any change in AADT or truck percentage between the No Build Alternative and the Build Alternative (Preferred Alternative). This indicates that traffic volumes would remain the same but that a more desirable and safer trip would be provided for non-truck traffic.

As stated previously the areas surrounding the project, namely Moreno Valley, Beaumont, and these cities' spheres of influence, are expected to undergo substantial levels of growth over the next 20 years due to the large amounts of undeveloped land available for development. Pressure for growth is typically a result of a combination of factors including economic, market, and land use demands and conditions. Therefore, there is substantial growth pressure in the areas outside the project limits.

Even with this growth pressure, however, the project is not anticipated to influence growth patterns because of the location and type of project. The project is located in particularly rugged terrain where development is unlikely to occur whether the project is implemented or not; existing land use designations north of the project include the Norton Younglove Reserve, which is located immediately north of the SR-60 corridor. Additionally, the project provides safety improvements to an existing highway and would not create new connections that would change access to or from the freeway. Moreover, development projects, such as the WLC project, are anticipated to occur with or without the project and do not rely on the SR-60 Truck Lanes Project improvements to be feasible.

Furthermore, based on the traffic analyses conducted, the volume of traffic that would travel through the project area is projected to be identical between the No Build Alternative and the Build Alternative (Preferred Alternative). This demonstrates a lack of growth that would be attributable to the project. The volume of traffic traveling between Moreno Valley and Beaumont on this portion of SR-60 would remain unchanged and, therefore, would not add any growth pressure within the area beyond what would already exist.

While growth pressure currently exists within the surrounding cities, the project would not influence the amount, location, or timing of that growth.

3. Determine whether project-related growth is "reasonably foreseeable" as defined by NEPA.

As discussed above, while there is substantial reasonably foreseeable growth occurring and projected to occur in the areas surrounding the project, that growth is not project-related. The results of the traffic analyses performed indicate that there would be no changes in traffic volumes between the No Build Alternative and the Build Alternative (Preferred Alternative) in the Opening Year (2020) or the Horizon Year (2040). Based on the lack of change in traffic that would travel through the area with or without the project and the fact that no accessibility would be provided between the start and end points of the project, the project would not influence the amount, location, or timing of that growth. Furthermore, it is recognized that there are proposed warehouse and logistics projects currently being developed or considered by local agencies in the surrounding area. Construction of these warehouse and logistics projects were included in the traffic analyses conducted and the results (i.e., lack of change in volumes between the No Build Alternative and Build Alternative [Preferred Alternative]) demonstrate that these projects are not in any way dependent on improvements to SR-60; they are scheduled to be constructed regardless of any improvements to SR-60. Accordingly, there are no reasonably foreseeable direct or indirect growth-related impacts.

4. If there is project-related growth, how, if at all, will that affect resources of concern?

Based on the discussions above, no growth would result directly from the project as the project is intended to improve operations and safety for non-truck traffic traveling on this portion of SR-60; this is accomplished by adding truck-climbing and -descending lanes and not through adding additional capacity. Table 2-5 shows that there is no change in future traffic volumes between the No Build Alternative and the Build Alternative (Preferred Alternative) under Opening Year (2020) and Horizon Year (2040) and, in addition, there are no access points within the limits of the project; even if access points were to be added at some point, there is no land present along the project alignment that would be desirable for development due to the extreme terrain of the areas adjacent to SR-60. Discussion of how the project would affect resources of concern is provided in this chapter by resource area; however, none of the impacts discussed would be the result of project-related growth because growth related to the project would not occur.

Based on the above first cut screening for this project, no further analysis is required.

2.1.2.4 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

The project would not induce population growth. Therefore, no avoidance, minimization, or mitigation measures are required.

2.1.3 Environmental Justice

2.1.3.1 REGULATORY SETTING

All projects involving a federal action (funding, permit, or land) must comply with Executive Order (EO) 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations,* signed by President William J. Clinton on February 11, 1994. This EO directs federal agencies to take the appropriate and necessary steps to identify and address disproportionately high and adverse effects of federal projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law. Low income is defined based on the Department of Health and Human Services (HHS) poverty guidelines. The 2016 HHS poverty level for a family of four is an annual income of $24,300.

All considerations under Title VI of the Civil Rights Act of 1964 and related statutes have also been included in this project. The California Department of Transportation's (Caltrans) commitment to upholding the mandates of Title VI is demonstrated by its Title VI Policy Statement, signed by the Director, which can be found in Appendix B of this document.

2.1.3.2 AFFECTED ENVIRONMENT

The study area consists of a total of three census tracts (438.22, 424.01, and 426.24) based on the boundaries delineated for the 2010 Census. The study area is depicted in Figure 2-3.

Population

The project is in a portion of unincorporated Riverside County on SR-60 beginning just east of the Gilman Springs Road interchange, and concluding 1.369 miles west of the Jack Rabbit Trail intersection. The project site is situated in unincorporated Riverside County, the City of Moreno Valley is located immediately west of the project limits, and the City of Beaumont is located immediately east of the project limits. Demographic data for the two cities and the County of Riverside are therefore provided for each of these jurisdictions.

According to the 2009–2013 Five-Year American Community Survey (ACS), the most recent five-year period available with data at the census tract level, the total population in the County of Riverside is 2,193,762. Of the total population, the largest racial/ethnic demographic group is White at 66 percent, while Hispanic makes up the next largest group at 46 percent. The largest population racial/ethnic demographic group in the cities of Moreno Valley and Beaumont is also White (56 percent and 67 percent, respectively), followed by Hispanic (54 percent and 39 percent, respectively). The remaining racial/ethnic demographic groups, in order of descending proportion within the County, are other races, Black or African-American, Asian, multi-racial, Native American/Native Alaskan, and Native Hawaiian/Pacific Islander. See Table 2-6 for information regarding the racial/ethnic make-up of the study area as well as the individual census tracts that compose the study area.

Table 2-6: Existing Regional and Local Population Characteristics—Race/Ethnicity

Jurisdiction/ Census Tract	Total Population	Hispanic or Latino (of any race)	%	White, Non-Hispanic	%	Black or African American, Non-Hispanic	%	Native American and Alaskan Native, Non-Hispanic	%	Asian, Non-Hispanic	%	Native Hawaiian/ Pacific Islander, Non-Hispanic	%	Other Race, Non-Hispanic	%	Two or More Races, Non-Hispanic	%
County of Riverside	2,193,762	1,010,523	46	1,454,530	66	133,724	6	21,494	1	131,164	6	6,977	0.3	353,566	16	92,307	4
City of Moreno Valley	195,352	106,325	54	109,656	56	34,688	18	1,471	1	11,187	6	1,194	0.6	29,109	15	8,047	4
City of Beaumont	37,740	14,583	39	25,194	67	1,749	5	421	1	3,663	10	76	0.2	4,595	12	2042	5
Census Tract 438.22	2,554	696	27	1,608	63	48	2	0	0	496	19	0	0	190	7	212	8
Census Tract 424.01	1,911	970	51	1,413	74	40	2	73	4	105	5	0	0	242		38	2
Census Tract 426.24	3,974	1,638	41	2,460	62	603	15	87	2	253	6	0	0	405	13	168	4

Notes:

1. Percentages do not add up to 100% because Hispanics (as an ethnicity), as counted by the Census, may be of any race.

2. Per the Census, racial minorities include individuals who identify themselves as Black/African-American, Native Hawaiian/Pacific Islander, or Native American/Native Alaskan (one race only). The Hispanic population is not considered a race but, rather, an ethnicity; therefore, Hispanics can be of any race.

Source: U.S. Census Bureau. 2013. 2009–2013 5-Year American Community Survey. December.

Figure 2-3
2010 Study Area Census Tracts
State Route 60 Truck Lanes Project

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Throughout the study area (census tracts 438.22, 424.01, and 426.24), the dominant racial/ethnic group is White, composing approximately 65 percent of the study area population, which is similar when compared to the County and both cities. The study area has a lower overall minority population than that of either city or the County (see Table 2-6).

As shown in Table 2-7, the median family income of the study area is $77,320, which is higher than the County ($63,378) and City of Moreno Valley ($55,157), but slightly lower than the City of Beaumont ($79,293).

An additional search of the U.S. Census Bureau's 2009–2013 Five-Year American Community Survey also showed that the total number of families living below the poverty level within the study area (8.7 percent) is lower than the County (12.5 percent) and the cities (16.4 percent for the City of Moreno Valley and 8.9 percent for the City of Beaumont) (see Table 2-7).

Table 2-7: Median Household Income and Poverty Level Characteristics

Area	Median Family Income ($)	Total Families for Whom Poverty Status is Determined	Percentage of Families below Poverty Threshold
County of Riverside	63,378	504,705	12.5%
City of Moreno Valley	55,157	42,848	16.4%
City of Beaumont	79,293	9,408	8.9%
Study Area*	77,320	1,951	8.7%
Census Tract 438.22	84,315	573	7.3%
Census Tract 424.01	71,615	511	4.3%
Census Tract 426.24	76,031	867	14.5%

* The study area consists of a total of three census tracts (438.22, 424.01, and 426.24) based on the boundaries delineated for the 2010 Census (see Figure 2-3).

Source: U.S. Census Bureau, 2009–2013 5-Year American Community Survey, Table S1903 (2013). Median Income in the Past 12 Months (in 2013 Inflation-Adjusted Dollars).

2.1.3.3 ENVIRONMENTAL CONSEQUENCES

Alternative 1 – No Build Alternative

Under the No Build Alternative, minority or low-income populations would not be affected; therefore, no effects involving environmental justice would occur.

Alternative 2 – Build Alternative (Preferred Alternative)

Minority groups and economic indicators suggest there are no low-income populations within the study area; therefore, no environmental justice populations are considered to be present.

Potential effects of a project are typically most likely to be experienced in the area adjacent to and immediately surrounding the location of the project (i.e., for this project, close or immediately adjacent to the existing SR-60 right of way). Because of the distance of the project from established neighborhoods (approximately 0.8 mile north of project to the nearest neighborhood), the potential for the project to affect the nearest community is considered to be minimal. During construction, it is possible that there will be some temporary restrictions on traffic movement on

SR-60. In accordance with standard Caltrans construction requirements, a Transportation Management Plan (TMP) will be prepared. The TMP will provide for advanced notice of closures and drivers would be informed to use the westbound I-10 or alternative routes. Additionally, the TMP will facilitate coordination with law enforcement, the California Highway Patrol (CHP), fire protection services, emergency service providers, and the public during the design phase and prior to construction.

A range of studies have been completed to evaluate the potential impacts of the project. Potential impacts identified related to the human environment and the measures to avoid or reduce them are summarized below.

Air Quality

As discussed in Section 2.2.6, *Air Quality*, the short-term nature of construction-period air quality impacts would be minimized with implementation of Caltrans' Standard Specifications and compliance with South Coast Air Quality Management District (SCAQMD) Rule 403, which is standard practice on all Caltrans projects. Any potential impacts related to air quality during construction would be minimal and of limited duration, and would not be experienced disproportionately with respect to population demographics. In terms of operational impacts, The Build Alternative (Preferred Alternative) is not expected to result in a new or more severe exceedance of either the national ambient air quality standards (NAAQS) or California ambient air quality standards (CAAQS). All populations within the study area irrespective of race, ethnicity, or income would have the same experience relative to air quality; therefore, there would not be a disproportionately high and adverse impact on environmental justice populations.

Noise

With respect to noise, as discussed in Section 2.2.7, no long-term or short-term adverse noise impacts are anticipated. There is no noise impact for Activity Category G. Two types of short-term noise impacts would occur during project construction: (1) construction crew commutes and transport of construction equipment and materials to the project site; and (2) noise generated during roadway construction. Because there is no residential location within the construction zone, the rule of 86 dBA L_{max} at 50 feet will not be applicable in this project.

The project would result in no impacts on noise-sensitive land uses. All populations within the study area irrespective of race, ethnicity, or income would have the same experience relative to noise; therefore, there would not be a disproportionately high and adverse impact on environmental justice populations.

Visual Quality

The visual character of the project would alter, but be mostly compatible with, the existing visual character of the corridor. The project would not change the land type or use of the corridor. The components of the corridor (hillsides, roadway, skyline, and distant vistas) would not change. However, the roadway would be wider through the entire length of the project, changing the character of its appearance. The existing route is primarily a narrow, two-lane configuration and exhibits a rural character. Once widened, the roadway would lose its rural character with the addition of the truck-climbing and -descending lanes, standard inside and outside shoulders, and wider, graded shoulders, which would accommodate the ultimate freeway condition. The wider roadway would still be balanced by the dominant hillsides and skyline, but would slightly reduce

the existing rural character of views within the corridor. It would change the visual character from a smaller-scale roadway with enclosed views to a larger, multi-lane highway with more open views.

The project would also require cut and fill of existing hillsides and valleys in order to accommodate the wider roadway profile; however, these changes would not result in flatter terrain or a change in the overall character of the hillsides. The cut/fill slopes would be contoured to reduce the effects of engineered slopes and naturalize their appearance. Over time the slopes would continue to naturalize both in vegetation and contours as volunteer vegetation, weathering, and minor erosion occur.

Overall, the project would be consistent with the policies and objectives from the County and City general plans, as it would not affect the corridor's scenic quality, block views, remove protected vegetation, or diminish the aesthetic value of a scenic route. Trees removed as part of the project would be replaced at a ratio of 3:1 and cleared slopes would be re-vegetated, reducing impacts associated with vegetation loss. The project would result in a moderate-low resource change. Because the same changes to the visual setting would be experienced by all populations within the study area irrespective of race, ethnicity, or income, there would not be a disproportionately high and adverse impact on environmental justice populations.

Water Quality

Given the limited scale of the project, construction and operation are not expected to contaminate water supplies (see Section 2.2.2, *Water Quality*, for detailed information). Potential construction-related impacts would be minimized or avoided through the implementation of construction BMPs included in the SWPPP. Construction Site BMPs, sometimes referred to as Temporary BMPs, are to be implemented during construction activities to prevent erosion and sedimentation impacts on water channels and to reduce the pollutants in storm water discharges throughout construction. Because no substantial adverse impacts related to water quality would occur as a result of construction and operation of the Build Alternative (Preferred Alternative) and the same minimal potential for impacts on water quality would be experienced by all populations, irrespective of race, ethnicity, or income, there would not be a disproportionately high and adverse impact on environmental justice populations.

Traffic/Transportation

Construction of the project would be broken up into six stages. These stages are described in more detail in Section 1.4.1.2, with related figures included in Appendix D of this environmental document. Construction of the Build Alternative (Preferred Alternative) would involve lane closures during construction. During Stage 2, there could potentially be intermittent 55-hour or weekend closures of the westbound lanes in order to allow setup of equipment and K-rail placements. Because of their temporary nature and limited, intermittent durations, these effects are not considered adverse under NEPA or significant under CEQA.

In accordance with standard Caltrans construction requirements, a TMP will be prepared. The TMP will provide for advanced notice of closures and drivers would be informed to use the westbound I-10 or alternative routes. Additionally, the TMP will facilitate coordination with law enforcement, the CHP, fire protection services, emergency service providers, and the public during the design phase and prior to construction. Key elements of a TMP include public

awareness, motorist information strategies, and alternate route strategies, which are intended to minimize traffic delay and maintain access to key facilities throughout construction. Although construction activities could result in temporary, localized traffic disruption affecting the regional commuters, construction of the Build Alternative (Preferred Alternative) is not expected to result in impacts that would be adverse under NEPA or significant under CEQA during construction.

The projected traffic volume would not increase in the Build condition versus the No Build condition within the limits of the project. The project is intended to provide improved operational performance for all vehicles: passenger cars, trucks, and other slow-moving vehicles. The climbing and descending lanes are intended to provide trucks a specific lane, thus allowing for more consistent and predictable speeds and traffic flow within the mixed-flow lanes. This would remove the conflict between the trucks and other vehicles, thereby improving operations within this portion of the highway. Density is improved under the Build Conditions (Years 2020 and 2040) over the No Build conditions because truck traffic would be redistributed onto the new truck lanes, reducing density in the other two mixed-flow lanes. By adding the truck lane, the 2040 forecasted volume to capacity (V/C) ratio would improve from the No Build Alternative to the Build Alternative (Preferred Alternative).

All populations within the study area irrespective of race, ethnicity, or income would have the same experience relative to traffic and transportation; therefore, there would not be a disproportionately high and adverse impact on environmental justice populations.

2.1.3.4 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

Based on the above discussion and analysis, No Build Alternative and the Build Alternative (Preferred Alternative) would not cause disproportionately high and adverse effects on any minority or low-income populations as per EO 12898 regarding environmental justice.

2.1.4 Relocations and Real Property Acquisitions

2.1.4.1 REGULATORY SETTING

Caltrans' Relocation Assistance Program (RAP) is based on the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (as amended) and Title 49 Code of Federal Regulations (CFR) Part 24. The purpose of the RAP is to ensure that persons displaced as a result of a transportation project are treated fairly, consistently, and equitably so that such persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole.

All relocation services and benefits are administered without regard to race, color, national origin, or sex in compliance with Title VI of the Civil Rights Act (42 United States Code [USC] 2000d, et seq.). Please see Appendix B for a copy of Caltrans' Title VI Policy Statement.

2.1.4.2 AFFECTED ENVIRONMENT

The project limits (PM 22.10 to PM 26.61) are almost entirely within existing state right of way between the SR-60 Gilman Springs Road interchange and 1.369 miles west of the SR-60 Jack Rabbit Trail intersection. The land adjacent to the north and south of SR-60 is undeveloped.

2.1.4.3 ENVIRONMENTAL CONSEQUENCES

Alternative 1 – No Build Alternative
Alternative 1 would not require the acquisition of right of way; therefore, there would be no impact due to relocations or real property acquisition.

Alternative 2 – Build Alternative (Preferred Alternative)
It is anticipated that some partial permanent sliver acquisitions would be needed due to the design requirements for the cut and fill slopes associated with Alternative 2. Table 2-8 identifies the potential acquisitions that are anticipated under Alternative 2. The project may require a total of approximately 8.486 acres of permanent right of way acquisition and approximately 0.276 acre of temporary construction easements. As identified in the Affected Environment discussion above, land adjacent to the portion of SR-60 associated with the project is undeveloped. It is expected that any land that may need to be acquired temporarily or permanently would be undeveloped land.

Table 2-8: Potential Property Acquisitions

Parcel No.	Full or Partial Acquisition	Amount (acres)	Owner	Zoning/Land Use Designation
Permanent Acquisitions				
422-040-012	Partial	0.580	Raceway Properties	W-2 (Controlled Development Area)/ RR (Rural Residential)
422-030-007	Partial			W-2-20 (Controlled Development Area)/ OS-RUR (Open Space Rural)
422-030-008	Partial	2.306	Professors Highlanderson Prop. Partners	W-2-20 (Controlled Development Area)/ RR (Rural Residential) and RM (Rural Mountainous)
422-050-028	Partial	2.411	Riverside County	W-2-20 (Controlled Development Area)/ OS-RUR (Open Space Rural)
422-050-032	Partial	2.506	Riverside County	W-2-20 (Controlled Development Area)/ OS-CH (Open Space-Conservation Habitat)
422-050-027	Partial	0.683	Riverside County	W-2-20 (Controlled Development Area)/ OS-CH (Open Space-Conservation
Total		**8.486**		
Temporary Construction Easements				
422-050-028	Partial	0.276	Riverside County	W-2-20 (Controlled Development Area)/ OS-RUR (Open Space Rural)
Total		**0.276**		
Sources: Caltrans. 2015. Right of Way Requirement Map, March 4, 2015. Map My County- Riverside County GIS. Accessed: September 23, 2015				

Final determination of actual acreages needed will occur during the Plans, Specifications, and Estimates (PS&E) phase of the project. Because all land that may need to be acquired is currently undeveloped, no residential units or businesses would be displaced; therefore, adverse effects would not occur and the project is in accordance with applicable NEPA requirements. Zoning and land use designations for each parcel are listed in Table 2-8.

Right of way would be acquired in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, and property owners would receive just compensation and fair market value for their property.

2.1.4.4 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

In conjunction with CEQA and NEPA, the following minimization measure, which is standard practice on all Caltrans projects involving real property acquisitions, will be implemented:

- **RRPA-1:** Right of way will be acquired in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, and property owners will receive just compensation and fair market value for their property.

2.1.5 Utilities/Emergency Services

2.1.5.1 AFFECTED ENVIRONMENT

Utilities

In conjunction with determining the potential for presence of utilities, a request was made to Caltrans Right of Way, which provided a preliminary result indicating companies potentially in the vicinity of the project area. The following utility companies were identified: AT&T Transmission-Distribution, Beaumont-Cherry Valley Water District, City of Beaumont, Greenfield Communications Inc., Kinder Morgan Energy Partners, Verizon Business (MCI), Level 3 Communications, Questar Line 90 Company, SoCalGas-Transmission, Sprint Communications, Southern California Edison Distribution, Time Warner Cable, Yucaipa Valley Water District, City of Moreno Valley, Eastern Municipal Water District, City of Moreno Valley Electric, SUNESYS LLC, City of Riverside Traffic Engineering, California Department of Water Resources, Charter Communications, Riverside Highland Water, Eastern Municipal Water District, Edgemont, SEMPRA, and City of Riverside Water.

Based on a field survey for utilities conducted in April 2015, the utilities listed in Table 2-9 were found to be within the SR-60 project area. Based on preliminary engineering efforts to date, as indicated in the table, it is anticipated that all utilities can be protected in place.

Table 2-9: Utilities in the Project Area

Utility Provider	Utility Name/Type	Anticipated Impact
SoCalGas	16-inch natural gas transmission pipeline at Post Mile 25.75	Protected in place
Source: California Department of Transportation (Caltrans). 2015. Utility Survey. April 6.		

There are overhead transmission lines and poles on the north side of SR-60 from PM 26.30 to 26.61. These will be protected in place.

There are no railroad facilities located within or near the project area. There is no potential for railroad involvement relinquishments and/or abandonments.

Emergency Services

SR-60 and the surrounding area are within a high fire hazard area according to the Riverside County Land Information System. Fire protection and emergency services in the project area are provided by the Riverside County Fire Department and the California Department of Forestry and Fire Protection (CAL FIRE). Police service is provided to the project area by the CHP and Riverside County Sheriff's Department.

Fire protection for the City of Moreno Valley and the City of Beaumont is provided by CAL FIRE. The nearest fire stations to the project area are Fire Station 6 at 28040 Eucalyptus Avenue in the City of Moreno Valley and Fire Station 66 at 628 Maple Avenue in the City of Beaumont, which are approximately 2.6 miles and 4.8 miles from the project limits, respectively. Police service is provided to the City of Moreno Valley by the Riverside County Sherriff's Department,

located at 22850 Calle San Juan De Los Lagos. Police service is provided to the City of Beaumont by the City of Beaumont Police Department, located at 660 Orange Avenue.

The nearest major hospitals and specialized medical centers to the project area are the Riverside County Regional Medical Center (RCRMC) and San Gorgonio Memorial Hospital. RCRMC, located at 26520 Cactus Avenue in the City of Moreno Valley, provides emergency, specialized, and general medical care to local and regional residents. It is a level II adult and pediatric trauma center with an adjacent helipad and provides comprehensive emergency services to both adult and pediatric patients. In addition to its main acute-care hospital, RCRMC offers adult, pediatric, and neonatal intensive care units, a birthing center, and complete pulmonary services including hyperbaric oxygen treatments and a psychiatric facility. San Gorgonio Memorial Hospital, located at 600 North Highland Springs Avenue in the City of Banning, provides emergency and general medical and surgical services to residents in the San Gorgonio Pass area, including Beaumont.

Ambulance service to these medical facilities is primarily provided by American Medical Response, which is contracted through the County of Riverside to provide emergency ambulance service to county residents.

2.1.5.2 ENVIRONMENTAL CONSEQUENCES

Alternative 1 – No Build Alternative

Alternative 1 would not require construction or result in changes to SR-60 within the project limits. Therefore, no permanent or temporary effects on utilities or emergency services would occur.

Alternative 2 – Build Alternative (Preferred Alternative)

Utilities

The current analysis is based upon preliminary engineering efforts to date. Based on preliminary engineering efforts, it is anticipated that all utilities within the project limits can and will be protected in place. Final determinations of impacts on utilities and relocation requirements, if any, will be completed during the Final Design phase of the project. Any updated utilities search would be conducted during final design to further confirm all potential utility conflicts, whether requiring protection in place or relocation, are addressed. If it is determined that any utilities need to be relocated, required coordination with the applicable utility company will be completed. Utility companies typically do not approve relocation until the final design phase of the project. The affected utilities would be relocated in accordance with federal and state law and regulations and county and city policies. If the ultimate utility relocations would create additional environmental impacts beyond those identified in this analysis, then additional environmental analysis would be required.

While areas north of the project site are classified as High Fire Areas, Alternative 2 would not create nor contribute to conditions (i.e., accidents) that would necessitate an increase in public fire or police protection, or induce population growth in the area beyond that which has been previously planned; therefore, Alternative 2 would not cause an increase in the demand for public police or fire protection.

Based on the above discussion, the project would not cause impacts on or otherwise adversely affect utilities and demand for emergency services. The project would be in accordance with applicable CEQA requirements and applicable NEPA requirements. Impacts would be considered less than significant under CEQA and not adverse under NEPA.

Emergency Services

Although there are no emergency service facilities within the project area, project construction may result in temporary traffic delays that could potentially affect response times for emergency responders, dependent on travel destinations. In emergency situations, it is standard practice to transport patients by ambulance to the nearest emergency room to stabilize the patient. As discussed above, because the RCRMC is a level II adult and pediatric trauma center that provides emergency and specialized care to county residents, it is possible that residents in Beaumont and east of the project area may need to be transported via ambulance to RCRMC or transferred to RCRMC via ambulance from another facility, once stabilized.

In accordance with Caltrans' standard practice, a TMP will be prepared. Coordination with emergency service providers will occur prior to and during construction of the project. The TMP (minimization measure **TRF-1**) will be developed during the Final Design phase of the project. Following construction, emergency service providers would access the project area via the same roadway network used by other vehicles. Impacts would be considered less than significant under CEQA and not adverse under NEPA.

2.1.5.3 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

Implementation of the TMP (minimization measure **TRF-1** in Section 2.1.6.4) is expected to minimize to the maximum extent possible any potential impacts on emergency service providers. The project is not expected to result in impacts on utilities; therefore, no measures related to utilities are necessary.

2.1.6 Traffic and Transportation/Pedestrian and Bicycle Facilities

2.1.6.1 REGULATORY SETTING

Caltrans, as assigned by FHWA, directs that full consideration should be given to the safe accommodation of pedestrians and bicyclists during the development of federal-aid highway projects (see 23 Code of Federal Regulations [CFR] 652). It further directs that the special needs of the elderly and the disabled must be considered in all federal-aid projects that include pedestrian facilities. When current or anticipated pedestrian and/or bicycle traffic presents a potential conflict with motor vehicle traffic, every effort must be made to minimize the detrimental effects on all highway users who share the facility.

In July 1999, the U.S. Department of Transportation (USDOT) issued an Accessibility Policy Statement pledging a fully accessible multimodal transportation system. Accessibility in federally assisted programs is governed by the USDOT regulations (49 CFR Part 27) implementing Section 504 of the Rehabilitation Act (29 United States Code [USC] 794). FHWA has enacted regulations for the implementation of the 1990 Americans with Disabilities Act (ADA), including a commitment to build transportation facilities that provide equal access for all persons. These regulations require application of the ADA requirements to federal-aid projects, including Transportation Enhancement Activities.

2.1.6.2 AFFECTED ENVIRONMENT

The discussion in this section is based on the March 2015 Operational Analysis for Truck Lane Memorandum,[21] April 2015 Methodology Memorandum,[22] April 2015 Project Limits and Truck Descending Lane Memorandum[23] and Traffic Data Forecast Request for the Truck Lane Project—Revised Opening Year 2020 Memorandum, February 2016.[24]

SR-60 is an east-west principal arterial traversing the urbanized and rural areas of Los Angeles, San Bernardino, and Riverside counties. The facility begins at its junction with I-10 in the City of Los Angeles in the County of Los Angeles, and ends at the junction with I-10 in the City of Beaumont in the County of Riverside. The total length of SR-60 is 70.9 miles. SR-60 is a major truck route. The California 2013 Annual Average Daily Truck Traffic (AADTT) on the State Highway System data indicate that 16 percent of the AADT on SR-60 was truck traffic.

The project is in a portion of unincorporated Riverside County on SR-60 beginning just west of the Gilman Springs Road interchange (PM 22.10), and concluding at PM 26.61, 1.369 miles west of the Jack Rabbit Trail intersection. The total length of the project is approximately 4.5 miles.

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21 California Department of Transportation. 2015. Operational Analysis for Truck Lane Memorandum. March 25.

22 California Department of Transportation. 2015. Methodology Memorandum for the State Route 60 Truck Lanes Project. Caltrans Department of Office Forecasting. April 2.

23 California Department of Transportation, 2015. Project Limits and Truck Descending Lane. April 27.

24 California Department of Transportation. 2016. Traffic Data Forecast Request for the Truck Lane Project—Revised Opening Year 2020 Memorandum. Caltrans Department of Office Forecasting. February 4.

Within the limits of the project, SR-60 is a four-lane divided highway with two 12-foot lanes in each direction, with a concrete median barrier separating the eastbound and westbound traffic. This portion of SR-60 has variable inside and outside shoulder widths. The inside shoulder width ranges from one to three feet, and the outside shoulder width ranges from two to four feet. This segment of highway lies within mountainous terrain, has a curvilinear alignment with numerous tight horizontal radius, short tangent sections (straight sections of roadway), steep grades, swift changes in elevation, and limited shoulders. The sustained uphill grade exceeds 2.9 percent. Several locations have uphill grades that exceed 6 percent. The overall change of elevation from one end of the project to the other is a little greater than 500 feet over a distance of 2.5 miles.[25]

Riverside Transit Agency (RTA) provides both local and regional services through the region with 35 fixed routes, eight CommuterLink routes, and Dial-A-Ride services using 285 vehicles. RTA is responsible for coordinating transit services throughout its approximately 2,500-square-mile service area, which includes the cities of Banning, Beaumont, Calimesa, Moreno Valley, Perris, San Jacinto, and Riverside.

Bus Route 35 and CommuterLink Express Route 210 both utilize SR-60 within the project area. Route 35 is a weekday route that connects Beaumont and Banning to the Moreno Valley Mall, as well as Riverside County Regional Medical Center, City Hall, and other major retailers. CommuterLink Express 210/Sunline 220 is also a weekday-only route that provides service from the Riverside Downtown Terminal to Palm Desert. This route travels along SR-60 and I-10, providing stops at the Riverside Downtown Terminal, Riverside-Downtown Metrolink Station, Moreno Valley Mall, Walmart Supercenter in Beaumont, Casino Morongo, SunLine Transit Hub, and the Palm Desert Mall. There are no additional transit service providers currently utilizing this portion of SR-60.

Bicycle and Pedestrian Facilities

There are no bicycle or pedestrian facilities within the project limits.

Methodology

Referencing the most current complete calendar year available in conjunction with the request for traffic analysis, calendar year 2013, Caltrans' Branch of Traffic Forecasting and Analysis utilized Caltrans' Traffic Operations Census Program to develop traffic data for SR-60 between PM 22.2 and 26.5 for 2013, established as the baseline year for the traffic analysis for this project.

Existing traffic data for state highways are captured from published traffic counts on Caltrans' Office of Traffic Operations, Traffic Census web page.[26] After collecting existing traffic data, a forecast of future traffic volumes was conducted. There are many ways to predict future growth, from calculating a yearly growth rate to running complex regional models. For the Inland Empire, including Riverside County, the horizon year is linked to the regional model. The year

[25] California Department of Transportation. Highway Design Manual Topic 204.5

[26] California Department of Transportation. 2013. Traffic Volumes on California State Highways. Available: http://traffic-counts.dot.ca.gov/.

2035 is the current forecast year based on the SCAG Regional Travel Demand Model.[27] The RIVTAM (Riverside County Traffic Analysis Model) is built out of the SCAG model.[28] The traffic data for 2020 are calculated using the compound growth method. For traffic data beyond the 2035 model year, the growth rate for the local area is determined and a straight line growth rate of 1.40 percent[29] for unincorporated Riverside County was used to calculate traffic from 2035 to 2058. The 2040 horizon year data for the project was calculated on this basis. Traffic operations analyses were conducted for the study area under the following scenarios:

- Existing (2013) Conditions
- Opening Year (2020) No Build
- Opening Year (2020) Build
- Horizon Year (2040) No Build
- Horizon Year (2040) Build

Roadway capacity is generally determined by the number of vehicles that can reasonably pass over a given section of roadway in a given period of time. The Highway Capacity Manual, prepared by the National Transportation Research Board, identifies travel speed, freedom to maneuver, and proximity to other vehicles as important factors in determining level of service (LOS) on a roadway. The ability of a highway to accommodate traffic is typically measured in terms of LOS. Traffic flow is classified by LOS, ranging from LOS A (free-flow traffic with low volumes and high speeds) to LOS F (traffic volume exceeds design capacity, with forced flow and substantial delays). Daily traffic volumes are used to estimate the extent to which peak hour traffic volumes equal or exceed the maximum desirable capacity of a roadway. The density criteria for freeway mainline segment LOS in terms of passenger cars per mile per lane (pc/mi/ln) are shown in Table 2-10.

Table 2-10: Density Criteria for Freeway Segments (pc/mi/ln)

LOS	Density Range (passenger car/mile/lane)
A	0 – 11
B	> 11 – 18
C	> 18 – 26
D	> 26 – 35
E	> 35 – 45
F	> 45

Traffic data developed for Baseline Year (2013), Opening Year (2020), and Horizon Year (2040) are presented in Tables 2-11 and 2-12. The results of the analysis presented in Table 2-12 show

[27] Southern California Association of Governments. 2015. Modeling & Forecasting website: http://scag.ca.gov/DataAndTools/Pages/DataTools/Modeling.aspx.

[28] Riverside County Transportation Department. 2015. Riverside County Traffic Analysis Model.

[29] Southern California Association of Governments. 2008. Regional Transportation Plan. Combined average growth rates (population, households, employment). Available: http://rtpscs.scag.ca.gov/Pages/2008-RTP.aspx.

that the SR-60 mainline in the project study corridor is operating at LOS B and C (Baseline Year 2013) during both the AM and PM peak hours.

Table 2-11: State Route 60 Mainline Traffic Data (PM 22.2/26.61)

	Year 2013	Opening Year 2020			Horizon Year 2040		
	Existing (MF)	No Build (MF)	Build		No Build (MF)	Build	
			MF	TCL		MF	TCL
Annual Average Daily Traffic (AADT)	46,000	58,700	49,300	9,400	107,100	90,000	17,100
Annual Average Daily Truck Traffic (AADTT)	7,400	9,400	N/A	9,400	17,100	N/A	17,100
Design Hour Volume (DHV)	4,400	5,300	4,880	420	8,570	7,880	690
Design Hour Truck Volume (DHTV)	350	420	N/A	420	690	N/A	690
One-way Peak Hour Volume (PHV)	2,510	3,020	2,780	240	4,880	4,490	390
Directional Split (%)	57%	57%	57%	N/A	57%	57%	N/A
Truck % in AADT	16%	16%	N/A	100%	16%	N/A	100%
Truck % in DHV	8%	8%	N/A	100%	8%	N/A	100%
Daily Vehicle Miles Traveled (VMT)	202,400	258,280	216,920	41,360	471,240	396,000	75,240
Daily Vehicle Hours Traveled (VHT)	2,976	4,036	3,190	844	16,830	8,082	1,636
Volume-to-Capacity Ratio (V/C)	0.66	0.80	0.66	0.41	1.29	1.06	0.53

Notes:
MF = mixed-flow lane
TCL = truck-climbing lane
N/A = assumes all trucks on TCL
Source: California Department of Transportation. 2016. Traffic Data Forecast Request Memorandum. February.

Table 2-12: Freeway Mainline Level of Service

	Eastbound (2 lanes)						Westbound (2 lanes)					
	AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
	PHV	Density*	LOS	PHV	Density*	LOS	PHV	Density*	LOS	PHV	Density*	LOS
Existing Year 2013	2,510	23.3	C	1,890	17.1	B	1,890	17.1	B	2,510	23.3	C
Year 2020 (No Build)	3,020	29.9	D	2,280	20.8	C	2,280	20.8	C	3,020	29.9	D
Year 2020 (Build)	2,780	23.1	C	2,100	17.0	B	2,100	17.0	B	2,780	23.1	C
Year 2040 (No Build)	4,880	**109.0**	**F**	3,680	**42.4**	**E**	3,680	**42.4**	**E**	4,880	**109.0**	**F**
Year 2040 (Build)	4,490	**52.4**	**F**	3,380	30.1	D	3,380	30.1	D	4,490	**52.4**	**F**

Notes: PHV = peak hour volume
*Density = passenger car/mile/lane (pc/mi/ln)
Source: California Department of Transportation. 2016. Traffic Data Forecast Request Memorandum. February.

2.1.6.3 ENVIRONMENTAL CONSEQUENCES

Alternative 1 – No Build Alternative

As shown in Table 2-11, AADT, AADTT, and traffic volumes in general increase from the Existing Year (2013) through the Horizon Year (2040). In Horizon Year 2040, the No Build Alternative would support an AADT of 107,100 vehicles, including 17,100 trucks, on the existing four mixed-flow lanes. As shown in Table 2-12, in the Horizon Year 2040, the highway would operate at LOS E or F under the No Build condition. Without the project, the density would not be improved.

Alternative 2 – Build Alternative (Preferred Alternative)

Construction Impacts

Construction of the project would be broken up into six stages. These stages are described in more detail in Section 1.4.1.2, with related figures included in Appendix D of this environmental document. Construction of the Build Alternative (Preferred Alternative) would involve lane closures during construction. During Stage 2, there could potentially be intermittent 55-hour or weekend closures of the westbound lanes in order to allow setup of equipment and K-rail placements. Because of their temporary nature and limited, intermittent durations, these effects are not considered adverse under NEPA or significant under CEQA.

In accordance with standard Caltrans construction requirements, a TMP will be prepared. The TMP will provide for advanced notice of closures and drivers would be informed to use the westbound I-10 or alternative routes. Additionally, the TMP will facilitate coordination with law enforcement, the CHP, fire protection services, emergency service providers, and the public

during the design phase and prior to construction. Key elements of a TMP include public awareness, motorist information strategies, and alternate route strategies, which are intended to minimize traffic delay and maintain access to key facilities throughout construction. Although construction activities could result in temporary, localized traffic disruption affecting the regional commuters, construction of the Build Alternative (Preferred Alternative) is not expected to result in impacts that would be adverse under NEPA or significant under CEQA during construction.

Based on the above discussion, the project's temporary impacts would not be considered substantial under NEPA or significant under CEQA. Caltrans' standard practice of implementing a TMP to notify drivers and coordinate with emergency service providers throughout construction would further minimize any potential impacts.

Operational Impacts

As shown in Table 2-12, it is predicted that the highway would operate at LOS B and C in Year 2020 under the Build Alternative (Preferred Alternative), and LOS D and C under the No Build Alternative. By Year 2040, it is predicted that the highway would operate at LOS E or F under the No Build Alternative. Under the Build Alternative (Preferred Alternative) in Year 2040 it is predicted that the highway would operate at LOS F during the AM Peak Hour in the eastbound direction and during the PM Peak Hour in the westbound direction; during the PM Peak Hour (eastbound direction) and AM Peak Hour (westbound direction) it is predicted that the highway would operate at LOS D.

As shown above in Table 2-11, AADT, AADTT, and the percentage of trucks in the AADT and DHV would remain the same under the No Build condition and Build condition in Years 2020 and 2040. The Build Alternative (Preferred Alternative) would support the same AADT; however, the truck lane would accommodate the 17,100 trucks, and the remaining 90,000 vehicles would use the mixed-flow lanes. The traffic modeling performed takes into account traffic redistribution that would be predicted to occur, if any, under the Build Alternative (Preferred Alternative) when compared to the No Build condition. The results of this analysis indicate that construction of the truck lanes would not attract additional vehicles beyond those that are predicted to be present along SR-60 without the project during both the Opening Year (2020) and the Horizon Year (2040). In addition, as discussed in Section 2.1.2.3 above, while traffic volumes are projected to grow, that growth is not influenced by the project. Instead, it would be due to the independent pressures and land use decisions in the areas surrounding the project. The lack of access points along the highway means that vehicles cannot enter or exit the highway within the limits of the project and, therefore, no change in the volume of traffic would occur within the limits of the project. Furthermore, as shown in Table 2-11, the breakdown of vehicle type (i.e., the percentage of cars and the percentage of trucks) are predicted to be the same when comparing the No Build Alternative and the Build Alternative (Preferred Alternative) in the Opening Year (2020) and the Horizon Year (2040).

As shown above in Table 2-11, the projected traffic volume would not increase in the Build condition versus the No Build condition within the limits of the project. The project is intended to provide improved operational performance for all vehicles: passenger cars, trucks, and other slow-moving vehicles. The climbing and descending lanes are intended to provide trucks a specific lane, thus allowing for more consistent and predictable speeds and traffic flow within the

mixed-flow lanes. This would remove the conflict between the trucks and other vehicles, thereby improving operations within this portion of the highway. This is demonstrated by the reduction in traffic density as shown in Table 2-12, where it is predicted that density would be reduced by 41 to 108 percent depending on the direction and Peak Hour being reviewed. Density is improved under the Build Conditions (Years 2020 and 2040) over the No Build conditions because truck traffic would be redistributed onto the new truck lanes, reducing density in the other two mixed-flow lanes. By adding the truck lane, the 2040 forecasted volume to capacity (V/C) ratio would improve from the No Build Alternative to the Build Alternative (Preferred Alternative). This is further demonstrated in Table 2-11, which shows a predicted reduction in the volume to capacity ratio in the mixed-flow lanes during the Opening Year (2020) of 0.80 to 0.66 when comparing the No Build to the Build condition and in Future Year (2040) from 1.29 to 1.06, respectively. This reflects the removal of the truck traffic from the mixed-flow lanes and into the truck-climbing and descending lanes.

Based on a speed survey of automobiles and trucks within the project limits, there is currently a differential of between 10 and 15 mph between the speed of trucks and that of other vehicles. Any difference of 10 mph or greater on steep grades is considered to be an area that would benefit from the implementation of truck lanes. The project would remove the conflict between trucks and automobiles within the project limits, thereby eliminating the concern raised by the speed differential and improving traffic operation and safety for the traveling public.

It is recognized that there are proposed warehouse and logistics projects currently being developed or considered by local agencies in the surrounding area. These projects are anticipated to add truck volume to the regional highway system, including SR-60. Construction of these warehouse and logistics projects is not dependent on improvements to SR-60; they are scheduled to be constructed regardless of any improvements to SR-60. All planned facilities that could affect the traffic analysis results—including the proposed warehouse and logistics projects currently being developed or considered by local agencies in the surrounding area—were included in the traffic analysis that was conducted for the project to ensure that the impact of these proposed warehouse and logistics projects on traffic within the limits of the SR-60 Truck Lanes Project was determined.

The individual traffic reports prepared for these warehouse projects (i.e., ProLogis Eucalyptus Industrial Park and the World Logistics Center) were referenced. The peak hour volumes (PHV) on SR-60 within PM 22.2 to 26.61 slightly increase from the Existing Year 2013 to Opening Year 2020 by 150 additional peak hour trips. An additional 1,830 peak hour trips are forecasted between Opening Year 2020 and Horizon Year 2040. The increase in peak hour volumes is attributed to projected growth in the region that has been estimated by regional and local planning agencies regardless of the project being implemented.

The ProLogis Eucalyptus Industrial Park project would add approximately 2,230 peak hour trips between that project's Opening Year 2016 and Horizon Year 2035. The World Logistics Center project would add approximately 1,800 peak hour trips between that project's Opening Year 2022 and Horizon Year 2035. Although this additional truck traffic is anticipated, it will occur independent of the SR-60 Truck Lanes Project and has been fully captured and analyzed in the traffic model for the SR-60 Truck Lanes Project.

As discussed above, the project does not result in an increase of capacity within the portion of SR-60 covered by the project, or make substantial changes to the existing grades within the project limits and, therefore, would continue to be a less-than-desirable route for trucks to use when compared to other more truck-compatible facilities within the region. However, the project would improve the flow of non-truck traffic along this portion of SR-60 because these vehicles would not have to intermix with trucks along the segment of SR-60 within the project limits.

The project would not conflict with the County's congestion management program as established by the County congestion management agency, RCTC.

Based on the above discussion, the project's impacts would be less than significant under CEQA and would not be considered substantial under NEPA. Although the potential impacts on traffic during construction are considered less than significant, a Transportation Management Plan (TMP) will be prepared, in accordance with Caltrans' standard practice.

The TMP elements that will be implemented for this project will include a public awareness campaign related to the scheduling of work, a construction zone enforcement enhancement program (COZEEP), use of portable changeable message signs, and highway lane closures that will be planned to minimize impacts on traffic to the maximum extent feasible. COZEEP involves the CHP patrolling project construction zones. COZEEP is used to increase traffic enforcement above normal levels, to reduce the potential for traffic accidents within a construction zone, and to reduce traffic speeds to the posted speed limits.

Bicycle and Pedestrian Facilities

The project would not impact existing bicycle or pedestrian facilities, nor would any new facilities be constructed. Therefore, there would be no impacts associated with bicycle and pedestrian facilities.

2.1.6.4 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

A TMP will be prepared, in accordance with Caltrans' standard practice, to minimize impacts on traffic during construction.

TRF-1: The following standard Transportation Management Plan (TMP) elements will be incorporated into the TMP implemented for this project:

a) A public awareness campaign related to the scheduling of work
b) A construction zone enforcement enhancement program (COZEEP)
c) Use of portable changeable message signs
d) Highway lane closures planned to minimize impacts on traffic to the maximum extent feasible

2.1.7 Visual/Aesthetics

2.1.7.1 REGULATORY SETTING

The National Environmental Policy Act of 1969 as amended (NEPA) establishes that the federal government use all practicable means to ensure all Americans safe, healthful, productive, and *aesthetically* (emphasis added) and culturally pleasing surroundings (42 United States Code [USC] 4331[b][2]). To further emphasize this point, the Federal Highway Administration (FHWA) in its implementation of NEPA (23 USC 109[h]) directs that final decisions on projects are to be made in the best overall public interest taking into account adverse environmental impacts, including among others, the destruction or disruption of aesthetic values.

The California Environmental Quality Act (CEQA) establishes that it is the policy of the state to take all action necessary to provide the people of the state "with…enjoyment of *aesthetic*, natural, scenic and historic environmental qualities" (CA Public Resources Code [PRC] Section 21001[b]).

2.1.7.2 AFFECTED ENVIRONMENT

Information used in this section is based upon the March 2014 *Visual Impact Assessment* (VIA).

Project Location and Setting

The project location and setting provide the context for determining the type of changes to the existing visual environment. SR-60 is located in the Inland Valley/Desert Region of Riverside County between the cities of Beaumont and Moreno Valley. The project limits are not on a part of the state highway system that is included on the List of Eligible and Officially Designated State Scenic Highways. Additionally, as stated in the County of Riverside General Plan Reche Canyon/Badlands Area Plan, it is not designated scenic by the County.[30] Riverside County is essentially divided into eastern and western halves by the San Jacinto and Santa Rosa Mountains. The San Gorgonio Pass, a deep valley between the San Jacinto and San Bernardino Mountains, links these two halves and abuts the eastern side of the project area. Western Riverside County is roughly half the size of eastern Riverside County yet contains most of the populated cities.

Despite the more urbanized nature of this portion of the County, the area incorporates a fairly wide range of diverse geographic features, including valleys, mountains, forests, and lakes. Framed by mountains and forests (Santa Ana Mountains and Cleveland National Forest to the west, San Jacinto Mountains and San Bernardino National Forest to the east) western Riverside County hosts views of natural open space, rolling hills, and mountain ridgelines (Figure 2-4).

During the winter, the snow-capped San Jacinto and San Bernardino Mountains are visible from the valley floor. SR-60 is located in an area known as the Badlands. The Badlands, originally part of an inland sea, are characterized by steep ravines and sparse vegetation. The Badlands,

[30] County of Riverside. 2015. County of Riverside General Plan Reche Canyon/Badlands Area Plan. December 8, 2015. Available: http://planning.rctlma.org/Portals/0/genplan/general_plan_2016/area_plans/RCBAP_120815m.pdf?ver=2016-04-01-101018-257. Accessed April 28, 2016.

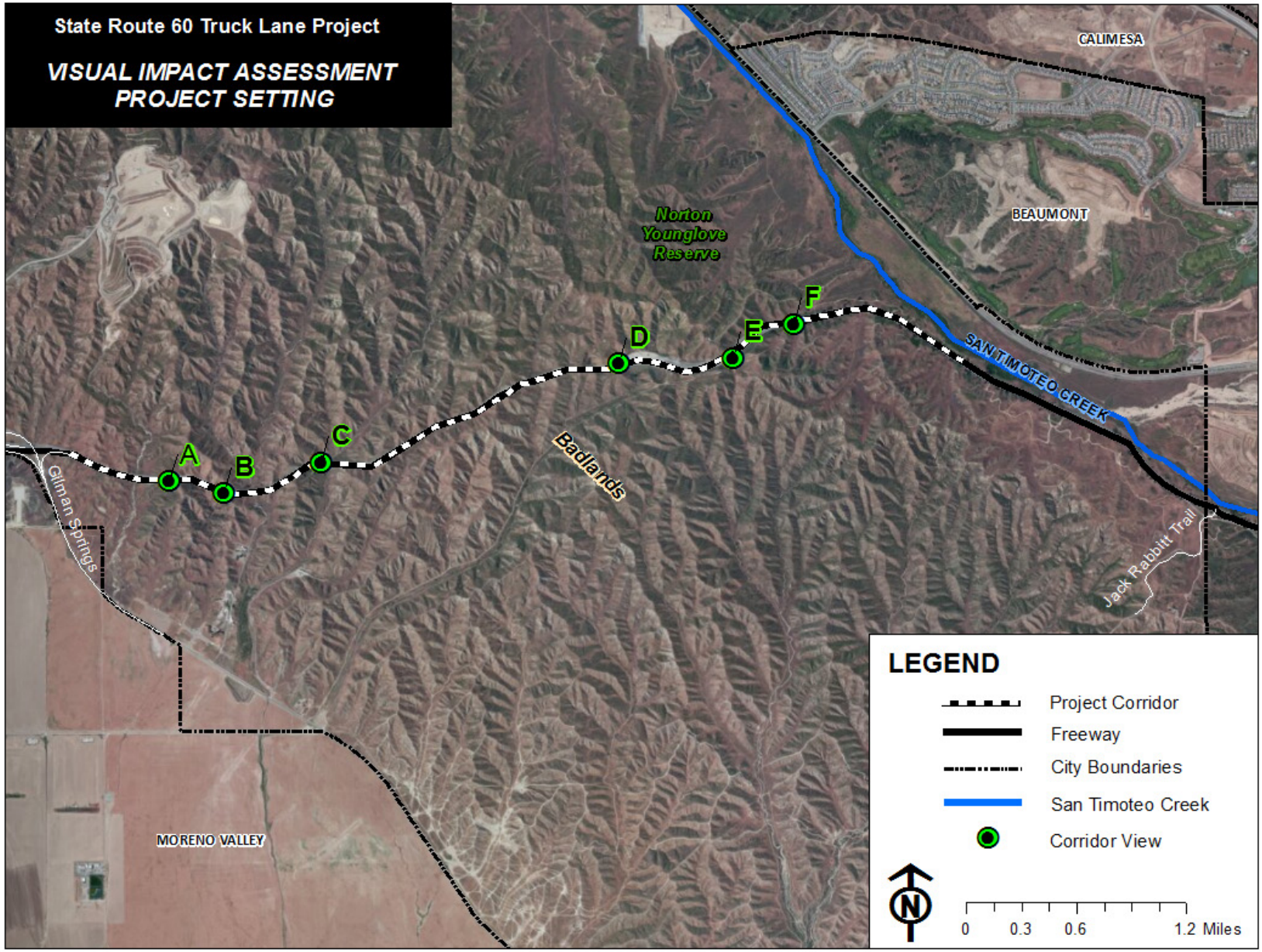
including the Norton Younglove Preserve and Reche Canyon (located north of the project corridor), border the project area and are considered unique features within Riverside County. These areas provide dramatic views and are home to many wildlife species.

The project passes through the tail end of the San Jacinto Mountains. East of this tail is the San Timoteo Creek, which runs along the eastern project area boundary. North of SR-60 is an area known as Reche Canyon and east is the Badlands. Both areas are under the jurisdiction of Riverside County and represent natural preservation zones. The Badlands and Reche Canyon provide the backdrop for views from SR-60. These two undeveloped areas provide views of natural grasslands and riparian and woodland habitats. Areas adjacent to the project are primarily undeveloped with no signage or lighting. There are some developed areas about a mile to two miles from the western and eastern ends of the alignment. These developed areas contain a few rural residential houses, a golf course, planned residential development, and a large warehouse development.

Corridor views from the project site include the valley floor and surrounding mountain ridges (Figure 2-4). These views are more prominent from the eastern and western ends of the project alignment where the terrain is flatter allowing for wider and more distant views. The project's eastern extent supports several large trees and riparian habitat associated with the San Timoteo Creek.

Also visible are electrical power lines and poles, as well as other small structures and buildings. Views of the surrounding mountains and valley floor are also visible. A majority of the project corridor is within the steep hillsides associated with the San Jacinto Mountains. Views are limited to adjacent slopes and the corridor itself with sight distances being reduced due to the winding nature of the roadway. Occasionally, glimpses of the mountains and valley floor are caught between ridges, but opportunities to appreciate these limited views are minimal because of the challenging drive and limited right of way.

Figure 2-4: VIA Project Setting



Source: California Department of Transportation. 2014. Visual Impact Assessment. April.

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Figure 2-5: VIA Corridor Views (Current Views)

A. Eastbound lanes looking east

B. Eastbound lanes looking southeast toward Mount San Jacinto

C. Westbound lanes looking west

D. Westbound lanes looking southwest toward Lake Perris

E. Views east toward San Bernardino Mountains

F. Views northeast toward San Gorgonio Pass and San Timoteo Creek

Source: California Department of Transportation. 2014. Visual Impact Assessment. April.

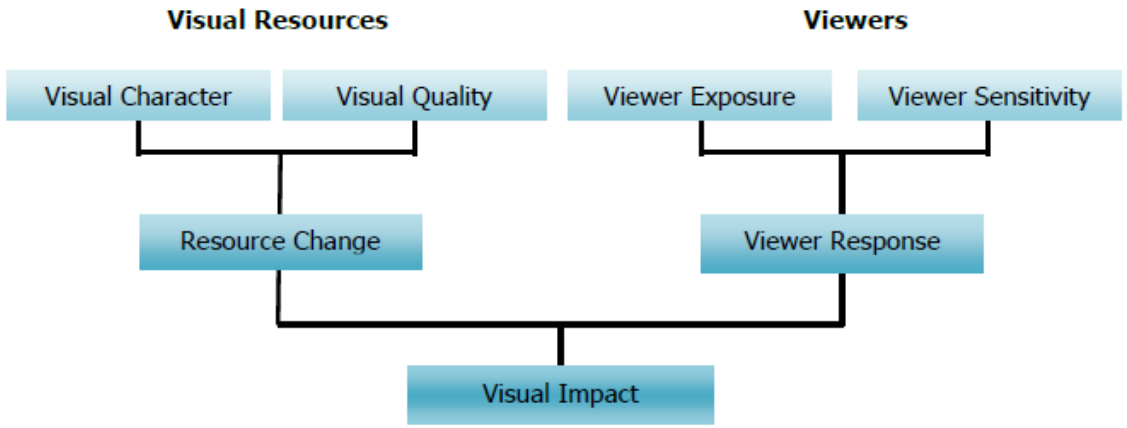
2.1.7.3 ASSESSMENT METHOD

This visual impact assessment follows the guidance outlined in the publication Visual Impact Assessment for Highway Projects published by FHWA in March 1981. The FHWA visual impact assessment methodology is the accepted methodology used by federal and state transportation agencies for analyzing both visual quality impacts and viewer response for projects within transportation corridors. However, the FHWA methodology does not address CEQA-specific requirements for determining potential impacts on scenic resources within an officially designated scenic highway and those impacts caused by light and glare. These impacts are assessed separately. The purpose of the FHWA methodology is to define the visual character or quality of a landscape and objectively evaluate whether the project has a substantial adverse impact on a scenic vista or substantially degrades the existing visual character or quality of a landscape. The FHWA methodology also addresses viewer response to visual changes, which is combined with resource changes to determine the overall visual impact. The conceptual model for this method, as presented in the FHWA handbook, is shown in Figure 2-6.

The assessment method includes an analysis of the following elements:

- Visual assessment units and key views
- Visual resources and resource change
- Viewers and viewer response

Figure 2-6: FHWA Visual Assessment Model



Source: California Department of Transportation. 2014. Visual Impact Assessment. April.

Visual Assessment Units and Key Views

Although a majority of the project corridor exhibits similar characteristics with regard to vegetation and topography, there are slight changes in the overall character of the corridor as motorists approach the project area from either the eastern or the western extents. The corridor was divided into three distinct areas or "visual assessment units" based on these slight changes in visual character and quality. A key view, or scene observable from the driver's point of view, was developed for each area.

Western Assessment Unit (City of Moreno Valley Sphere of Influence)

The Western Assessment Unit is generally located between Gilman Springs Road and McGehee Drive within the western extent of the project corridor. The topography within this portion of the project corridor exhibits gentle slopes with some horizon views and glimpses of the valley floor. The Western Assessment Unit provides a slightly less constrained feeling with some shoulders and pull-out areas provided. Vegetation includes desert grasses and low-lying shrubs.

Figure 2-7: Western Assessment Unit Existing View (within the Western Extent of the Project Corridor)

Source: California Department of Transportation. 2014. Visual Impact Assessment. April.

Central Assessment Unit (County of Riverside)

The Central Assessment Unit is generally located between McGehee Drive and Timothy Lane within the central portion of the project corridor. This segment of the corridor consists of steeper slopes and a more "enclosed" roadway section. The roadway through this segment of the corridor is limited to two lanes in each direction and a center barrier with hills and valleys abutting the roadway edges. This landscape unit has limited views of surrounding areas as sight distances are reduced due to the mountainous terrain and curvilinear roadway. Travel speed and challenging topography create a more focused, condensed view of the corridor that encourages the motorist to pay close attention to variations in the road and topography. Vegetation consists primarily of grasses, yet occasionally a single tree or cluster of trees appears, encouraging the motorist to pay close attention to variations in the road and topography.

Figure 2-8: Central Assessment Unit Existing View (within the Central Portion of the Project Corridor)

Source: California Department of Transportation. 2014. Visual Impact Assessment. April.

Eastern Assessment Unit (City of Beaumont Sphere of Influence)

The Eastern Assessment Unit is generally located between Timothy Lane and Jack Rabbit Trail, This unit encompasses an area about a quarter mile from the project's eastern boundary. As motorists approach the project corridor from the west, they can see the landscape transition from steeper, more constrained terrain to open, gentle hillsides. Signs of development become visible as motorists approach the City of Beaumont. The landscape vegetation is more verdant than the other assessment units due to the presence of the San Timoteo Creek and its associated riparian habitat. Trees and large shrubs are visible, as well as distant horizon views of the surrounding mountains. Figure 2-9 shows the existing view of the Eastern Assessment Unit, and Figure 2-10 shows the location of the visual assessment units and key views for the project.

Figure 2-9: Eastern Assessment Unit Existing View (about a Quarter Mile from the Project's Eastern Boundary)

Source: California Department of Transportation. 2014. Visual Impact Assessment. April.

Visual Resources and Resource Change

Visual Resource

A visual resource is a site, object, or landscape feature that contributes to the visual character of the surrounding area or is important because of its visual characteristics or scenic qualities. For this discussion, visual resources also include state designated scenic routes and views toward and within natural areas, and notable landmarks.

Visual resources of the project setting are defined and identified below by assessing visual character and visual quality in the project corridor.

Visual Character

Visual character includes attributes such as form, line, color, and texture, and is used to describe, not evaluate; that is, these attributes are considered neither good nor bad. However, a change in visual character can be evaluated when it is compared with the viewer response to that change. Changes in visual character can be identified by how visually compatible a project would be with the existing condition by using visual character attributes as an indicator.

SR-60 through the project corridor provides high quality views of surrounding areas, as well as scenic character within the corridor itself. The corridor is well maintained with distinctive topography, horizon views, and limited urban encroachments (signs, telephone poles, utility lines, etc.). The surrounding hills are a dominant feature within the corridor and provide the main context for the route. Views are simple in nature incorporating the roadway, hillsides, skyline, and occasionally a horizon view. The occasional cluster of trees adds some variety to the otherwise relatively sparse and low-lying vegetation.

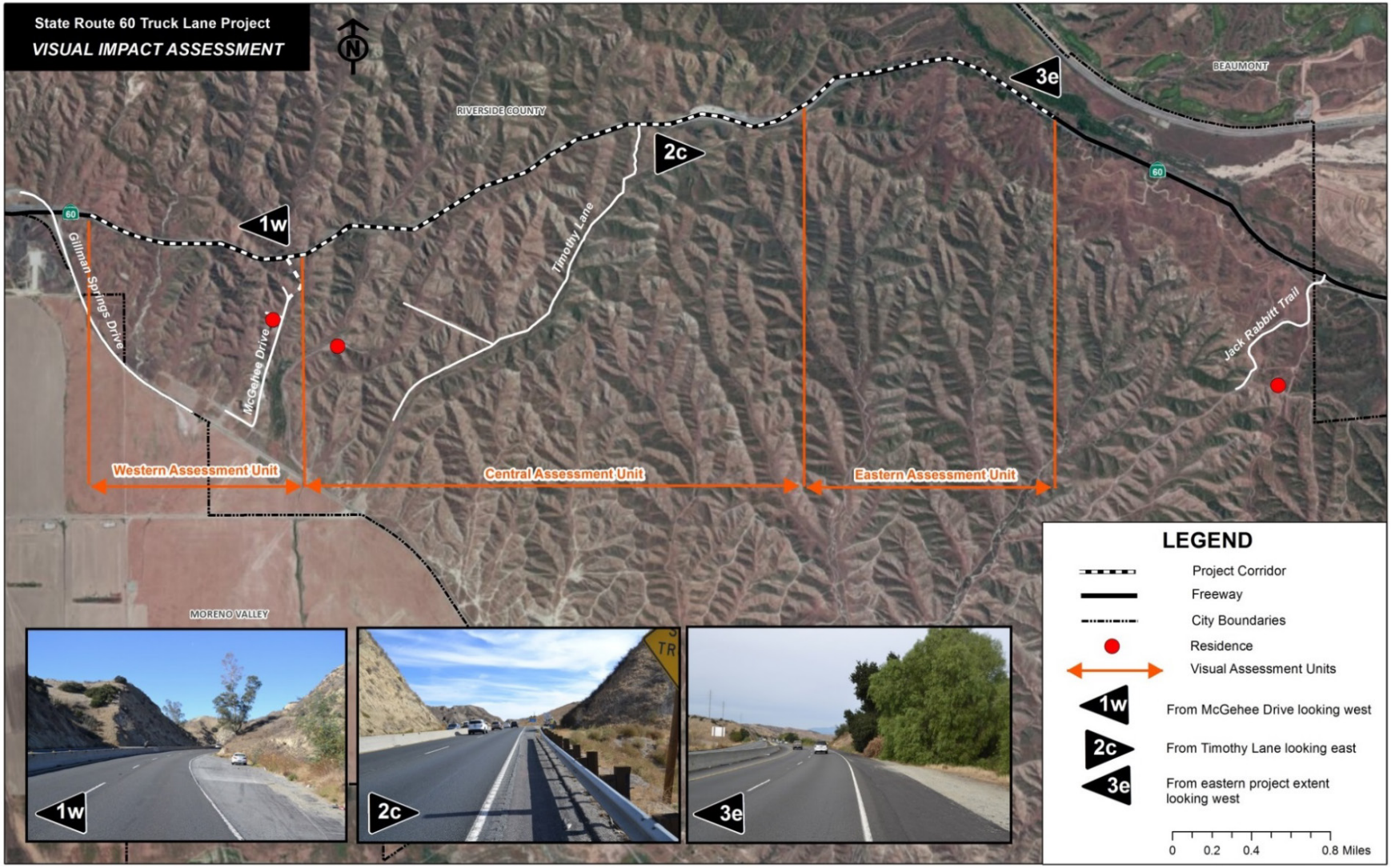
Visual Quality

Visual quality is evaluated by identifying the vividness, intactness, and unity present in the project corridor. Public attitudes validate the assessed level of quality and predict how changes to the project corridor can affect these attitudes. This process helps identify specific methods for addressing each visual impact that may occur as a result of the project. The three criteria for evaluating visual quality are defined below:

- *Vividness* is the extent to which the landscape is memorable and is associated with distinctive, contrasting, and diverse visual elements.
- *Intactness* is the integrity of visual features in the landscape and the extent to which the existing landscape is free from non-typical visual intrusions.
- *Unity* is the extent to which all visual elements combine to form a coherent, harmonious visual pattern.

This portion of SR-60 is unique because of its location within the foothills of the San Jacinto Mountain range. The rolling topography and winding roadway make an interesting yet challenging drive and provide viewers with unusual views that differ from the rest of the route. Views within the corridor are vivid due to the unusual terrain for this segment of the route. With the exception of the radio tower and high-power lines the landscape is generally free from encroaching elements and even these components are well balanced against the dominant features of the surrounding hills, thus the landscape is relatively intact. The simplicity of the landscape, which incorporates the hillsides, roadway, and distant views, forms a unified and harmonious visual pattern.

Figure 2-10: Visual Assessment Units and Key Views



Source: California Department of Transportation. 2014. Visual Impact Assessment. April.

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Viewers and Viewer Response

Viewers

The population affected by the project is composed of *viewers*. Viewers are people whose views of the landscape may be altered by the project, either because the landscape itself has changed or their perception of the landscape has changed.

Viewers are groups of people who are engaged in similar activities (commuting, recreating, traveling) or have similar characteristics (business owners, homeowners, workers). These groups can be further distinguished by those that have views of the project (project neighbors) and those who have views from the project (project users).

There are two major types of viewer groups for highway projects: highway users and highway neighbors. Each viewer group has its own particular level of *viewer exposure* and *viewer sensitivity*, resulting in distinct and predictable visual concerns for each group which help to assess their responses to visual changes.

Highway Neighbors (Views to the Road)

Development within the project area consists of warehouse, retail, and residential areas located one to three miles from the project corridor. Most of the development is separated by roads, rail, and natural topography with trees and other vegetation serving as a visual barrier between the adjacent development and SR-60. The project area is visible from off-site areas, but details of the corridor itself are limited. There are a few residences located off Gilman Springs Road that may have views of the corridor; however, due to distance (approximately one quarter to a half mile away) and sightlines (intervening topography and vegetation), details of the corridor are limited.

Highway Users (Views from the Road)

There are three groups of motorists that travel on SR-60, which are classified by the viewer activity and means of transportation. These viewer groups represent the 47,600 motorists who travel within the project vicinity daily.

Locals: Local motorists on SR-60 are generally commuters traveling between home and work. They are expected to be more familiar with the route and accustomed to the hills and scenic landscape.

Truck Drivers: Approximately 7,600 trucks travel through the project area each day. Truck drivers are focused on transporting goods from point A to point B efficiently and safely. They are expected to have some familiarity with the route, but be primarily focused on navigating challenging terrain.

Travelers: Travelers are considered to have a more leisurely approach to traveling and tend to share their focus between reaching their destination and enjoying the visual aspects of the route. They are expected to be less familiar with the route yet have a good appreciation for its scenic qualities.

Viewer Response

Viewer response is a measure or prediction of the viewer's reaction to changes in the visual environment and has two dimensions, as previously mentioned: viewer exposure and viewer sensitivity.

Viewer Exposure: Viewer exposure is a measure of the viewer's ability to see a particular object. Viewer exposure has three attributes: location, quantity, and duration. *Location* relates to the position of the viewer in relationship to the object being viewed. The closer the viewer is to the object, the more exposure. *Quantity* refers to how many people see the object. The more people who can see an object or the more frequently an object is seen, the more exposure the object has to viewers. *Duration* refers to how long a viewer is able to keep an object in view. The longer an object can be kept in view, the more exposure. High viewer exposure helps predict that viewers will have a response to a visual change.

Highway Neighbors have limited or no views of the actual project corridor and their views are from a distance (one to three miles). Although the duration of views would be long term, this group of viewers is considered to have "low viewer exposure" due to the limited number of viewers and the distance from which they are able to see the corridor.

Highway Users see the project corridor on a regular to irregular basis (depending on whether they are commuters or truck drivers and travelers). Their exposure is in close proximity and lasts for the duration of the alignment. This viewer group is considered to have high viewer exposure due to the number of viewers, the length of time they are exposed to the corridor, and the close proximity in which viewers are in relationship to visual changes.

Viewer Sensitivity: Viewer sensitivity is a measure of the viewer's recognition of a particular object. It has three attributes: activity, awareness, and local values. *Activity* relates to the preoccupation of viewers—are they preoccupied, thinking of something else, or are they truly engaged in observing their surroundings. The more they are actually observing their surroundings, the more sensitivity viewers will have to changes of visual resources. *Awareness* relates to the focus of view—the focus is wide and the view general or the focus is narrow and the view specific. The more specific the awareness, the more sensitive a viewer is to change. *Local values* and attitudes also affect viewer sensitivity. If the viewer group values aesthetics in general or if a specific visual resource has been protected by local, state, or national designation, it is likely that viewers will be more sensitive to visible changes. High viewer sensitivity helps predict that viewers will have a high concern for any visual change.

Highway Neighbors are a viewer group located at some distance from the project corridor and have limited to no views of SR-60. This group is considered to have low viewer sensitivity to visual changes.

Highway Users is a viewer group consisting of both area residents (commuters) and infrequent users (truck drivers and travelers). Commuters have frequent exposure to the corridor and may have some sense of ownership over views. Travelers, although limited in their exposure to local views, are considered to have some sensitivity to the aesthetic quality of those views. Truck drivers are considered to be primarily concerned with and focused on navigating the narrow, steep terrain and, therefore, are considered to have a low sensitivity to visual changes. Local

policies indicate that communities in the area are sensitive to aesthetic resources offered by the local mountains, foothills, and natural vegetation. Therefore, overall the Highway Users viewer group is considered to have a moderate sensitivity to visual changes.

Highway Neighbors are considered to have a low viewer response due to their limited exposure to the project corridor, lack of or limited availability of views, and distance of views. The project changes would either not be visible to area residents or would be viewed from such a distance as to produce no, or a limited, response. Since this viewer group is small in number and has limited to no views of the corridor or the visual changes, this group is not represented by a key view or discussed further in this assessment.

Highway Users are considered to have a moderate-high viewer response, since they have high exposure but moderate sensitivity. This viewer group is represented by key views and is discussed further in this assessment.

2.1.7.4 ENVIRONMENTAL CONSEQUENCES

Visual impacts are determined by assessing changes to the visual resources and predicting viewer response to those changes. These impacts can be beneficial or detrimental.

Table 2-13 provides a reference for determining levels of visual impact by combining resource change and viewer response, in accordance with FHWA methodology.

Table 2-13: Visual Impact Ratings Using Viewer Response and Resource Change

		Viewer Response (VR)				
Resource Change (RC)		Low (L)	Moderate-Low (ML)	Moderate (M)	Moderate-High (MH)	High (H)
	Low (L)	L	ML	ML	M	M
	Moderate-Low (ML)	ML	ML	M	M	MH
	Moderate (M)	ML	M	M	MH	MH
	Moderate-High (MH)	M	M	MH	MH	H
	High (H)	M	MH	MH	H	H
Source: California Department of Transportation. 2014. Visual Impact Assessment. April.						

Alternative 1 – No Build Alternative

Under the No Build Alternative (Alternative 1), the current conditions of the project area would not change; therefore, there would be no changes to the existing visual resources within the corridor (hillsides, roadway, skyline, and vistas), the assessment units, or views. Existing views and the rural character of the corridor would remain the same. There would be no construction activities, and the roadway is expected to continue to be maintained at the same level of upkeep as currently conducted. Maintenance activities may include new signage, vegetation clearing or trimming for safety and operational purposes or grading to clear debris or stabilize slopes. These activities could result in some minor physical changes that would not affect the existing character or quality of the corridor. Therefore, Alternative 1 is expected to have no impact on the aesthetics or visual quality within the corridor. There would be no impacts to any of the visual assessment units or key views.

Alternative 2 – Build Alternative (Preferred Alternative)

During construction, Alternative 2 would require re-routing of traffic, in some cases to other facilities. The primary short-term construction effects of the detours would include brightly colored informational or cautionary signs, warning lights, safety lighting, and barriers. It is important to note that the visibility associated with brightly colored or visually apparent construction-related elements, such as informational signs, barriers, construction clothing, structures, or equipment, have an intended safety benefit.

Construction elements that would be visible include material lay-down areas, soil stockpiles, contractor yards, large equipment, and lighting (safety, security, construction). Visual changes that would be seen from within the corridor include clearing and grubbing of vegetation, contour grading, cutting and filling of slopes and ravines, dust, and debris. These temporary visual changes would be addressed through the implementation of standard Caltrans Best Management Practices (BMPs), which are designed to preserve visual quality. Construction staging sites would be appropriately screened in accordance with these BMPs and graded areas would be revegetated. These impacts would be short-term and temporary, lasting the length of project construction, and would not affect aesthetics and visual resources to a degree that would result in substantial adverse effects under NEPA or significant impacts under CEQA.

Resource Change

As previously discussed, resource change is assessed by evaluating the visual character and the visual quality of the visual resources that compose the project corridor before and after construction of the project.

The visual character of the project would alter, but be mostly compatible with, the existing visual character of the corridor. The project would not change the land type or use of the corridor. The components of the corridor (hillsides, roadway, skyline, and distant vistas) would not change. However, the roadway would be wider through the entire length of the project, changing the character of its appearance. The existing route is primarily a narrow, two-lane configuration and exhibits a rural character. Once widened, the roadway would lose its rural character with the addition of the truck-climbing and -descending lanes, standard inside and outside shoulders, and wider, graded shoulders, which would accommodate the ultimate freeway condition. The wider roadway would still be balanced by the dominant hillsides and skyline, but would slightly reduce the existing rural character of views within the corridor. It would change the visual character from a smaller-scale roadway with enclosed views to a larger, multi-lane highway with more open views.

The project would also require cut and fill of existing hillsides and valleys in order to accommodate the wider roadway profile; however, these changes would not result in flatter terrain or a change in the overall character of the hillsides. The cut/fill slopes would be contoured to reduce the effects of engineered slopes and naturalize their appearance. Over time the slopes would continue to naturalize both in vegetation and contours as volunteer vegetation, weathering, and minor erosion occur.

To accommodate the wider roadway profile, and as a result of cut/fill slopes, 64 trees along the westbound lanes and 47 trees along the eastbound lanes would need to be removed. These include trees with trunks ranging in size from 4 feet in diameter at breast height (dbh) to a half-

foot dbh, and tree canopies ranging in size from 40 feet in drip line diameter (dld) to 3 feet dld. A variety of trees would be affected including oak, pepperwood, acacia, eucalyptus, palo verde, and others.

Table 2-14 is a summary of the tree survey conducted for the project, which identifies the number and type of trees that would be removed as a result of the project. A majority of the trees to be removed are eucalyptus and oak. None of the trees to be removed were identified as superior examples of native trees. To reduce the effects of vegetation loss, trees would be replaced at a ratio of 3:1. In addition, the slopes would be re-vegetated using native plant materials as an erosion control measure and to assist in re-naturalizing the landscape.

Table 2-14: Summary of Tree Survey

Species	Westbound	Eastbound	Total
Oak	13	25	38
Pepperwood	0	15	15
Acacia	4	0	4
Eucalyptus	27	2	29
Palo Verde Cluster	0	1	1
Cluster, Other	9	1	10
Cluster	4	3	7
Other	7	0	7
Total	64	47	111
Source: California Department of Transportation. 2014. Visual Impact Assessment. April.			

Based on geotechnical recommendations, all cut slopes will be cut back 1:1 (horizontal to vertical [H:V]), with mid-slope benches and terrace drains to control slope drainage and minimize surface erosion in the following manner:

- Slopes greater than 60 feet in height will have an 11-foot-wide bench for every 30 feet of slope height, with an 11-foot-wide bench mid-slope. All benches will be self-cleaning, 4-foot-wide, concrete-paved "V"–ditches with a minimum of a 2 percent down slope gradient. These slopes will also have paved drainage "V"–ditches at both the top and bottom of the slopes.
- For slopes between 30 and 60 feet in height, there will be an 11-foot-wide bench incorporating a 4-foot-wide concrete-paved "V"–ditch, with a minimum of a 2 percent down slope gradient, placed at mid-slope. These slopes will also have paved drainage "V"–ditches at both the top and bottom of the slope.
- For all slopes that are less than 30 feet in height, paved drainage "V"–ditches will be required at both the top and bottom of the slopes.

For all of the 2:1 (H:V) or flatter fill slopes, the mid-slope benches and terrace drain requirements are as described under the cut-slope condition to control surface drainage and minimize surface erosion on the slope face. Subject to geotechnical slope stability analysis, geo-textile materials may be utilized to steepen the gradient of these fill-slopes.

These features would be designed to minimize their incompatibility with the existing character of the corridor by incorporating color, texture, or design to reduce glare, enhance appearance, and blend materials. Paved drainage "V"–ditches are required at both the top and bottom of the slopes. Structures such as "V"–ditches, over side drains, and headwalls would be stained to blend with the native vegetation and slopes. These elements would not block views, as they would be incorporated into the slopes themselves. The project would not reduce or block views and would be consistent with the overall character of the route as a transportation facility.

Overall, the project would be consistent with the policies and objectives from the County and City general plans, as it would not affect the corridor's scenic quality, block views, remove protected vegetation, or diminish the aesthetic value of a scenic route. Trees removed as part of the project would be replaced at a ratio of 3:1 and cleared slopes would be re-vegetated, reducing impacts associated with vegetation loss. The project would result in a moderate-low resource change.

Visual Impacts by Visual Assessment Unit

Because it is not feasible to analyze all the views in which the project would be seen, it is necessary to select key views associated with visual assessment units that would most clearly demonstrate the change in the project area's visual resources. Key views also represent the viewer groups that have the highest potential to be affected by the project considering exposure and sensitivity.

The following section describes and illustrates visual impacts by visual assessment unit, compares existing conditions to the project (Alternative 2), and includes the predicted viewer response. Three Key Views (KVs) were selected to represent each of three visual assessment units. The use of KVs helps to facilitate the evaluation of project changes as they relate to the Visual Assessment Units. KVs 1w and 2c represent the project scenario with the most changes. KVs 1w and 2c represent areas within the project corridor where large cut or fill slopes would occur. KV 3e represents the project scenario with the least changes. KV 3e represents an area within the corridor where cut or fill slopes would be less extensive. These KVs also represent existing views within the project corridor as seen by a majority of the significant viewer groups. The KVs were used to illustrate how the project would change existing views and are illustrated in Figures 2-11, 2-12, 2-13, 2-14, and 2-15. Figure 2-10 shows the location of the selected key views. Table 2-15 summarizes and compares the narrative ratings for visual resource change, viewer response, and visual impacts for Alternative 2 for each visual assessment unit.

Western Assessment Unit Key View 1w

The Western Assessment Unit is relatively narrow with limited to no shoulders and a single, concrete median barrier. Views are restricted to the corridor itself and surrounding hillsides. The visual character of the Western Assessment Unit is rural with rolling hills, scrub vegetation, and occasional tree clusters. KV 1w, which represents views within this visual assessment unit, is looking west toward Gilman Springs Road (Figures 2-10 and 2-11). The simplicity of the views as shown in KV 1w lend to a cohesive and harmonious character. The size and proximity of the adjacent hills and open skyline are vivid and well balanced. Encroaching elements or other features out of context with this view are few or nonexistent.

The overall visual quality and character of this KV is considered Moderate-High.

Viewer Response: The Highway Users are considered to have a moderate-high response to the project changes as their views are in close proximity, extended in duration, and there are a large number of these viewers.

Resource Change: Figure 2-12 is a simulated view of KV 1w with the project changes. The widened roadway becomes a more dominant feature within this KV and sight distances open up, allowing motorists to see further in advance of their travel. The adjacent hillsides appear to be farther set back from the roadway due to the wider profile of the road. Skyline views are expanded and distant horizons become visible (positive effect). The overall composition of the view is harmonious and unified with few encroachments and an even balance between the skyline, roadway, and surrounding hills. The quality of the view remains high as the distinct images of the hillsides and skyline remain intact. However, the character of the view changes from rural to urban due to the addition of truck-climbing and -descending lanes, a wider inside shoulder, paved outside shoulders, and an ultimate graded highway width.

Therefore, the level of resource change overall is considered Moderate.

Visual Impact: Visual impacts for KV 1w, which represents the Western Assessment Unit, include a wider roadway profile creating a more dominant appearance, cut slopes that reduce their dominance, more open skyline (positive effect), and a change from rural character to more urban. These impacts would result in moderate visual changes. The Highway Users are anticipated to have a moderate-high response to the changes. Therefore, the overall visual impact would be considered Moderate-High.

Figure 2-11: Key View 1w Western Assessment Unit (Existing Condition)

Source: California Department of Transportation. 2014. Visual Impact Assessment. April. See Figure 2-10 for location.

Figure 2-12: Key View 1w Western Assessment Unit (Simulated Conditions with Project)

Source: California Department of Transportation. 2014. Visual Impact Assessment. April. See Figure 2-10 for location.

Central Assessment Unit Key View 2c

The Central Assessment Unit includes both narrow, winding portions of the roadway and wider, smoother portions where the roadway is vertically divided between the eastbound and westbound lanes. Views are focused on the corridor itself, as well as some horizon views. The large slopes are well balanced against the open skyline. The views are simple and harmonious with limited encroachment. KV 2c, which represents views within this visual assessment unit is looking east from Timothy Lane (Figures 2-10 and 2-13). KV 2c is within a narrower portion of SR-60 with large, steep hills adjacent to the roadway. This KV includes warning and directional signs and signals, and a K-rail median and metal side guardrail to protect motorists from sharp curves and steep ravines. The open skyline framed by large side slopes makes a vivid view and the dominant landforms create a distinct visual pattern.

The overall visual quality and character of this KV is considered Moderate.

Viewer Response: The Highway Users are considered to have a moderate-high response to the project changes as their views are in close proximity, extended in duration, and there are a large number of these viewers.

Resource Change: Figure 2-14 is a simulated view of KV 2c with the project changes. The wider roadway and more open skyline become the more dominant features within this KV, as the hillsides are pushed further away from the motorist's view. The view is harmonious and well balanced with the skyline, roadway, and large landforms forming a cohesive, yet less distinctive form. The vividness of the steep slopes framing the road and skyline is lost as the wider road and

cut slopes blend together with the skyline to create a less diverse view. Intactness increases as some of the roadway signs and signals and metal guardrail are eliminated (positive effect). The scale and dominance of features within the view remain consistent, since the wider roadway takes over in scale from the large hillsides. The character of the roadway remains consistent with the existing view as this segment of SR-60 is in close proximity to the wider portions of the roadway and is generally leading up to those wider segments.

The level of resource change overall is considered Moderate.

Visual Impact: Visual impacts for KV 2c, which represents the Central Assessment Unit, include loss of vividness due to reduced dominance of the hillsides, increased intactness due to removal of signs and signals (positive effect), and consistency in character. These impacts would result in moderate visual changes. The Highway Users are anticipated to have a moderate-high response to the changes. Therefore, the overall visual impact would be the same as for the Central Assessment Unit, Moderate-High.

Figure 2-13: Key View 2c Central Assessment Unit (Existing Condition)

Source: California Department of Transportation. 2014. Visual Impact Assessment. April. See Figure 2-10 for location.

Figure 2-14: Key View 2c Central Assessment Unit (Simulated Condition with Project)

Source: California Department of Transportation. 2014. Visual Impact Assessment. April. See Figure 2-10 for location.

Eastern Assessment Unit Key View 3e

The Eastern Assessment Unit exhibits wider, gentler curves as the topography is less steep. The roadway provides shoulders and a wider center median. Views are open and vegetation is lusher due to the adjacent San Timoteo Creek. The hillsides, skyline, distant vistas, and vegetation create diverse visual elements that make views vivid in quality. Signage, utility lines, and distant development reduce the intactness somewhat; however, the visual elements overall, are harmonious and create a coherent and unified view. KV 3e, which represents this visual assessment unit is looking west from the eastern project extent (Figures 2-10 and 2-18). The scale of the hillsides is reduced in comparison to the roadway and skyline from this KV. The introduction of additional visual features such as the vegetation, creek, development, and distant mountain views add to the diversity of patterns, texture, and color adding to the visual character of this view.

The overall visual quality and character of this KV is considered Moderate-Low.

Viewer Response: The Highway Users are considered to have a moderate-high response to the project changes as their views are in close proximity, extended in duration, and there are a large number of these viewers.

Resource Change: Changes would include some cut and fill, grading, clearing, and a slight widening of the roadway. Since this segment of the roadway appears more generous in roadway width, incorporating shoulders and a wider median, the project changes are expected to appear less out of character with the existing view than it would in segments of SR-60 that are narrower

with reduced median shoulders and limited to no outside shoulders. The features that give this view good quality would remain intact. The roadway is not expected to look more dominant than existing and would remain well balanced with the variety of visual elements, large landforms, and open skyline. The level of resource change within this assessment unit is low; therefore, a simulation for this view was not prepared.

Visual Impact: Visual impacts for KV 3e, which represents the Eastern Assessment Unit, include a slightly wider roadway profile and some clearing and grading. These impacts would result in low visual changes. The Highway Users are anticipated to have a moderate-high response to the changes. Therefore, the overall visual impact would be considered Moderate.

Figure 2-15: Key View 3e Eastern Assessment Unit (Existing Condition)

Source: California Department of Transportation. 2014. Visual Impact Assessment. April. See Figure 2-10 for location.

Table 2-15 summarizes and compares the narrative ratings for visual resource change, viewer response, and visual impacts for each visual assessment unit under Alternative 2.

Table 2-15: Summary of Key View Narrative Ratings

Visual Assessment Unit	KEY VIEW	Alternative 2		
		Resource Change	Viewer Response	Visual Impact
Western	1w	M	MH	MH
Central	2c	M	MH	MH
Eastern	3e	L	MH	M
Source: California Department of Transportation. 2014. Visual Impact Assessment. April.				

In conclusion, Alternative 2 would result in an overall moderate-low resource change to the project area. However, in combination with a moderate-high viewer sensitivity it would result in moderate-high visual impacts in two visual assessment units and moderate impacts in one assessment unit, resulting in an overall visual impact of moderate-high. With the implementation of the avoidance and minimization measures discussed below into the design of the project, Alternative 2 would not affect aesthetics and visual resources to a degree that would result in substantial adverse effects under NEPA.

Furthermore, as previously discussed, the project improvements would modify some of the slopes located along the roadway by cutting or filling them; however, these changes would not result in flatter terrain or a change in the overall character of the hillsides. The cut/fill slopes would initially have an engineered appearance but would be contoured to reduce the effects of engineered slopes and naturalize their appearance. Over time the slopes would continue to naturalize both in vegetation and contours as volunteer vegetation, weathering, and minor erosion occur. The wider roadway and modified vertical and horizontal curves would look less rural in character and would slightly reduce the vividness of the rougher terrain. It would change the visual character from a smaller-scale roadway with enclosed views to a larger, multi-lane highway with more open views. However, the overall appearance of the corridor would remain consistent with its existing character as a transportation facility, and distant vistas would remain intact.

To accommodate the wider roadway profile, and as a result of cut/fill slopes, 64 trees along the westbound lanes and 47 trees along the eastbound lanes would need to be removed. None of the trees to be removed were identified as superior examples of native trees. To reduce the effects of vegetation loss, trees would be replaced at a ratio of 3:1. In addition, the slopes would be re-vegetated using native plant materials as an erosion control measure and to assist in re-naturalizing the landscape.

Project changes would not block scenic vistas and, in some cases, may make these views more available to motorists. The project would not affect views of the surrounding mountains, valley floor, or other scenic resources along a scenic highway. The project changes do not include new light sources. In areas where retaining walls are needed, the walls would be designed so as to minimize glare. These features, as well as paved drainage ditches, would also be designed to minimize their incompatibility with the existing character of the corridor by incorporating color, texture, or design to enhance their appearance and blend materials into the surrounding hillsides. The project would be compatible with applicable County general plan policies, as it would not affect existing views or change the general nature of the corridor's use. Based on the above discussion, the project's impacts would be less than significant under CEQA and would not be considered substantial under NEPA.

2.1.7.5 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

The following measures will minimize visual impacts:

AV-1: Where retaining walls are used to stabilize cut/fill slopes, the walls shall be designed to reduce glare, add visual interest, and fit the context of the setting. This will include color or patterns or materials other than concrete.

AV-2: Cut/fill slopes will be re-vegetated using native plant materials to reduce erosion and facilitate vegetation growth.

AV-3: Trees removed as part of the project will be replaced, utilizing native species or species suitable to an arid environment, at a ratio of 3:1.

AV-4: Paved drainage "V"–ditches, over side drains, and headwalls will be stained to blend with the native vegetation and slopes.

2.1.8 Cultural Resources

2.1.8.1 REGULATORY SETTING

The term "cultural resources" as used in this document refers to all "built environment" resources (structures, bridges, railroads, water conveyance systems, etc.), culturally important resources, and archaeological resources (both prehistoric and historic), regardless of significance. Laws and regulations dealing with cultural resources include:

The National Historic Preservation Act (NHPA) of 1966 , as amended, sets forth national policy and procedures for historic properties, defined as districts, sites, buildings, structures, and objects included in or eligible for listing in the National Register of Historic Places. Section 106 of the NHPA requires federal agencies to take into account the effects of their undertakings on historic properties and to allow the Advisory Council on Historic Preservation the opportunity to comment on those undertakings, following regulations issued by the Advisory Council on Historic Preservation [36 Code of Federal Regulations (CFR) 800]. On January 1, 2004, a Section 106 Programmatic Agreement (PA) between the Advisory Council, the Federal Highway Administration (FHWA), State Historic Preservation Officer (SHPO), and Caltrans went into effect for Caltrans projects, both state and local, with FHWA involvement. This PA was renewed, with small changes, on January 1, 2014, titled the *First Amended Section 106 Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as It Pertains to the Administration of the Federal-Aid Highway Program in California.* The new PA implements the Advisory Council's regulations, 36 CFR 800, streamlining the Section 106 process and delegating certain responsibilities to Caltrans. The FHWA's responsibilities under the PA have been assigned to Caltrans as part of the Surface Transportation Project Delivery Program (23 United States Code [USC] 327).

Historical resources are considered under the California Environmental Quality Act (CEQA), as well as CA Public Resources Code (PRC) Section 5024.1, which established the California Register of Historical Resources. PRC Section 5024 requires state agencies to identify and protect state-owned resources that meet the National Register of Historic Places listing criteria. It further specifically requires Caltrans to inventory state-owned structures in its rights of way.

2.1.8.2 AFFECTED ENVIRONMENT

The information from this section was synthesized from the Supplemental Historic Property Survey Report (SHPSR) (June 2015), which included a Supplemental Archaeological Survey Report (June 2015), as well as the Historic Property Survey Report (HPSR) (April 2014), which included a Historic Resource Evaluation Report (HRER) (April 2014) and Archaeological Survey Report (ASR) (April 2014). The ASR contains confidential information regarding site locations and is not available for public review. The HPSR has incorporated the results and conclusions from these reports.

The Area of Potential Effects (APE) for the project was established on April 25, 2014. The APE for the project was established to encompass the maximum extent of ground disturbances, direct,

indirect, and cumulative effects, including visual and atmospheric effects to the setting. The horizontal APE includes 25,608 linear feet of SR-60, with the areas alongside varying based on areas of cut and fill. The vertical APE will extend to a maximum depth of 20 feet for retaining walls and at fill slopes, and it will be approximately 4 feet for cut slopes. The original project APE was approximately 194.16 acres. A supplemental APE, which incorporates the newly expanded scope of work, was signed on June 11, 2015. The supplemental APE is approximately 9.9 acres, which makes the total APE for the project approximately 204.06 acres.

As detailed in the HPSR, efforts to identify cultural resources within the APE included a cultural resources literature and records search, consultation with Native American Groups and local historical societies, and field surveys of the APE. In addition, extensive research was conducted into the background history of the project area and vicinity, including the construction history and development of SR-60 through the San Timoteo Badlands. These efforts were conducted to Caltrans standards, as outlined in the Caltrans Standard Environmental Reference, Volume II, Cultural Resources, and meet or exceed standard industry practice.

The record search was conducted for a one-mile radius surrounding the project APE by the staff of the Eastern Information Center (EIC), University of California, Riverside. As a result of the record search and additional efforts to identify cultural resources, 26 cultural resources were identified within the vicinity of the APE. Previously documented prehistoric archaeological sites consist primarily of small resource procurement/processing sites and related artifacts including a bedrock milling station, lithic scatters, a possible roasting pit, and isolated artifacts. Previously documented historic-period cultural resources include a historical ranch, roads, refuse dumps and isolated artifacts, building/structure remains, and a materials quarry. None of these previously recorded cultural resources were ultimately determined to be within the APE. The newly expanded APE was within the one-mile search radius of the original records search; therefore, a new records search was unwarranted.

Consultation with interested parties, including Native American groups and historical organizations, was conducted beginning in May 2013. A request was made to the Native American Heritage Commission (NAHC) for a search of the Sacred Lands File May 28, 2013. The NAHC responded on June 3, 2013, stating that a search of the Sacred Lands File failed to indicate the presence of Native American cultural resources in the immediate project area. A list of Native American individuals/organizations was provided by the NAHC for additional consultation. Contact was initiated with these groups via letter on August 13, 2013, followed by two rounds of telephone calls that occurred between October 8 and 15, 2013. Native American correspondence related to the project can be found in Section 3.1.4, *Agency Correspondence and Documentation*. No additional Native American consultation was conducted in conjunction with the Supplemental HPSR, as the original consultation covered the acreage that has been incorporated in the Supplemental APE. In addition, the closest historical society to the project area, the Moreno Valley Historical Society (MVHS), was contacted by e-mail on October 7, 2013 to illicit comments or concerns regarding the project. No response has been received to date.

The archaeological survey of the project APE was conducted between July 8 and July 12, 2013, and May 18 and May 19, 2015 by a two-person crew. The project area is within the San Timoteo Badlands and is characterized by long, roughly north-south trending ridges with steep slopes,

although milder slopes are present within the eastern and western ends of the project area, and narrow drainages. The pedestrian survey was conducted wherever flat surfaces, ridge tops, drainages, and other surfaces were likely to contain cultural resources and could be safely reached and examined. Excluding the existing paved roadway, archaeologists surveyed approximately 95 percent of the project APE. Approximately 75 percent of the project APE was opportunistically surveyed, as steep slopes and narrow ridge tops made systematic transects impossible. Intensive pedestrian survey was performed on approximately 10 percent of the project APE. During May 18 and May 19, 2015, 100 percent of the Supplemental APE was surveyed. Approximately 75 percent of the Supplemental APE was surveyed by walking survey transects spaced between 10 and 15 meters apart. Due to difficult topography, the other 25 percent was surveyed opportunistically. No new archaeological resources were identified during either survey that required evaluation during the course of this survey. Mixed scatters of historical and modern refuse and debris, as well as dirt roads and trails, were observed along SR-60 throughout the entire length of the project APE. As no intact refuse disposal sites, discrete dumps, or concentrations of artifacts were found, and lacking direct historical association, these resources were exempted from recordation and evaluation according to Attachment 4 of the Caltrans Programmatic Agreement (PA). During the pedestrian survey of the expanded APE, the presence of an abandoned road was documented. The road and associated borrow pit are likely associated with the construction or widening of SR-60. At present, the road appears as a faint scar that is in the process of returning to a natural state. As such, this portion of the resource is exempt from evaluation under Attachment 4 of the PA.

A reconnaissance built-environment survey of the project APE was also performed between July 8 and 13, 2013. During that survey, a previously unrecorded segment of former U.S. Highway 60 across the San Timoteo Badlands, *Æ*-2339-1H (update to 33-021095) and associated road features was identified within the project APE. This section of SR-60/US 60 was initially constructed as part of Interstate Highway 60 and was signed US 60 until sometime between 1964 and 1967, when it was relegated to a State Route. Construction of this segment was completed in 1935, and several culvert headwalls identified in the field along the northern side of the current westbound lanes were stamped with this date. Between 1955 and 1956, the highway was widened from two lanes to four lanes, which required extensive new cut and fill areas and the replacement and/or extension of multiple culverts.

The segment of SR-60/US 60 was evaluated and determined not eligible for the National Register of Historic Places as a result of the current study. While US 60/present-day SR-60 (*Æ*-2339-1H) has served as an important transportation link since 1935, it does not appear eligible for the NRHP or the CRHR due to a severe loss of historical integrity. The SHPO concurred with this determination in a letter dated May 19, 2014 (copies of the letters to and from the SHPO are included in Section 3.1.4, *Agency Correspondence and Documentation*). This resource is also not considered an historical resource under CEQA because it does not meet the California Register of Historical Resources criteria. The remaining built environment resources within the APE were exempted from recordation and evaluation according to Attachment 4 of the Caltrans PA.

If buried cultural resources are encountered during construction, it is Caltrans policy that work stop in that area until a qualified archaeologist can evaluate the nature and significance of the find.

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; Gabrielle Duff, DEBC: (909)383-6933 and Gary Jones, DNAC: (909)383-7505. Further provisions of PRC 5097.98 are to be followed as applicable.

2.1.8.3 ENVIRONMENTAL CONSEQUENCES

Alternative 1 – No Build Alternative
There would be no temporary or permanent impacts on cultural resources.

Alternative 2 – Build Alternative (Preferred Alternative)
As noted above, only one property within the APE, a segment of SR-60/US 60, required evaluation. This property was determined to not meet NRHP evaluation Criteria, and therefore was determined not to be a Historic Property. The State Office of Historic Preservation concurred with this finding on May 19, 2014. Because there are no Historic Properties within the APE, Caltrans has determined that a Finding of No Historic Properties Affected, according to Section 106 Programmatic Agreement Stipulation IX.A, is appropriate for this undertaking. This conclusion is based on the results of the literature and records search, consultation with Native American groups and local Historical societies, and field surveys of the APE.

Because there are no Historic Properties listed on or eligible for listing on the NRHP within the project APE, there are no Historic Sites triggering the requirements of Section 4(f).

2.1.8.4 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

No mitigation measures are required; however, the following standard avoidance and minimization measures will be followed to further avoid and/or minimize any potential impacts:

CR-1: If buried cultural resources are encountered during construction, 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: 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; Gabrielle Duff, DEBC: (909)383-6933 and Gary Jones, DNAC: (909)383-7505. Further provisions of PRC 5097.98 are to be followed as applicable.

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2.2 Physical Environment

2.2.1 Hydrology and Floodplain

2.2.1.1 REGULATORY SETTING

Executive Order (EO) 11988 (Floodplain Management) directs all federal agencies to refrain from conducting, supporting, or allowing actions in floodplains unless it is the only practicable alternative. The Federal Highway Administration requirements for compliance are outlined in 23 Code of Federal Regulations (CFR) 650 Subpart A.

To comply, the following must be analyzed:

- The practicability of alternatives to any longitudinal encroachments
- Risks of the action
- Impacts on natural and beneficial floodplain values
- Support of incompatible floodplain development
- Measures to minimize floodplain impacts and to preserve/restore any beneficial floodplain values affected by the project

The base floodplain is defined as "the area subject to flooding by the flood or tide having a one percent chance of being exceeded in any given year." An encroachment is defined as "an action within the limits of the base floodplain."

2.2.1.2 AFFECTED ENVIRONMENT

Information used in this section is based upon the March 2014 *Summary Floodplain Evaluation Report* and the March 2014 *Location Hydraulic Study*.

Regional Hydrology

The Santa Ana Region 8 Basin Plan covers an extensive portion of the Southern California region area, touching on three county regions. The basin area reaches from the coastal edges of northern Orange County, to the east-west aligned crest of the San Gabriel and San Bernardino Mountains. There are four major watershed areas in Riverside County: Santa Ana River; San Jacinto Valley; Santa Margarita; and Whitewater.

Located in the northwestern corner of Riverside County, the Santa Ana Region watershed comprises 1,603 square miles, including the San Jacinto Valley watershed. Surface waters start in the upper erosion zone of the watershed mainly from the San Bernardino, Santa Ana, and San Jacinto Mountains. This upper erosion zone contains the highest gradient and soils/geology that do not allow large quantities of surface water percolation into the ground.[1] Its primary slope direction is northeast to southwest, with secondary slopes limited by the local topography. Less than one-fifth of the entire acreage within Riverside County drains into waterbodies within the

[1] Riverside County Flood Control and Water Conservation District. 2013. *Riverside County Drainage Area Management Plan: Santa Ana Region.* June 20, 2013.

Santa Ana Region, including the San Timoteo Creek Basin.[2] The project area is located in both the Santa Ana River (Hydrologic Unit Code 18070203) and San Jacinto Valley (Hydrologic Unit Code 18070202) watersheds. Most of the project area is located within the San Jacinto Valley watershed.

There is no sustained aquatic habitat in several parts of the Santa Ana River Basin due to limited and largely absent flows.[3] In areas that have perennial flows, the habitat is normally harsh with warm, shallow water; shifting sand substrate; little or no instream cover; and no riparian vegetation or tree canopy for shade.[4] Water supply is the most serious problem in the Santa Ana River Basin because the quantity of imported water now equals or exceeds the amount of ground and surface water utilized.[5] Imported water comes from the Colorado River Aqueduct (though limited reuse due to high mineral content) and from the Sacramento-San Joaquin Delta via the State Water Project.[6]

Runoff from the western portion of the project area generally flows south for 5.5 miles before converging with the San Jacinto River, which flows for approximately 14 miles southwest before reaching Railroad Canyon Reservoir (also called Canyon Lake). The San Jacinto River, located 5 miles south of the project area, then flows for 3 miles south before draining into Lake Elsinore. Temescal Creek flows out of Lake Elsinore for 10 miles west before draining into Lee Lake, then flows for another 20 miles west before converging with the Santa Ana River at Prado Basin. The Santa Ana River flows southwest for 31 miles before reaching the Pacific Ocean. Runoff from the eastern portion of the site drains into San Timoteo Creek, which flows northwest for 16 miles before converging with the Santa Ana River. The Santa Ana River then flows west for 58 miles before reaching the Pacific Ocean.

According to the Basin Plan,[7] annual rainfall in the Santa Ana Region occurs mostly in the winter and in one to two durations, creating major floods. The U.S. Army Corps of Engineers (USACE) has or plans to channelize most surface streams in the Santa Ana Region in order to quickly move large volumes of water to another area without significant property damage. The lower areas of San Timoteo Creek (in the vicinity of Redlands) have been channelized (concrete lined) by the USACE.

Local Hydrology and Flooding

The project traverses the San Timoteo Badlands. This area is referred to as “badlands” because it is marked by numerous deep canyons and sandstone soil formations, with very little land surface being level for any significant distance. In this context, a significant distance of level land surface is to be understood to mean an area greater than 100 feet along the various flow lines, or

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2 Ibid.

3 Santa Ana Regional Water Quality Control Board. 2011. *Water Quality Control Plan for the Santa Ana River Basin*. Adopted 1995; updated 2008 and 2011.

4 Ibid.

5 Ibid.

6 Ibid.

7 Ibid.

more than 10 feet measured perpendicular to the flow. Due to the topography of the area, the land within the project area is not conducive to development.

There are 34 culvert crossings along State Route 60 (SR-60) within the project limits. Existing culverts carry runoff from the upstream to the downstream side of the road at each of these locations; however, these locations may not comply with the definition of waters of the U.S. or waters of the State, as discussed in Section 2.3.2, *Wetlands and Other Waters*. Ponding at the upstream end of each of the culverts is at most 2.5 feet deep. Most of the drainage courses do not carry enough water to cause the culverts to flow full and pond.

The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Panels 06065C0760G, 06065C0770G, 06065C0785G, 06065C0790G, 06065C0795G, and unprinted panel 06065C0780G indicate that the project site is located in a Zone D: Area of Possible but Undetermined Flood Hazard and Zone X: Area of Minimal Flood Hazard (see Figure 2-16). There are no existing natural or beneficial floodplain values, as determined in the *Location Hydraulic Study*.

Although there are no floodplains bearing a FEMA designation, each of the watercourses is nevertheless subject to Federal Emergency Management Agency guidelines for flood protection. These guidelines state that if any construction within any watercourse should result in a change to the existing flow that could affect houses or other occupied structures, a Flood Plain Analysis will need to be prepared to determine the effect of the new construction on the existing water surface. Specifically, if the increase in water surface elevation exceeds one foot in areas containing houses or other occupied structures, a Letter of Map Revision (LOMR) must be prepared and submitted to FEMA for evaluation.

The FEMA FIRM Maps indicated that the project site is located in "an area of possible but undetermined flood hazard," and "an area of minimal flood hazard;" therefore, a *Location Hydraulic Study* was prepared in March 2014 to analyze whether the project would result in impacts on local hydrology and cause flooding. The hydraulic analysis was performed to determine the ponding depths for the 100-year frequency storm for each of the 34 drainage crossings in the project area (refer to Figure 2-17, Existing Drainages in the Project Area). The 100-year storm is a storm that has a one-in-one-hundred chance of occurring in any given year.

Table 2-16 summarizes the results of the hydraulic analysis of all 34 culvert crossings. It includes the drainage areas, contributory flow rates, existing culvert types, and ponding depths for the 100-year frequency storm for each drainage course. According to Table 2-16, 29 drainage courses have a ponding depth listed as "N/A," or "not applicable." This means that there is insufficient water flow to cause the culvert to seal and flow full, and there would be no ponding at these locations during a 100-year frequency storm. Drainages 1, 2, 3, and 5 have an existing ponding depth greater than one foot, and Drainage 5 has a ponding depth of less than one foot. Despite having ponding depths greater than one foot, the culverts are located between 30 and 200 feet below the road surface and, therefore, do not pose a risk of overtopping and flooding the roadway. In addition, there are no houses or other occupied structures in the area that are at risk due to flooding. The nearest occupied structure is located approximately 0.24 mile southwest of the nearest drainage improvement (see Figure 2-18, Sheet 1: Existing and Proposed Drainage Improvements).

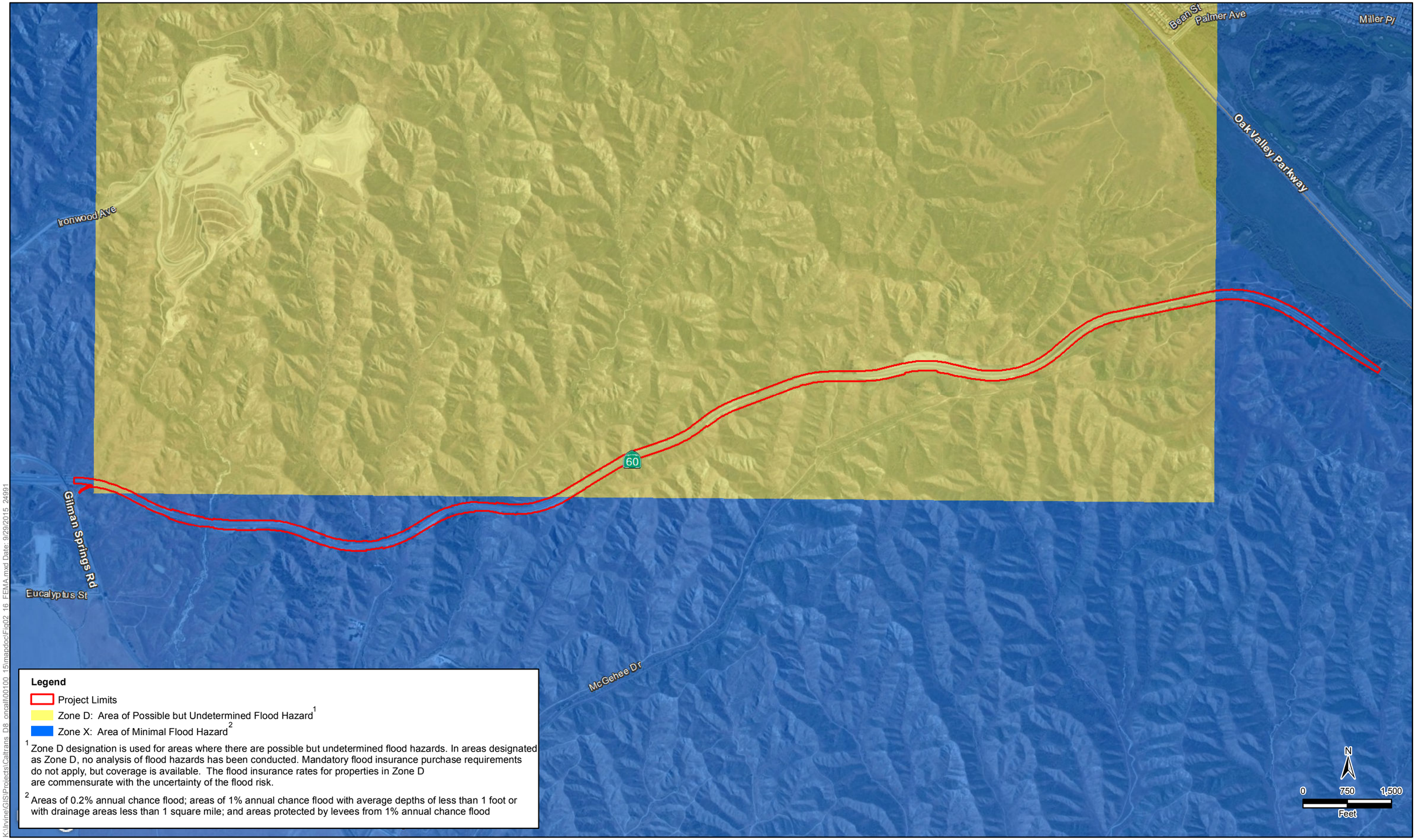
Table 2-16: Summary of 34 Culvert Crossings

Drainage Area	Area (Ac)	Area (SqM)	Mean Annual Precipitation[1] (Inches)	Runoff[2] (CFS)	Existing Culvert	Ponding Depth
1	346.2	0.54	16	208.9	6.5'x5' RCA	2.51'
2	593.2	0.93	17	366.6	7.6'x6.4' RCA	2.17'
3	567.6	0.89	18	394.8	7.5'X6.5' RCA	1.65'
4	84.2	0.13	16	62.7	48" CSP	0.66'
5	148.8	0.23	16	104.4	54" CSP	1.13'
6	15.9	0.02	15	12.3	36" CSP	N/A
7	14.4	0.02	15	12.3	48" CSP	N/A
8	25.9	0.04	15	21.6	36" CSP	N/A
9	23.2	0.04	16	24.4	36" CSP	N/A
10	5.3	0.01	14	5.4	30" CSP	N/A
11	8.0	0.001	14	0.8	30" CSP	N/A
12	3.1	0.005	13	2.8	30" CSP	N/A
13	3.7	0.006	14	3.8	36" CSP	N/A
14	4.0	0.006	15	4.3	36" CSP	N/A
15	21.1	0.03	15	17.0	36" CSP	N/A
16	11.1	0.017	15	10.5	36" CSP	N/A
17	14.1	0.022	14	11.4	36" CSP	N/A
18	21.2	0.03	14	14.9	36" CSP	N/A
19	2.5	0.02	13	9.5	36" CSP	N/A
20	1.9	0.003	13	1.9	24" CSP	N/A
21	5.8	0.009	13	4.7	30" CSP	N/A
22	5.2	0.008	12	3.7	30" CSP	N/A
23	0.4	0.0006	12	0.4	18" CSP	N/A
24	2.3	0.004	11	1.7	30" CSP	N/A
25	0.5	0.008	11	5.2	24" CSP	N/A
26	4.1	0.006	11	2.4	24" CSP	N/A
27	3.1	0.005	10	1.7	36" CSP	N/A
28	1.8	0.003	10	1.2	24" CSP	N/A
29	1.7	0.003	10	1.2	24" CSP	N/A
30	1.6	0.003	10	1.2	36" CSP	N/A
31	0.4	0.0006	10	0.3	24" CSP	N/A
32	13.9	0.02	11	6.9	24" CSP	N/A
33	3.4	0.005	10	1.7	24" CSP	N/A
34	0.4	0.0006	10	0.3	36" CSP	N/A

[1] Annual precipitation data was obtained both via internet searches of United States Geological Survey and National Oceanic and Atmospheric Administration rainfall records, as well as the specific gauges operated by the Riverside County Flood Control and Water Conservation District.

[2] Runoff totals for the various watersheds were obtained by using the Regional Regression Equations developed by the United States Geological Survey. The equation for the Southern California Coastal Region states that, for a 100-year frequency storm: $Q = 1.95\ A^{0.83} P^{1.87.}$

where Q=runoff in cubic feet per second, A= area in square miles, and P = mean annual precipitation.



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Source: Bing Imagery; Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM)

Figure 2-16
FEMA Flood Designations
State Route 60 Truck Lanes Project

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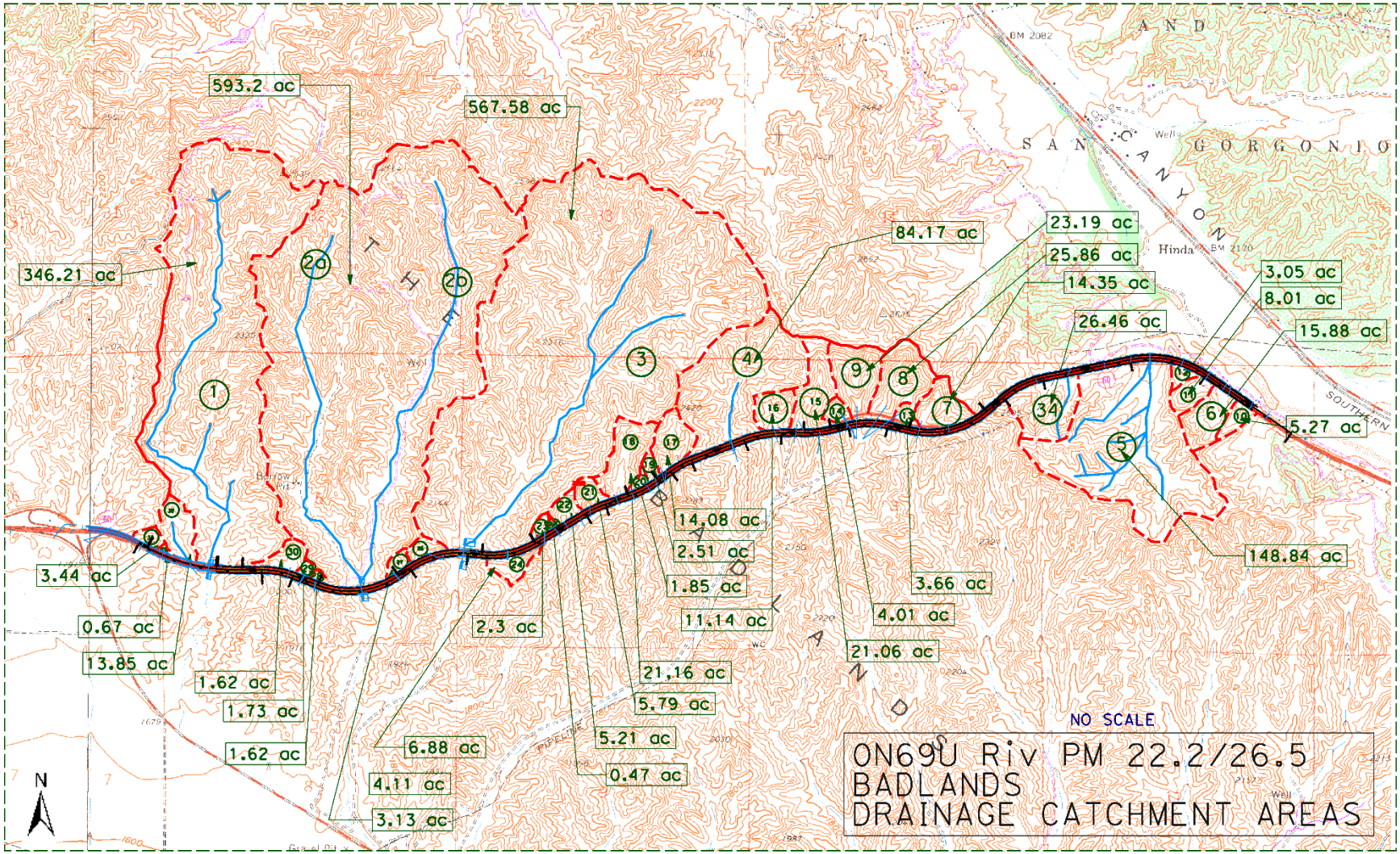
Figure 2-17: Existing Drainages in the Project Area



Source: California Department of Transportation. 2014. Location Hydraulic Study. March.

California Department of Transportation. 2014. Summary Floodplain Evaluation Report. March.

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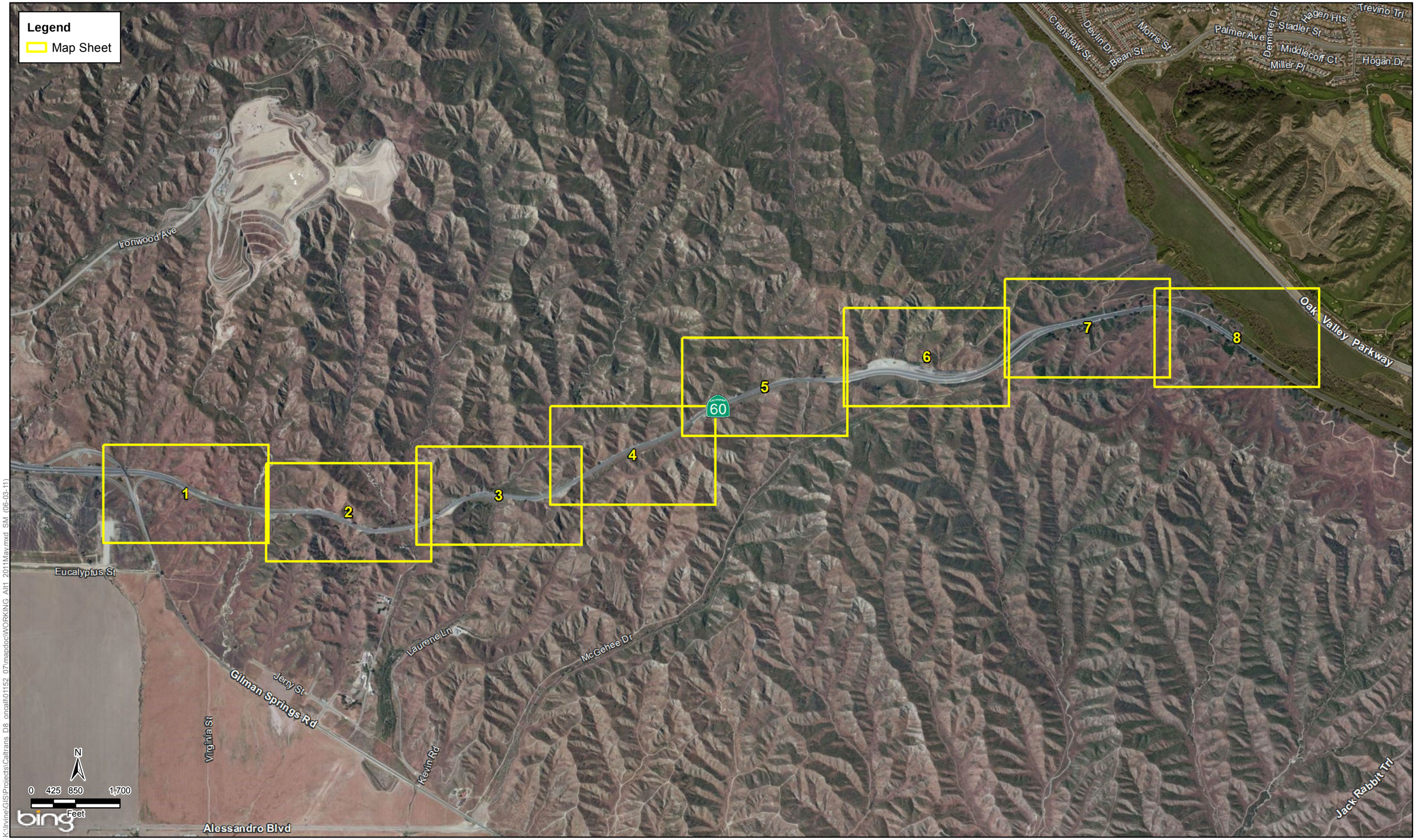

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Figure 2-18 Index Sheet
Existing and Proposed Drainage Improvements
State Route 60 Truck Lanes Project

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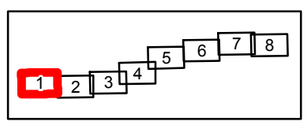

Figure 2-18 Sheet 1 of 8
Existing and Proposed Drainage Improvements
State Route 60 Truck Lanes Project

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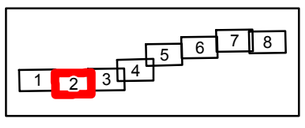

Figure 2-18 Sheet 2 of 8
Existing and Proposed Drainage Improvements
State Route 60 Truck Lanes Project

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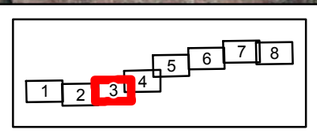

Figure 2-18 Sheet 3 of 8
Existing and Proposed Drainage Improvements
State Route 60 Truck Lanes Project

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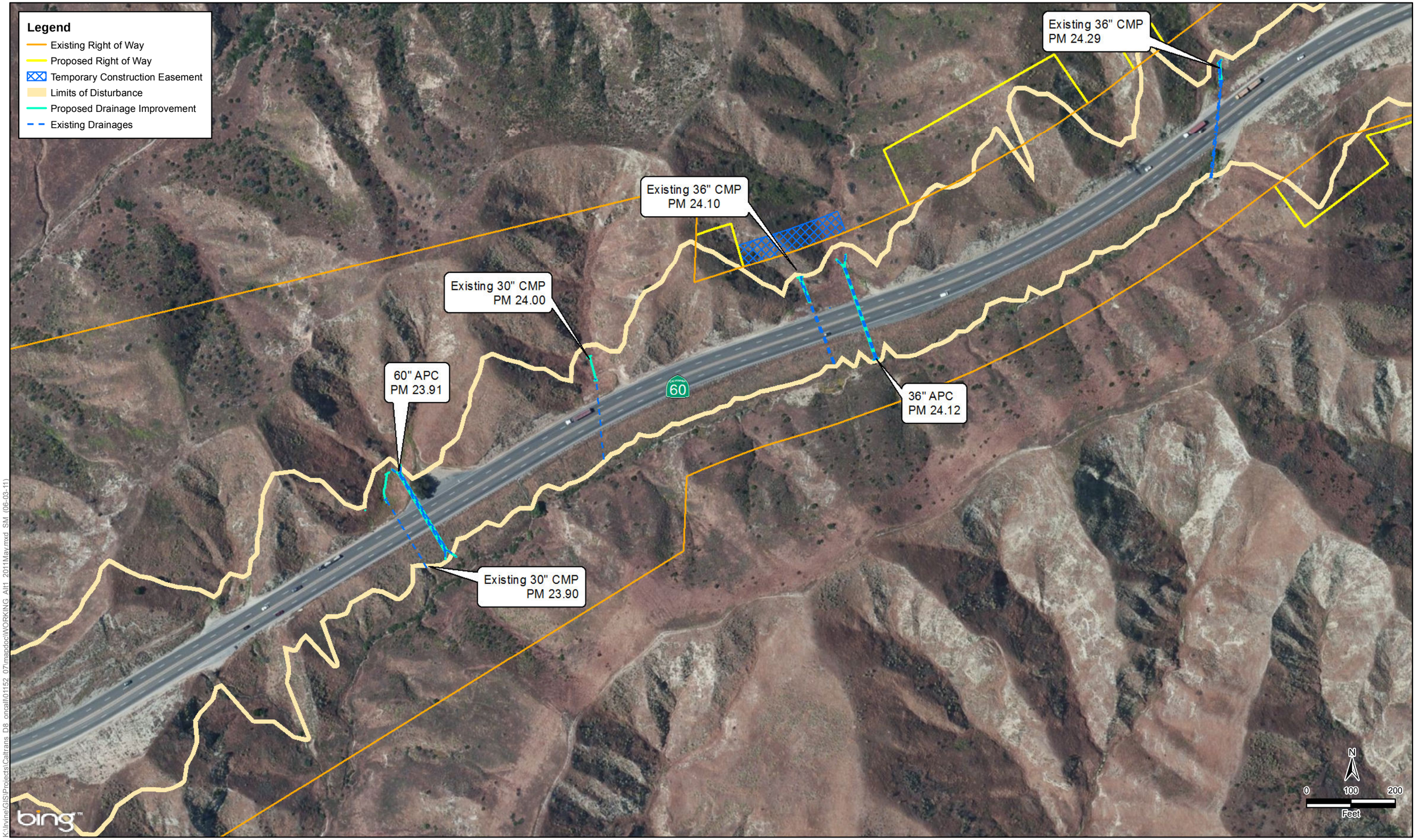

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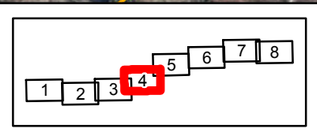

Figure 2-18 Sheet 4 of 8
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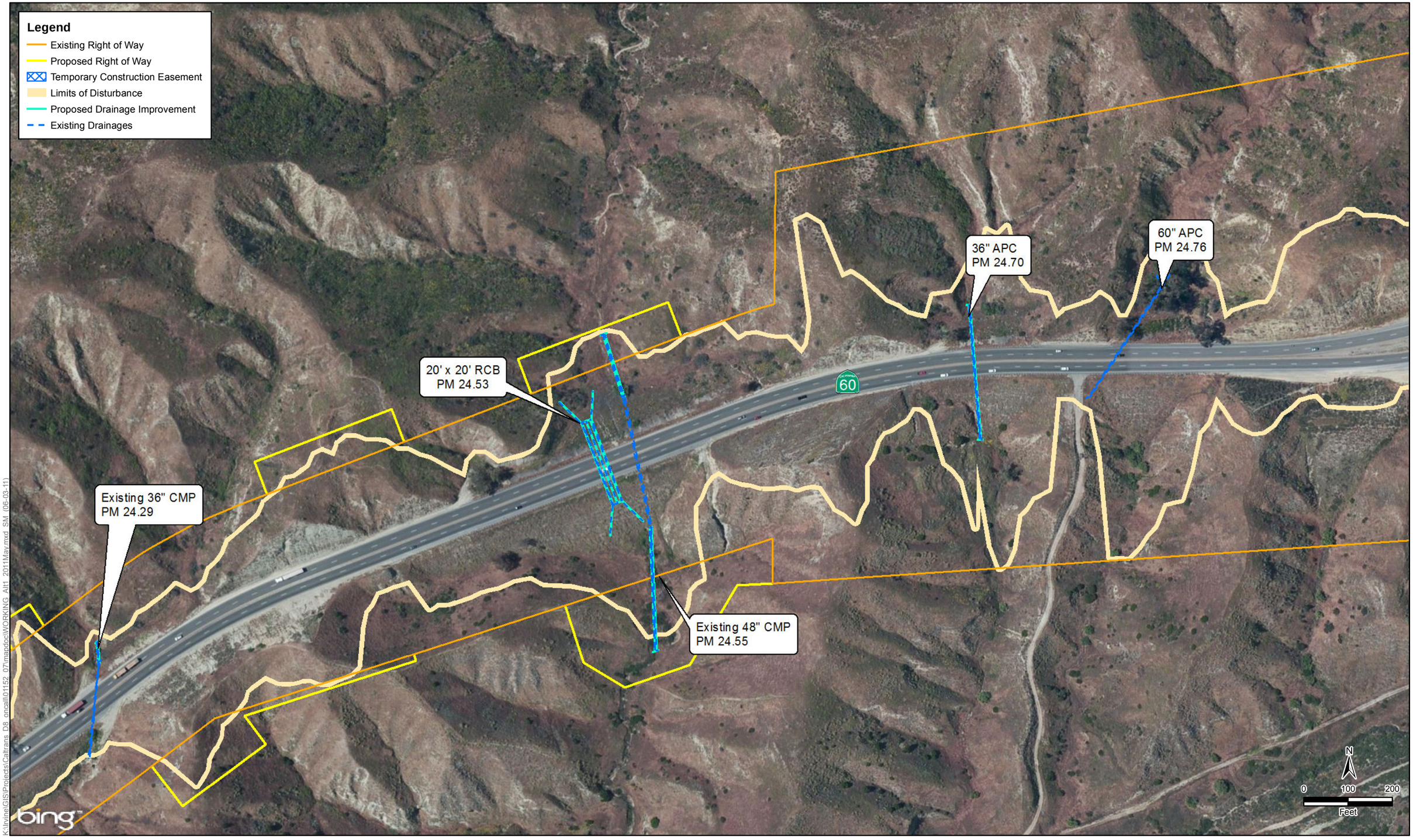

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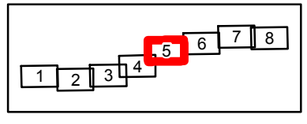

Figure 2-18 Sheet 5 of 8
Existing and Proposed Drainage Improvements
State Route 60 Truck Lanes Project

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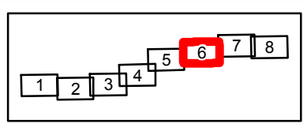

Figure 2-18 Sheet 6 of 8
Existing and Proposed Drainage Improvements
State Route 60 Truck Lanes Project

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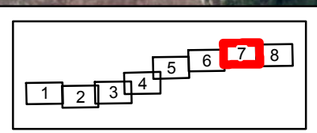

Figure 2-18 Sheet 7 of 8
Existing and Proposed Drainage Improvements
State Route 60 Truck Lanes Project

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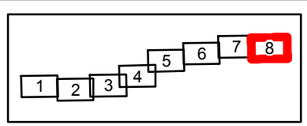

Figure 2-18 Sheet 8 of 8
Existing and Proposed Drainage Improvements
State Route 60 Truck Lanes Project

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2.2.1.3 ENVIRONMENTAL CONSEQUENCES

Alternative 1 – No Build Alternative
This alternative would not result in temporary or permanent impacts on any water ways or drainages.

Alternative 2 – Build Alternative (Preferred Alternative)
Construction of the Build Alternative (Preferred Alternative) would temporarily disturb soil surfaces during grading and excavation. The total surface area disturbed during construction is estimated to be 163 acres. During construction activities, Construction Site Best Management Practices (BMPs) provided in the 2003 California Department of Transportation (Caltrans) *Stormwater Quality Handbook - Construction Site Best Management Practices Manual* would be implemented to reduce pollutants in storm water discharges throughout construction. These BMPs, as well as the following storm water and water quality permits, which are detailed in Section 2.2.2, *Water Quality and Storm Water Runoff*, would be required: NPDES #CAS000002; Caltrans Municipal Separate Storm Sewer System (MS4) Permit (NPDES #CAS000003); Section 404 of the Clean Water Act Nationwide Permit; Section 401 of the Clean Water Act Water Quality Certification; and a Section 1602 Streambed Alteration Agreement.

Alternative 2 would require a slight lengthening of the culverts. Refer to Figure 2-18 for the location of proposed drainage improvements. The lengthening of the culverts in the upstream direction would have little or no effect on the hydrology of the existing drainage courses in the project area, and the lengthening in the downstream direction would have no effect on the water surface elevation, as the amount of flow at the outlet would remain unchanged.

Because all but a few of the easternmost drainage courses are between 30 and 200 feet below the roadway, these changes would not be substantial and would not pose a risk of overtopping and flooding of the roadway. There are no houses or other occupied structures within the project area that are at risk of flooding. The nearest occupied structure is located approximately 0.24 mile southwest of the nearest proposed drainage improvement (see Figure 2-18, Sheet 1: Existing and Proposed Drainage Improvements). Additionally, the nature of the topography in the project area, as well as habitat and other natural constraints, severely limits opportunities for development to occur in this area.

The project would not result in a longitudinal encroachment into a floodplain and would not affect floodplain elevations. As noted above, there are no existing beneficial uses or natural values associated with the existing floodplain; therefore, there would be no impacts with regard to natural or floodplain beneficial uses.

The project would not affect hydrology or floodplains; accordingly, the project would not result in a significant impact under CEQA or substantial adverse effect under NEPA.

2.2.1.4 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

No floodplain impacts are expected as a result of the project; therefore, no avoidance, minimization, and/or mitigation measures are necessary.

2.2.2 Water Quality and Storm Water Runoff

2.2.2.1 REGULATORY SETTING

Federal Requirements: Clean Water Act

In 1972, Congress amended the Federal Water Pollution Control Act, making the addition of pollutants to the waters of the United States (U.S.) from any point source[8] unlawful unless the discharge is in compliance with a National Pollutant Discharge Elimination System (NPDES) permit. This act and its amendments are known today as the Clean Water Act (CWA). Congress has amended the act several times. In the 1987 amendments, Congress directed dischargers of storm water from municipal and industrial/construction point sources to comply with the NPDES permit scheme. The following are important CWA sections:

- Sections 303 and 304 require states to issue water quality standards, criteria, and guidelines.
- Section 401 requires an applicant for a federal license or permit to conduct any activity that may result in a discharge to waters of the U.S. to obtain certification from the state that the discharge will comply with other provisions of the act. This is most frequently required in tandem with a Section 404 permit request (see below).
- Section 402 establishes the NPDES, a permitting system for the discharges (except for dredge or fill material) of any pollutant into waters of the U.S. Regional Water Quality Control Boards (RWQCB) administer this permitting program in California. Section 402(p) requires permits for discharges of storm water from industrial/construction and municipal separate storm sewer systems (MS4s).
- Section 404 establishes a permit program for the discharge of dredge or fill material into waters of the United States. This permit program is administered by the U.S. Army Corps of Engineers (USACE).

The goal of the CWA is "to restore and maintain the chemical, physical, and biological integrity of the Nation's waters."

The USACE issues two types of 404 permits: General and Standard permits. There are two types of General permits: Regional permits and Nationwide permits. Regional permits are issued for a general category of activities when they are similar in nature and cause minimal environmental effect. Nationwide permits are issued to allow a variety of minor project activities with no more than minimal effects.

Ordinarily, projects that do not meet the criteria for a Nationwide Permit may be permitted under one of the USACE's Standard permits. There are two types of Standard permits: Individual permits and Letters of Permission. For Standard permits, the USACE decision to approve is based on compliance with U.S. Environmental Protection Agency's Section 404 (b)(1) Guidelines (U.S. EPA Code of Federal Regulations [CFR] 40 Part 230), and whether the permit approval is in the public interest. The Section 404(b)(1) Guidelines (Guidelines) were developed by the U.S. EPA in conjunction with the USACE, and allow the discharge of dredged or fill material into the aquatic system (waters of the U.S.) only if there is no practicable alternative

[8] A point source is any discrete conveyance such as a pipe or a man-made ditch.

which would have less adverse effects. The Guidelines state that the USACE may not issue a permit if there is a least environmentally damaging practicable alternative (LEDPA) to the proposed discharge that would have lesser effects on waters of the U.S. and not have any other significant adverse environmental consequences. According to the Guidelines, documentation is needed that a sequence of avoidance, minimization, and compensation measures has been followed, in that order. The Guidelines also restrict permitting activities that violate water quality or toxic effluent[9] standards, jeopardize the continued existence of listed species, violate marine sanctuary protections, or cause "significant degradation" to waters of the U.S. In addition, every permit from the USACE, even if not subject to the Section 404(b)(1) Guidelines, must meet general requirements. See 33 CFR 320.4. A discussion of the LEDPA determination, if any, for the document is included in the Wetlands and Other Waters section.

State Requirements: Porter-Cologne Water Quality Control Act

California's Porter-Cologne Act, enacted in 1969, provides the legal basis for water quality regulation within California. This act requires a "Report of Waste Discharge" for any discharge of waste (liquid, solid, or gaseous) to land or surface waters that may impair beneficial uses for surface and/or groundwater of the state. It predates the CWA and regulates discharges to waters of the State. Waters of the State include more than just waters of the U.S., like groundwater and surface waters not considered waters of the U.S. Additionally, it prohibits discharges of "waste" as defined, and this definition is broader than the CWA definition of "pollutant." Discharges under the Porter-Cologne Act are permitted by Waste Discharge Requirements (WDRs) and may be required even when the discharge is already permitted or exempt under the CWA.

The State Water Resources Control Board (SWRCB) and RWQCBs are responsible for establishing the water quality standards (objectives and beneficial uses) required by the CWA and regulating discharges to ensure compliance with the water quality standards. Details about water quality standards in a project area are included in the applicable RWQCB Basin Plan. In California, Regional Boards designate beneficial uses for all water body segments in their jurisdictions and then set criteria necessary to protect these uses. As a result, the water quality standards developed for particular water segments are based on the designated use and vary depending on that use. In addition, the SWRCB identifies waters failing to meet standards for specific pollutants. These waters are then state-listed in accordance with CWA Section 303(d). If a state determines that waters are impaired for one or more constituents and the standards cannot be met through point source or non-point source controls (NPDES permits or WDRs), the CWA requires the establishment of Total Maximum Daily Loads (TMDLs). TMDLs specify allowable pollutant loads from all sources (point, non-point, and natural) for a given watershed.

State Water Resources Control Board and Regional Water Quality Control Boards

The SWRCB administers water rights, sets water pollution control policy, and issues water board orders on matters of statewide application, and oversees water quality functions throughout the state by approving Basin Plans, TMDLs, and NPDES permits. RWCQBs are responsible for protecting beneficial uses of water resources within their regional jurisdiction using planning, permitting, and enforcement authorities to meet this responsibility.

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9 The U.S. EPA defines "effluent" as "wastewater, treated or untreated, that flows out of a treatment plant, sewer, or industrial outfall."

National Pollutant Discharge Elimination System (NPDES) Program

Municipal Separate Storm Sewer Systems (MS4)

Section 402(p) of the CWA requires the issuance of NPDES permits for five categories of storm water discharges, including Municipal Separate Storm Sewer Systems (MS4s). An MS4 is defined as "any conveyance or system of conveyances (roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, human-made channels, and storm drains) owned or operated by a state, city, town, county, or other public body having jurisdiction over storm water, that is designed or used for collecting or conveying storm water." The SWRCB has identified the Department as an owner/operator of an MS4 under federal regulations. The Department's MS4 permit covers all Department rights-of-way, properties, facilities, and activities in the state. The SWRCB or the RWQCB issues NPDES permits for five years, and permit requirements remain active until a new permit has been adopted.

The Department's MS4 Permit (Order No. 2012-0011-DWQ) was adopted on September 19, 2012 and became effective on July 1, 2013. The permit has three basic requirements:

1. The Department must comply with the requirements of the Construction General Permit (see below);
2. The Department must implement a year-round program in all parts of the State to effectively control storm water and non-storm water discharges; and
3. The Department storm water discharges must meet water quality standards through implementation of permanent and temporary (construction) Best Management Practices (BMPs), to the Maximum Extent Practicable, and other measures as the SWRCB determines to be necessary to meet the water quality standards.

To comply with the permit, the Department developed the Statewide Storm Water Management Plan (SWMP) to address storm water pollution controls related to highway planning, design, construction, and maintenance activities throughout California. The SWMP assigns responsibilities within the Department for implementing storm water management procedures and practices as well as training, public education and participation, monitoring and research, program evaluation, and reporting activities. The SWMP describes the minimum procedures and practices the Department uses to reduce pollutants in storm water and non-storm water discharges. It outlines procedures and responsibilities for protecting water quality, including the selection and implementation of Best Management Practices (BMPs). The project will be programmed to follow the guidelines and procedures outlined in the latest SWMP to address storm water runoff.

Construction General Permit

Construction General Permit (Order No. 2012-0006-DWQ, which amends Order No. 2009-0009-DWQ, as amended by 2010-0014-DWQ), adopted and effective on July 17, 2012. The permit regulates storm water discharges from construction sites that result in a Disturbed Soil Area (DSA) of one acre or greater, and/or are smaller sites that are part of a larger common plan of development. By law, all storm water discharges associated with construction activity where clearing, grading, and excavation result in soil disturbance of at least one acre must comply with the provisions of the General Construction Permit. Construction activity that results in soil disturbances of less than one acre is subject to this Construction General Permit if there is

potential for significant water quality impairment resulting from the activity as determined by the RWQCB. Operators of regulated construction sites are required to develop storm water pollution prevention plans; to implement temporary sediment, erosion, and pollution prevention control measures; and to obtain coverage under the Construction General Permit.

The 2009 Construction General Permit separates projects into Risk Levels 1, 2, or 3. Risk levels are determined during the planning and design phases, and are based on potential erosion and transport to receiving waters. Requirements apply according to the Risk Level determined. For example, a Risk Level 3 (highest risk) project would require compulsory storm water runoff pH and turbidity monitoring, and before construction and after construction aquatic biological assessments during specified seasonal windows. For all projects subject to the permit, applicants are required to develop and implement an effective Storm Water Pollution Prevention Plan (SWPPP). In accordance with the Department's SWMP and described in the 2015 Standard Specifications, a Water Pollution Control Program (WPCP) is necessary for projects with DSA less than one acre.

Section 401 Permitting

Under Section 401 of the CWA, any project requiring a federal license or permit that may result in a discharge to a water of the United States must obtain a 401 Certification, which certifies that the project will be in compliance with state water quality standards. The most common federal permits triggering 401 Certification are CWA Section 404 permits issued by the USACE. The 401 permit certifications are obtained from the appropriate RWQCB, dependent on the project location, and are required before the USACE issues a 404 permit.

In some cases, the RWQCB may have specific concerns with discharges associated with a project. As a result, the RWQCB may issue a set of requirements known as Waste Discharge Requirements (WDRs) under the State Water Code (Porter-Cologne Act) that define activities, such as the inclusion of specific features, effluent limitations, monitoring, and plan submittals that are to be implemented for protecting or benefiting water quality. WDRs can be issued to address both permanent and temporary discharges of a project.

2.2.2.2 AFFECTED ENVIRONMENT

Information used in this section is based upon the March 2014 *Water Quality Assessment Report*.

Regional Hydrology and Drainage

The project area is located within two watersheds of the Santa Ana River Basin (Region 8): the Santa Ana River watershed and San Jacinto Valley watershed (see Figure 2-19). The San Jacinto Valley watershed is bound by two strike-slip fault zones: the San Jacinto fault zone to the northeast and the Elsinore fault zone to the southwest. Groundwater flows connected with both the Santa Ana and San Jacinto Rivers are affected by the San Jacinto Fault (split from the San Andreas Fault near San Bernardino).[10]

[10] Santa Ana Regional Water Quality Control Board. 2011. *Water Quality Control Plan for the Santa Ana River Basin*. Adopted 1995; updated 2008 and 2011.

The project corridor is located within the Santa Ana River hydrologic unit and San Jacinto Valley hydrologic unit. Surface water flows derive mainly from snowmelt and storm runoff from the San Bernardino National Forest. The San Jacinto hydrologic unit is a 780-square-mile watershed located in the southernmost portion of the Santa Ana Region watershed. This hydrologic unit is a tributary to the Santa Ana River through Lake Elsinore and Temescal Wash.

Local Hydrology

Surface Streams

There are two receiving waterbodies for the project. San Timoteo Creek (Hydrologic Sub-Area 801.62), at the eastern end of the project corridor, is the closest receiving water body to the project at approximately 300 feet at the nearest point (see Figure 2-19). The creek originates from the confluence of Little San Gorgonio Creek and Noble Creek in the foothills of the San Jacinto and San Bernardino Mountains. It is a tributary of the Santa Ana River in San Bernardino (near the intersection of Interstates 215 and 10) with a drainage area of 125 square miles. The total annual runoff for Water Year 2012 was 3,650 acre-feet (ac-ft).[11] The creek in the project area is part of Reach 3 where rising water would feed to several small tributaries that are critical areas for native fish to breed and nurse.[12] Its flow is comprised predominantly of reclaimed wastewater from Yucaipa and other upstream dischargers. From Loma Linda downstream to the Santa Ana River, San Timoteo Creek is channelized as a trapezoidal concrete floodway.[13]

The San Jacinto River (Hydrologic Sub-Area 802.21) is the second receiving water body closest to the project limits (see Figure 2-19). A tributary to the Santa Ana River through Lake Elsinore and Temescal Wash, the San Jacinto River is ephemeral with a drainage area of 723 square miles. The total annual runoff for Water Year 2011 was 3,900 ac-ft and for Water Year 2012 it was 384 ac-ft. The San Jacinto River terminates at Canyon Lake with only significant overflows of Canyon Lake reaching Lake Elsinore. Flows rarely reach the Santa Ana River due to the substantial amount of available flood storage in Lake Elsinore. There are seven reaches of the San Jacinto River within the San Jacinto Valley watershed, which is within the Santa Ana River Basin. The project location is closest to Reaches 4 and 5 of the San Jacinto River.

As part of the Jurisdictional Delineation that was prepared for the project, upstream and downstream connectivity of waterways was reviewed in the field and on aerial photographs and topographic maps to determine their jurisdictional status. Ephemeral washes with a physical connection to the Santa Ana River were determined to be potential waters of the U.S. and waters of the State, as well as California Department of Fish and Wildlife (CDFW) jurisdictional streambeds. These are discussed further in Section 2.3.2, *Wetlands and Other Waters*, of this IS/EA.

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[11] U.S. Geological Survey. 2013. Water-resources data for the United States, Water Year 2012: U.S. Geological Survey Water-Data Report WDR-US-2012, site 11057500 (San Timoteo Creek), accessed at http://wdr.water.usgs.gov/wy2012/pdfs/11057500.2012.pdf on November 2013

[12] Santa Ana Regional Water Quality Control Board. 2011. *Water Quality Control Plan for the Santa Ana River Basin*. Adopted 1995; updated 2008 and 2011.

[13] Ibid.

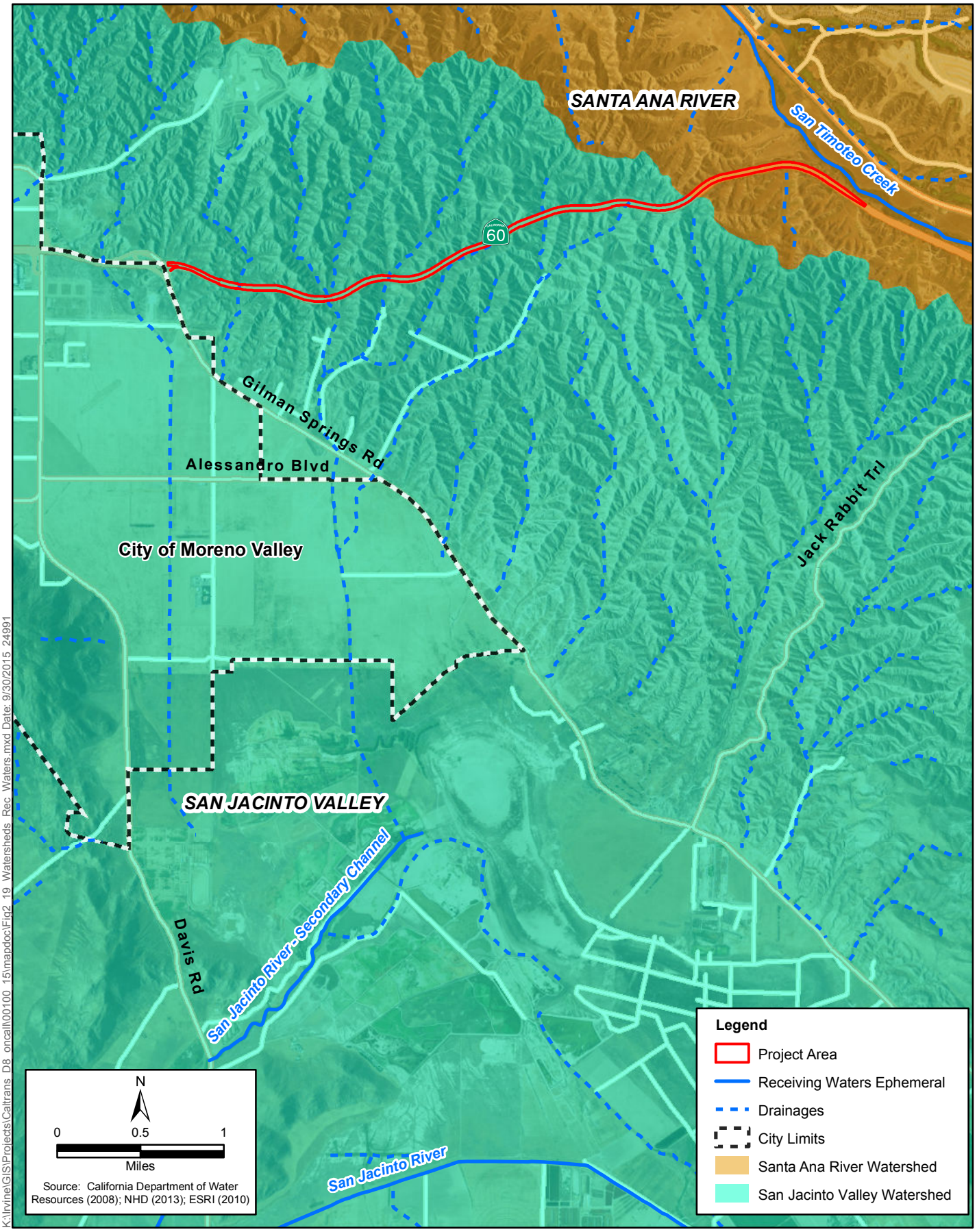

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Figure 2-19
Watersheds and Receiving Waters
State Route 60 Truck Lanes Project

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Municipal Water Supply

There are no Drinking Water Reservoirs and/or Recharge Facilities within the project limits.

Groundwater

The project is located entirely within the Upper Santa Ana Valley Basin (see Figure 2-20); however, in relation to the project area, the San Jacinto Groundwater Basin is within one mile of the western limits of the project.[14] The Upper Santa Ana Valley Basin is composed of nine subbasins. The project is within the San Timoteo Subbasin, which covers approximately 114 square miles.[15] The subbasin is bounded to the north and northeast by the Banning fault and impermeable rocks of the San Bernardino Mountains, Crafton Hills, and Yucaipa Hills, on the south by the San Jacinto fault, on the west by the San Jacinto Mountains, and on the east by a topographic drainage divide with the Colorado River Hydrologic Region.

In the San Timoteo Subbasin of the Upper Santa Ana Valley Basin, groundwater is found in alluvium, which consists of unconsolidated clay, silt, sand, and gravel; and San Timoteo Formation, which primarily consists of gravel, silt, and clay, with comparatively small amounts of calcite-cemented conglomerate. The San Timoteo Formation is estimated to be between 1,500 and 2,000 feet thick, with some wells near the central part of the subbasin indicating water-bearing gravels at depths of 700 to 1,000 feet.[16]

Due to the number of faults in the area, including the Banning Fault, Cherry Valley Fault, Loma Linda Fault, and several other unnamed faults, groundwater movement in the basin is disrupted. Groundwater is forced to the surface by the San Jacinto Fault (Bunker Hill Dike) in the San Bernardino area, north of the project area.[17] Perennial flows from the rising water area due to the fault derive from the Santa Ana River.

Groundwater in the San Timoteo Subbasin is recharged by subsurface inflow and percolation of precipitation, runoff, and imported water. Runoff and imported water are delivered to streambeds and spreading grounds for percolation.[18] The estimated groundwater storage capacity for the San Timoteo Subbasin is 2,010,000 ac-ft.[19]

The San Jacinto Groundwater Basin covers 293 square miles and is bound by the San Jacinto Mountains on the east, the San Timoteo Badlands on the northeast, the Box Springs Mountains on the north, the Santa Rosa Hills and Bell Mountain on the south, and unnamed hills on the

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14 Ibid.

15 California Department of Water Resources. 2004. *California's Groundwater Bulletin 118: Hydrologic Region South Coast, Upper Santa Ana Valley Groundwater Basin, San Timoteo Subbasin.* February 27, 2004.

16 Ibid.

17 Santa Ana Regional Water Quality Control Board. 2011. *Water Quality Control Plan for the Santa Ana River Basin*. Adopted 1995; updated 2008 and 2011.

18 California Department of Water Resources. 2004. *California's Groundwater Bulletin 118: Hydrologic Region South Coast, Upper Santa Ana Valley Groundwater Basin, San Timoteo Subbasin.* February 27, 2004.

19 Ibid.

west. The San Jacinto Groundwater Basin produces 200 to 2,600 gallons per minute.[20] Groundwater recharge is mostly from irrigation return flows and reclaimed water from percolation ponds. Natural recharge to this groundwater basin derives mainly from percolation of flow in the San Jacinto River and its tributaries and less recharge from infiltration of rainfall on the valley floor.[21] The estimated groundwater storage capacity for the San Jacinto Groundwater Basin is 3,070,000 ac-ft.[22]

Groundwater discharge is due to pumping of ground-water according to the Santa Ana Region Watershed Action Plan.[23] The groundwater recharge programs in Riverside County store both local and imported water as surplus to meet seasonal and drought-year demands.[24]

Three groundwater wells are located near the project area with the closest well less than a half mile from project area (within the Morongo Golf Club at Tukwet Canyon). This groundwater water well has a well depth of 1,130 feet. The groundwater depth within the project limits varies from 64 to 114 feet from the ground surface.

20 Santa Ana Regional Water Quality Control Board. 2006. *California's Groundwater Bulletin 118: Hydrologic Region South Coast San Jacinto Groundwater Basin.* January 20, 2006.

21 Ibid.

22 Ibid.

23 Riverside County Flood Control and Water Conservation District. 2013. *Watershed Action Plan Santa Ana Region Riverside County*. January 29, 2013.

24 County of Riverside. 2014. County of Riverside General Plan. Available: http://planning.rctlma.org/ZoningInformation/GeneralPlan.aspx.

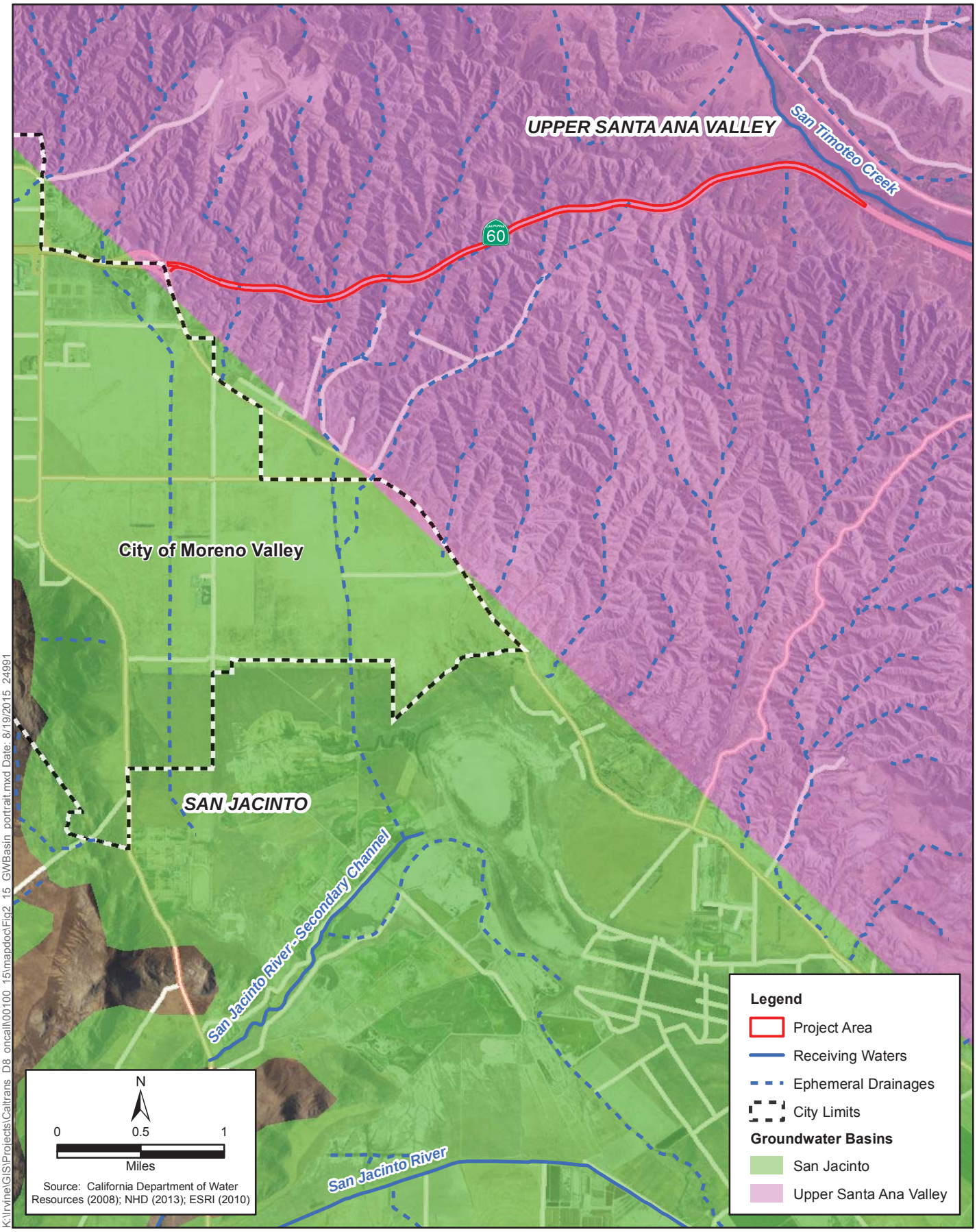

Figure 2-20
Groundwater Basin Map
State Route 60 Truck Lanes Project

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Water Quality

Under the Porter-Cologne Water Quality Control Act, water quality objectives and beneficial uses are to be established for all waters of the State, both surface and ground water.

The Santa Ana RWQCB regulates water quality standards, including water quality objectives and beneficial uses, as defined in the Water Quality Control Plan for the Santa Ana River Basin (Region 8).[25] Water quality monitoring data for surface waters is assessed every two years to determine if they contain pollutants at levels that exceed protective water quality standards. This biennial assessment is required under Section 303(d) and 305(b) of the federal CWA. Placement of a water body on the 303(d) list initiates the development of a TMDL. TMDLs establish "daily load" limits of the pollutant, or other regulatory measures for reducing the amount of the pollutant entering the water body to ensure meeting water quality standards.

There are 51 water bodies in the Santa Ana River Basin that are designated as impaired in the 2010 303(d) List of Water Quality Limited Segments.[26] Lake Elsinore and Canyon Lake are the nearest impaired water bodies, located over 18 miles southwest of the project area. The lakes have a TMDL for nutrients. Canyon Lake is on the 303(d) list for nutrients and pathogens and Lake Elsinore is on the 303(d) list for nutrients.

The San Jacinto River and San Timoteo Creek (Santa Ana River Reach 5) are not listed as impaired on the CWA 303(d) list of Water Quality Limited Segments. In addition, there are no Targeted Design Constituents (TDCs) identified in the Caltrans *Storm Water Project Planning and Design Guide* (PPDG) as TMDL for the project area.[27] A TDC is a pollutant that has been identified during Caltrans runoff characterization studies to be discharging with a load or concentration that commonly exceeds allowable standards and that is considered treatable by currently available Caltrans-approved treatment BMPs. A project must consider treatment to target a TDC when an affected water body within the project limits (or within the sub-watershed) is on the 303(d) list for one or more of these constituents. The Caltrans *Stormwater Management Program District 8 Work Plan Fiscal Year 2014–2015* (CTSW-RT-13-286.12.2) dated October 1, 2013 does not include these locations as high-risk areas.[28]

Beneficial uses, as defined by the Santa Ana RWQCB for the Santa Ana Basin Plan, are the various ways the water can be used for the benefit of people and/or wildlife.

The Basin Plan also establishes standards for wetlands. Wetlands serve a number of important functions, including erosion control, and water quality improvement by the removal of

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[25] Santa Ana Regional Water Quality Control Board. 2011. *Water Quality Control Plan for the Santa Ana River Basin*. Adopted 1995; updated 2008 and 2011.

[26] Ibid.

[27] California Department of Transportation. 2012. *Storm Water Project Planning and Design Guide*. Available: http://www.dot.ca.gov/hq/oppd/stormwtr/ppdg/swdr2012/PPDG-May-2012.pdf.

[28] California Department of Transportation. 2013. *Stormwater Management Program District 8 Work Plan, Fiscal Year 2014–2015 (CTSW-RT-13-286.12.2)*. Available: http://www.dot.ca.gov/hq/env/stormwater/annual_report/distwkplan/2014-2015/d08_ar_pub_dwp.pdf.

pollutants. They also provide habitat for wetland species, and other values related to aesthetic, recreational, and science.

In addition, Groundwater Management Zones (GWMZs) were developed for the basin to ensure protection of groundwater beneficial uses and maximum benefits to people. The boundaries of GWMZs in the basin area are defined based on distinct flow systems and distinct differences in water quality.

The eastern end of the project corridor is within the San Timoteo Management Zone and the western part is within the San Jacinto Lower Pressure Management Zone of the Santa Ana Basin Plan. Table 2-17 lists the potential beneficial uses designated in the Basin Plan for the receiving water bodies in the project area including San Jacinto River reaches 4 and 5, and San Timoteo Creek reach 3, and GWMZs. In this table, an "X" indicates that the water body has an existing or potential use. Potential beneficial uses are established because there are plans to put the water to those uses, or because conditions (e.g., location, demand) make such future use likely. The establishment of a potential beneficial use serves to protect the quality of that water for such eventual use. An "I" indicates that the water body has an intermittent beneficial use. This may occur because water conditions do not allow the beneficial use to exist year round. The most common example of this is an ephemeral stream. Ephemeral streams in this region include, at one extreme, those which flow only while it is raining or for a short time afterward, and at the other extreme, established streams which flow through part of the year but also dry up for part of the year. While such ephemeral streams are flowing, beneficial uses occur from the water. Waste discharges, which could impair intermittent beneficial uses, whether they are discharged while those uses exist or not, are not permitted. A "+" in the MUN column indicates that the water body has been specifically excepted from the MUN designation in accordance with the criteria specified in the "Sources of Drinking Water Policy."

Table 2-17: Designated Beneficial Uses of Receiving Waters in the Project Area

Beneficial Use	[1]San Timoteo Creek Reach 3	[2]San Jacinto River Reach 4&5	San Timoteo GWMZ	Lower San Jacinto GWMZ
***REC 1:** Water Contact Recreation (REC 1*) waters are used for recreational activities involving body contact with water where ingestion of water is reasonably possible. These uses may include, but are not limited to, swimming, wading, water-skiing, skin and scuba diving, surfing, whitewater activities, fishing and use of natural hot springs.	**X**	**I**		
***REC 2** Non-contact Water Recreation (REC 2*) waters are used for recreational activities involving proximity to water, but not normally involving body contact with water where ingestion of water would be reasonably possible. These uses may include, but are not limited to, picnicking, sunbathing, hiking, beachcombing, camping, boating, tidepool and marine life study, hunting, sightseeing and aesthetic enjoyment in conjunction with the above activities.	**X**	**I**		

Table 2-17: Designated Beneficial Uses of Receiving Waters in the Project Area

Beneficial Use	[1]San Timoteo Creek Reach 3	[2]San Jacinto River Reach 4&5	San Timoteo GWMZ	Lower San Jacinto GWMZ
WARM: Warm Freshwater Habitat (WARM) waters support warm water ecosystems that may include, but are not limited to, preservation and enhancement of aquatic habitats, vegetation, fish and wildlife, including invertebrates.	**X**	**I**		
WILD: Wildlife Habitat (WILD) waters support wildlife habitats that may include, but are not limited to, the preservation and enhancement of vegetation and prey species used by waterfowl and other wildlife.	**X**	**I**		
GWR: Groundwater Recharge (GWR) waters are used for natural or artificial recharge of groundwater for purposes that may include, but are not limited to, future extraction, maintaining water quality or halting saltwater intrusion into freshwater aquifers.	**X**	**I**		
MUN: Municipal and Domestic Supply (MUN) waters are used for community, military, municipal, or individual water supply systems. These uses may include, but are not limited to, drinking water supply.	**+**	**+**	**X**	**X**
AGR: Agricultural Supply (AGR) waters are used for farming, horticulture or ranching. These uses may include, but are not limited to, irrigation, stock watering, and support of vegetation for grazing.		I	**X**	**X**
IND: Industrial Service Supply (IND) waters are used for industrial activities that do not depend primarily on water quality. These uses may include, but are not limited to, mining, cooling water supply, hydraulic conveyance, gravel washing, fire protection and oil well repressurization.			**X**	**X**
PROC Industrial Process Supply (PROC) waters are used for industrial activities that depend primarily on water quality. These uses may include, but are not limited to, process water supply and all uses of water related to product manufacture or food preparation.			**X**	

[1] Reach 3 – Confluence with Yucaipa Creek to confluence with little San Gorgonio and Noble Creeks (Headwaters of San Timoteo Creek)

[2] Reach 4 – Nuevo Road to North-South Mid-Section Line, T4S/R1W-S8

Reach 5 – North-South Mid-Section Line, T4S/R1 W-S8, to Confluence with Poppet Creek

X = Present or Potential Beneficial Use **I** = Intermittent Beneficial Use**+** = Excepted from MUN

***** The **REC 1** and **REC 2** beneficial use of designations assigned to surface waterbodies in this Region should not be construed as encouraging recreational activities. In some cases, such as Lake Matthews and certain reaches of the Santa Ana River, access to the waterbodies is prohibited because of potentially hazardous conditions and/or because of the need to protect other uses, such as municipal supply or sensitive wildlife habitat. Where **REC 1** or **REC 2** is indicated as a beneficial use, the designations are intended to indicate that the uses exist or that the water quality of the waterbody could support recreational uses.

Source: California Department of Transportation. 2014. Water Quality Assessment Report. April.

2.2.2.3 ENVIRONMENTAL CONSEQUENCES

Alternative 1 – No Build Alternative

The current conditions of the project area would remain unchanged under Alternative 1. There are no existing treatment BMPs within the project limits, and there would be no improvements implemented with this alternative. The No Build Alternative would not result in any increase in pollutant loading or erosion potential from the transportation facility; therefore, there would be no impacts on water quality and stormwater runoff.

Alternative 2 – Build Alternative (Preferred Alternative)

Hydrology/Drainage

The estimated total disturbed soil area of the project is approximately 163 acres. According to the U.S. Department of Agriculture (USDA) hydric soil classification system, the predominant soils within the project study area are restrictive of water movement, have slow infiltration rate, and high runoff potential. Exposed soils associated with grading and excavating activities could increase the potential for erosion and increased sediment loadings on drainages during construction of Alternative 2. Standard measures would be employed to control erosion during construction thereby minimizing or avoiding sediment-related water quality impacts. During storm events, erosion, and sedimentation could occur at an accelerated rate. In the event that construction activities must be conducted in the rain, the contractor would stop work and all appropriate BMPs would be implemented in accordance with the project SWPPP whenever the weather forecast predicts precipitation.

Potential construction-related impacts would be minimized or avoided through the implementation of construction BMPs included in the SWPPP. Construction Site BMPs, sometimes referred to as Temporary BMPs, are to be implemented during construction activities to prevent erosion and sedimentation impacts on water channels and to reduce the pollutants in storm water discharges throughout construction. The BMPs as described in Section 3 of Caltrans' SWMP and PPDG would be evaluated prior to completion of the Project Approval and Environmental Document phase and incorporated into the final design. Construction BMPs are incorporated into the SWPPP and implemented during the construction period. The following categories of BMPs could be used, as appropriate, for controlling potential pollutants on construction sites: Soil Stabilization Practices; Sediment Control Practices; Tracking Control Practices; Wind Erosion Control; Non-Storm Water Controls; and Waste Management and Material Pollution Controls. Construction BMPs would include specific measures such as fiber rolls, gravel bag berm, street sweeping, storm drain inlet protection, soil binder, geotextiles, concrete waste management, vehicle and equipment cleaning, stockpile management, spill prevention, and others.

A Notice of Intent will be filed (via the Storm Water Multiple Application and Report Tracking System [SMARTS]) with the SWRCB 30 days prior to the start of construction for coverage under the state-wide NPDES permit for construction-related discharges (Statewide Construction General Permit, NPDES No. CAS000002). The contractor would be responsible for preparing a SWPPP according to Caltrans' standards, incorporating all temporary BMPs in the plans, and amending the SWPPP during the course of construction as necessary. BMPs identified in the construction SWPPP would control potential pollutants and sediment erosion. The Resident Engineer would review and approve the SWPPP. The contractor would also implement, inspect,

and maintain all measures, with oversight by the Resident Engineer. Implementation of the SWPPP within the project site is monitored through site inspections by the Santa Ana RWQCB and also inspected by the Resident Engineer, consistent with Section 13 of the 2015 Caltrans Standard Specifications. Upon completion of all work and the satisfactory stabilization of all disturbed soil area, a Notice of Termination must be sent to the Santa Ana RWQCB. With implementation of the Construction General Permit and NPDES permit conditions, which are summarized in measures **WQ-1, WQ-2**, **WQ-3**, and **WQ-4,** impacts from temporary construction activities would be avoided and/or minimized.

There are 28 off-site drainage systems within the project limits (see Figure 2-21). Drainage culverts would be extended and headwalls replaced as needed to accommodate the roadway widening. The drainage improvements shown in Figure 2-21 (Stormwater Runoff Treatment Plan) would be implemented for the on-site flow and are not anticipated to result in concentration of runoff discharge. In addition, dikes, berms, swales, and/or cross drains would be modified as necessary to control flow. Erosion control and energy dissipation measures would be implemented as needed wherever flow concentration would occur to prevent erosion and impact on downstream soils. Erosion would be minimized by reducing slope length and making slopes flat to allow re-vegetation where possible. Vegetated surfaces would feature native plants based on recommendation by the Caltrans District Landscape Architect in consultation with the Project Biologist.

The increase in stormwater flow is not anticipated to cause any hydrological changes that would cause soil erosion in a way that would affect channel stability or the degradation of downstream habitats. The project will include measures to avoid and minimize the potential for downstream effects.

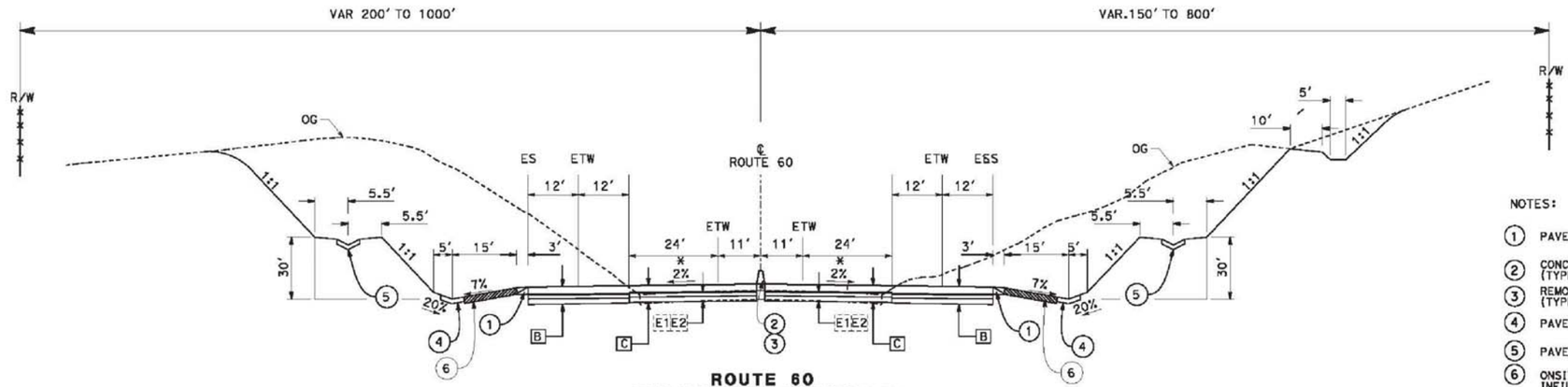
Water Quality

Stormwater runoff during construction of Alternative 2 may cause pollutant transport into the current stormwater drainage system that may affect water quality. Pollutants of concern during project construction include sediments, trash, petroleum products, concrete waste, and chemicals. If fueling or maintenance of construction vehicles occurs within the project site during construction, there could be a risk of accidental spills or releases of fuels, oils, or other potentially toxic materials. The impact of toxic, construction-related materials on water quality varies depending on the duration and time of activities. As discussed above, potential construction-related impacts would be minimized or avoided through the implementation of construction BMPs included in the SWPPP. With implementation of the Construction General Permit and NPDES permit conditions, which are summarized in measures **WQ-1, WQ-2**, **WQ-3**, and **WQ-4,** impacts on water quality from temporary construction activities would be avoided and/or minimized.

Alternative 2 would result in an increase of 25 acres of impervious surfaces from the existing 39 acres to 64 acres. This would result in approximately 18.8 cubic feet per second (cfs) of additional storm runoff, and a total post-construction on-site runoff of 43.4 cfs. This increase in runoff volume and velocity during a storm has the potential to increase the transport of pollutants (oil, grease, other hydrocarbons, heavy metals) and sediment loading of downstream flow.

Alternative 2 would be required to implement post-construction storm water quality standards, as summarized in measure **WQ-4**, under Caltrans' MS4 Permit. Project areas located within State right of way would be compliant with the Caltrans MS4 Permit (NPDES CAS000003). Project areas located outside of State right of way would be compliant with the Caltrans MS4 Permit for the post-construction standard requirement. The project would create new slopes or modify existing slopes (refer to Figure 1-3, Build Alternative (Preferred Alternative) Map, in Chapter 1). Treatment of runoff would be accomplished by the creation and modification of these slopes to allow for an increase in infiltration rate of stormwater flow over the side slopes. In addition, soil amendment would be utilized to enhance the infiltration of water to existing soils on the slopes (see Figure 2-21, Stormwater Runoff Treatment Plan). The receiving waters in the project area are not listed on the CWA 303(d) list of Water Quality Limited Segments, and no TDCs are present in the project area. However, in order to prevent degradation of local water quality, and to meet the Caltrans NPDES permit requirements (Order Number 2012-0011-DWQ, NPDES Number CAS000003, effective July 1, 2013), soil amendment will be incorporated into the soil to ensure that infiltration of a minimum of 90 percent of the water quality volume from the new impervious areas can be achieved. As such, the project will not be required to consider treatment BMPs because the water quality volume from the new impervious areas will be treated through infiltration.

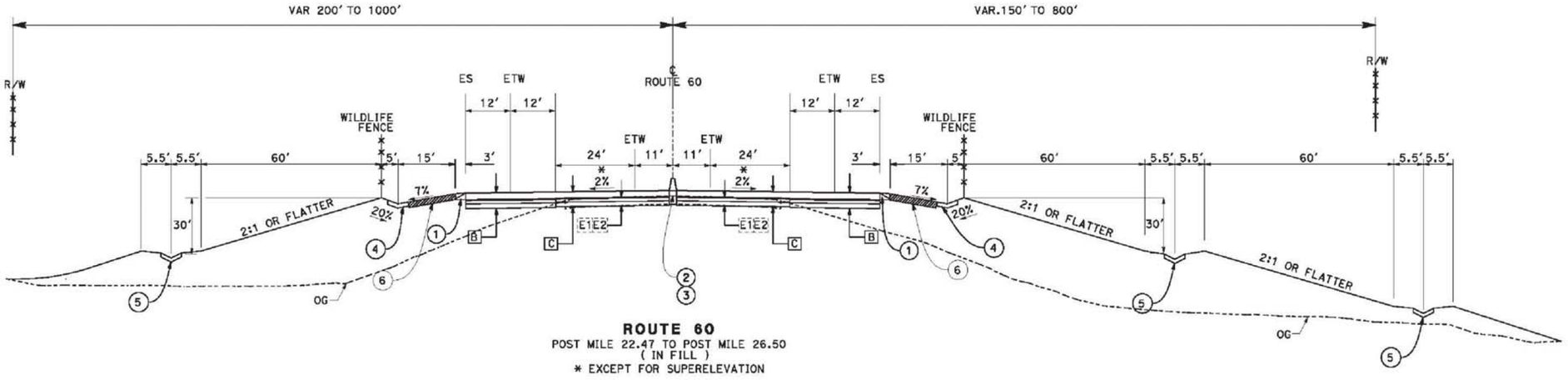
Based on potential erosion and receiving waters risks, the project was determined to be a risk level 2 on a scale from 1 to 3, with 3 being the highest risk. As such, the project would not require water quality monitoring. As discussed in Section 2.2.5 of this document, *Hazardous Waste/Materials*, a non-hazardous concentration of Aerially Deposited Lead is present on the surface of the soil within the project area. Because the soil is non-hazardous, no additional requirements would be needed for the reuse of soil in the project area.



ROUTE 60
POST MILE 22.47 TO POST MILE 26.50
(IN CUT)
* EXCEPT FOR SUPERELEVATION

NOTES:

1. PAVEMENT EDGE TREATMENT
2. CONCRETE BARRIER (TYPE 60)
3. REMOVE EXISTING CONCRETE BARRIER (TYPE 50)
4. PAVED DITCH
5. PAVED DITCH
6. ONSITE PAVEMENT RUNOFF TREATMENT AREA INFILTRATION TO THE EXISTING GROUND BY SOIL AMENDMENT



ROUTE 60
POST MILE 22.47 TO POST MILE 26.50
(IN FILL)
* EXCEPT FOR SUPERELEVATION

Figure 2-21
Stormwater Runoff Treatment Plan
State Route 60 Truck Lanes Project

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As a result of the treatment and minimization of stormwater runoff and implementation of BMPs required by Caltrans and the Construction General Permit, Alternative 2 has low potential to cause adverse water quality problems to surface waters in the area.

Municipal Water Supply

There are no Drinking Water Reservoirs and/or Recharge Facilities within the project area. Therefore, runoff from the project would not be directed into a domestic or municipal drinking water resource, water recharge facility, or other "high risk" area. There are no recreational or commercial fisheries located in the immediate vicinity of the project area.

Groundwater

Alternative 2 would create approximately 25 new acres of impervious surface area within the Upper Santa Ana Valley Groundwater Basin, San Timoteo Subbasin. As previously discussed, groundwater recharge in the San Timoteo Subbasin is mostly from subsurface inflow and percolation of precipitation, runoff, and imported water. The depth of groundwater within the project limits varies from 64 to 114 feet bgs. Based on the depth of the groundwater table, groundwater is not expected to be encountered and dewatering is not anticipated during construction of Alternative 2. Alternative 2 would not directly use groundwater resources (there would be no new groundwater wells associated with Alternative 2) such that the direction of flow or level of groundwater would be affected. Runoff would be minimized and treated by the implementation of BMPs required by Caltrans and the Construction General Permit. Therefore, impacts on groundwater from runoff are negligible and Alternative 2 is not anticipated to adversely affect the quality of groundwater.

Habitat Characteristics and Beneficial Uses

San Timoteo Creek includes wetland and riparian habitats. Construction of the project would result in temporary impacts on 0.067 acre of non-wetland waters of the U.S. and waters of the State, 0.067 acre of unvegetated state streambed, and 0.057 acre of riparian vegetation under CDFW jurisdiction. Temporary impacts on jurisdictional waters would be caused during access for construction equipment and grading limits. The project would permanently affect a total of 0.258 acre of non-wetlands waters of the U.S. and waters of the State, which are subject to USACE and RWQCB jurisdictions, respectively. Permanent impacts would occur on 0.258 acre of unvegetated state streambeds and 0.166 acre of riparian vegetation under CDFW jurisdiction. No seeps would be directly affected by the project. Based on the current design, the project would avoid impacts (permanent and temporary) on wetland waters of the U.S. and waters of the State.

These impacts would be addressed (for 404/401 & 1602) through coordination with USACE, RWQCB, and CDFW. Lost riparian habitats as a result of the project would be replaced in the form of habitat enhancement and habitat creation. Other measures to avoid, minimize, or mitigate impacts on riparian habitats are discussed in Section 2.3.2, *Wetlands and Other Waters*, of this IS/EA.

The project could potentially affect riparian habitats, if water quality control measures are not implemented. Design Pollution Prevention BMPs, and temporary BMPs are identified during the final design phase of the project, which follows completion of preliminary engineering, and will be incorporated during the final design to ensure the protection of the receiving waters' habitat characteristics and beneficial uses.

The project would require a Section 401 Certification from RWQCB. Coordination with Santa Ana RWQCB would be needed for the selection of the final BMPs and other water quality control measures. In addition to Section 401 Certification, the project would require a Section 404 permit from USACE and Section 1602 Streambed Alteration Agreement from CDFW.

For the reasons stated above, the project would not affect water quality, and would not affect drainage and stormwater to the degree that would result in a significant impact under CEQA or substantial adverse effect under NEPA.

2.2.2.4 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

Implementation of the following minimization measures, which are Caltrans standard practice and required under existing Construction General Permit and NPDES permit conditions, in addition to **WET-1**, **WET-3**, and **WET-4** in Section 2.3.2, *Wetlands and Other Waters,* are required to protect receiving waters, and prevent degradation of water quality that may otherwise result from the construction and operation of the project:

WQ-1: Incorporate Design Pollution Prevention Best Management Practices (BMPs) in accordance with Caltrans' *Stormwater Quality Handbooks-Project Planning and Design Guide*. Measures will be designed and implemented to avoid causing or contributing to pollutants and sediment loading of downstream flow. The following permanent BMP measures will be included as part of the project as required:

a) Construct new slopes or modify existing slopes to allow storm water flow to the sides of the roadway.

b) Construct dikes, curbs, and gutters along the new shoulder in order to intercept surface runoff where necessary.

c) Minimize slope length to the extent possible to allow re-vegetation.

d) Implement slope rounding and collecting flows in stabilized drains.

e) Protect and minimize removal of existing vegetation to the extent possible.

f) Re-vegetate disturbed slopes to the maximum extent practicable. Re-vegetation will utilize recommendations by the District Landscape Architect and the Project Biologist.

g) As necessary, consider bio-filtration, soil modification, swales/strips, detention basins, media filters, and infiltration basins during the final design as part of the permanent treatment strategy. Consider media filters for incorporation into this project if it is determined that infiltration basins are needed, but not feasible.

h) Implement attenuation devices as needed, such as energy dissipation devices, soil modification, vegetation, slope terracing, and slope stepping.

i) Implement energy dissipation devices at culvert outlets, including vegetation, geotextile mats, rock slope protection (RSP), and riprap.

WQ-2: Stormwater treatment strategies will be coordinated with the Regional Water Quality Control Board, and will comply with 401 permit requirements.

WQ-3: The project contractor will develop and implement a Storm Water Pollution Prevention Plan that will detail construction storm water pollution protection measures for the project. The project will be scheduled or phased to minimize soil-disturbing work during rain events.

WQ-4: The project contractor will implement one of the options (non-structural controls or structural controls) cited in Section XIII(A)(2) of the Construction General Permit to demonstrate compliance.

2.2.3 Geology/Soils/Seismic/Topography

2.2.3.1 REGULATORY SETTING

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

This section also discusses geology, soils, and seismic concerns as they relate to public safety and project design. Earthquakes are prime considerations in the design and retrofit of structures. Caltrans' Office of Earthquake Engineering is responsible for assessing the seismic hazard for Caltrans projects. Structures are designed using Caltrans' Seismic Design Criteria (SDC). The SDC provides the minimum seismic requirements for highway bridges designed in California. A bridge's category and classification will determine its seismic performance level and which methods are used for estimating the seismic demands and structural capabilities. For more information, please see Caltrans' Division of Engineering Services, Office of Earthquake Engineering, Seismic Design Criteria.

2.2.3.2 AFFECTED ENVIRONMENT

Information used in this section is based upon the February 2015 *Preliminary Geotechnical Design Report* and the March 2014 *Water Quality Assessment Report.*

The project corridor passes through the San Timoteo Badlands, which are located in an area of Riverside County that lies within the Peninsular Range Geomorphic Province of California, a series of northwest-trending mountain ranges and valleys subparallel to major north-south-trending right-lateral transform faults. The area is referred to as badlands because of the sparsely vegetated rolling hill topography that shows visible signs of extensive erosion. Erosion has cut the land into an intricate maze of narrow ravines and sharp ridge crests. The topography also shows signs of numerous older and active landslides, such as unvegetated scarps and some slump features.

The steep slopes of the San Timoteo Badlands extend from post-mile (PM) 21.4, just west of the Gilman Springs Road interchange, to Jack Rabbit Trail at PM 28.0. The badlands rise from an elevation of approximately 1,700 feet in Moreno Valley to over 2,625 feet. Hill slopes are typically about 200 feet high and steeper than 1:1 (H:V). Several cut slopes are 50 to 100 feet high above the highway. Extensive embankments and fill slopes have been constructed across canyons and drainages and are shown in Figure 1-3. The hills have steep ridges that are separated by seasonal stream drainages, which are typical of badland topography.

The exposed rock-like material of the San Timoteo Formation is Pliocene (1.5-5 m.y.a.) non-marine sandstone, siltstone, and minor conglomerate that is slightly to strongly cemented. The San Timoteo Formation can be divided into two areas: the eastern section and the western section. The eastern section is predominantly siltstone and the western section is predominantly sandstone.

The two areas of the San Timoteo Formation are bisected by the Claremont Fault. This fault is in the eastern part of the San Jacinto Fault System. Based on the 2013 Caltrans fault database, the western end of the project alignment is located approximately 1,500 feet from the San Jacinto Valley segment of the San Jacinto Fault Zone and approximately 1,700 feet west of the active San Jacinto Fault. Figure 2-22 shows the fault and fault zone locations relative to the project. The San Jacinto Fault is identified on the Alquist-Priolo Earthquake Fault Zoning Map as being within an Earthquake Fault Zone. An Earthquake Fault Zone is an area in which there is a fault rupture hazard. The San Jacinto Fault Zone is a highly active, discontinuous set of right lateral strike slip faults and has been the source of several historical fault ruptures associated with magnitude 6.0 to 7.0 earthquakes. A maximum credible earthquake (MCE) is the largest earthquake a fault is believed capable of generating. The San Jacinto Fault has the capability of generating an MCE measuring 7.5 on the Richter Scale. The fault zone extends more than 150 miles northwesterly from the Imperial segment near the Gulf of California to the mountains north of San Bernardino and is considered part of the greater San Andreas Fault System. An unzoned splay of the San Jacinto Fault Zone is projected to cross the project alignment at about PM 23.23. Locally this splay fault is mapped as fold axis in the San Timoteo formation bedrock of the area. Other unzoned faults are also observed in several of the cut slopes along the alignment.

The project is not identified on the Alquist-Priolo Earthquake Fault Zoning Map as being within an Earthquake Fault Zone (see Figure 2-22). Therefore, according to Alquist-Priolo Mapping, the project is not located in an area in which there is a fault rupture hazard. However, due to its proximity to the San Jacinto Fault Zone and unzoned splays of the fault zone, the project area is susceptible to strong-seismic ground shaking. The project area is also identified as having a high susceptibility to seismically induced landslides and rockfalls.[29]

SR-60 crosses 34 culverts within the project area. Existing culverts carry runoff from the upstream side to the downstream side of the roadway (north side to south side) for each of these watercourses. Runoff from the western portion of the project area generally flows south for 5.5 miles before converging with the San Jacinto River. Runoff from the eastern portion of the project area drains into San Timoteo Creek, which is approximately 300 feet, at its closest point, from the eastern end of the project. San Timoteo Creek flows northwest for 16 miles before converging with the Santa Ana River.

Three groundwater wells are located near the project area with the closest well less than half a mile from the project area. This groundwater well has a depth of 1,130 feet and a hole depth of 1,167 feet. The groundwater depth within the project limits varies from 64 to 114 feet below ground surface. Groundwater was not observed during the preliminary geotechnical evaluation.

According to the USDA Soil Maps for Western Riverside County, the project area consists of approximately 88 percent un-eroded bedrock, with the remainder being loamy sand or fine sandy loam. In addition, the project area soils are included in the USDA Hydric Soils list. Hydric soils

[29] County of Riverside. *Riverside County Integrated Project: Safety Element.* Available: http://planning.rctlma.org/Portals/0/genplan/content/gp/chapter06.html#List_1_3. Accessed on March 6, 2015.

are those soils that are sufficiently wet in the upper part with potential to develop anaerobic conditions during the growing season. Soils with anaerobic conditions favor the growth and regeneration of hydrophytic vegetation, which is part of the definition of wetland. Although hydric soils may occupy a relatively small portion of the landscape, they maintain important functions in the environment. The USDA also classifies soils into groups according to runoff potential based on its rate of infiltration. The predominant soils within the project area belong to Hydric Soil Group D. Group D includes soils that are restrictive of water movement, have a slow infiltration rate, and high runoff potential. In some areas, these types of soils have a high shrink-swell potential and could have expansive properties.

The project area is not located in an area that is susceptible to liquefaction.[30] Liquefaction is a destructive secondary effect of strong seismic shaking. It occurs primarily in saturated, loose, fine- to medium-grained soils in areas where the groundwater table is within approximately 50 feet of the surface. The groundwater depth within the project limits varies from 64 to 114 feet from the surface.

Ground subsidence is the gradual settling or sinking of the ground surface with little or no horizontal movement, and is typically induced by human activities such as the extraction of oil, gas, or groundwater. The project is not located in an area susceptible to subsidence or an area with documented subsidence.[31]

The project area is not located along the coast or near a large water body where there is a risk of a tsunami or seiche.

2.2.3.3 ENVIRONMENTAL CONSEQUENCES

Alternative 1 – No Build Alternative

Under the No Build Alternative, no effects involving geology, soils, seismicity, or topography would occur.

Alternative 2 – Build Alternative (Preferred Alternative)

Development of the roadway would require ground disturbance and vegetation removal during construction, resulting in a DSA of approximately 163 acres of disturbance. Excavation within the DSA would vary from approximately 1 to 10 feet deep for roadbed construction, 30 feet deep for drainage excavation, and approximately 180 feet in height for some cut slope components from top of slope to bottom of slope at a 45-degree angle, which matches existing slope grade. As a result, soil could be exposed to rain and wind, potentially causing accelerated erosion and deposition from the project site; however, concrete ditches will be installed in the middle of the benches to carry surface water from the cut slopes. Concrete ditches will also be implemented on fill slopes.

[30] Ibid.

[31] Ibid.

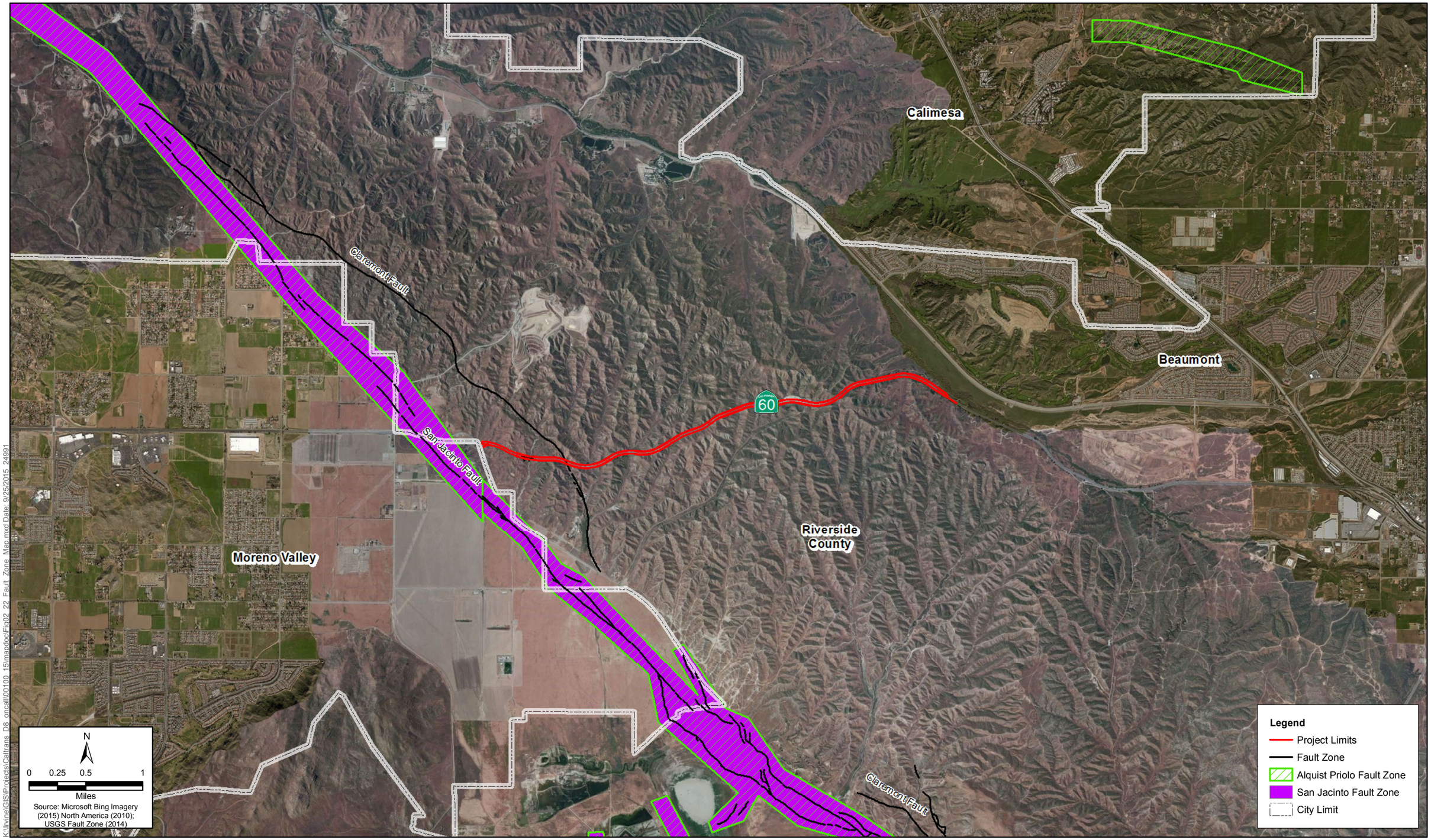

Figure 2-22
Fault Zone Map
State Route 60 Truck Lanes Project

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Based on geotechnical recommendations, all cut slopes will be cut back 1:1 (horizontal to vertical [H:V]), with mid-slope benches and terrace drains, which would reduce slope length to control slope drainage and minimize surface erosion in the following manner (originally identified as Slope Option B in the Original IS/EA):

- Slopes greater than 60 feet in height will have an 11-foot-wide bench for every 30 feet of slope height, with an 11-foot-wide bench mid-slope. All benches will be self-cleaning, 4-foot-wide, concrete-paved "V"–ditches with a minimum of a 2 percent down slope gradient. These slopes will also have paved drainage "V"–ditches at both the top and bottom of the slopes.
- For slopes between 30 and 60 feet in height, there will be an 11-foot-wide bench incorporating a 4-foot-wide concrete-paved "V"–ditch, with a minimum of a 2 percent down slope gradient, placed at mid-slope. These slopes will also have paved drainage "V"–ditches at both the top and bottom of the slope.
- For all slopes that are less than 30 feet in height, paved drainage "V"–ditches will be required at both the top and bottom of the slopes.

For all of the 2:1 (H:V) or flatter fill slopes, the mid-slope benches and terrace drain requirements are as described under the cut-slope condition to control surface drainage and minimize surface erosion on the slope face. Subject to geotechnical slope stability analysis, geo-textile materials may be utilized to steepen the gradient of these fill-slopes. Nevertheless, the slopes should still have the mid-slope drainage benches and terrace drains as discussed. The cut and fill slope limits are described in the Project Description in Chapter 1 and are shown in Figure 1-3 in Chapter 1.

Earthwork in the project area would be performed in accordance with the most current edition of the Caltrans' Standard Specifications and/or the requirements of applicable government agencies to ensure avoidance of unstable earth surfaces. In areas where compacted fill would be placed, existing compressible surface materials including topsoil, loose or soft alluvium or fill soil, dry or saturated soil, and otherwise unsuitable materials would be removed prior to fill placement. A minimum over-excavation of 3 feet below existing grade is recommended for areas expected to receive fill. The over-excavation would extend horizontally a minimum distance of 3 feet from the edges of new fills or structures. Fill placed on sloping ground would be properly keyed and benched into existing ground and placed in accordance with the most current edition of the Caltrans' Standard Specifications. Over-excavated areas would be cleaned of loose materials and debris, scarified, moisture conditioned, and recompacted as specified by Caltrans' Standard Specifications before receiving fill.

The project site is located adjacent to an Earthquake Fault Zone; therefore, the potential for strong ground motion at the site is considered substantial. The project could expose construction workers and the traveling public to potential impacts associated with seismic ground shaking, including seismically induced landslides. Compliance with the most current Caltrans' procedures regarding seismic design, which is standard practice on all Caltrans projects, is anticipated to prevent any adverse effects related to seismic ground shaking. Seismic design would also meet County requirements for near-source design parameters under the Uniform Building Code. Therefore, the project would not result in or contribute to seismic-related hazards to the degree that would result in a significant impact under CEQA or substantial adverse effect under NEPA.

Alternative 2 would not expose construction workers or the traveling public to risks involving liquefaction, subsidence, settlement, tsunamis, or seiches. There are no natural landmarks or landforms in the vicinity of the project that are protected under the National Natural Landmarks Program; therefore, the project would not affect natural landmarks or landforms.

Additional surface and subsurface geotechnical investigation and geo-physical study may be needed during final design.

2.2.3.4 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

Implementation of measure **WQ-1** detailed in Section 2.2.2, *Water Quality and Storm Water Runoff*, is expected to minimize potential soil erosion impacts.

2.2.4 Paleontology

2.2.4.1 REGULATORY SETTING

Paleontology is a natural science focused on the study of ancient animal and plant life as it is preserved in the geologic record as fossils.

A number of federal statutes specifically address paleontological resources, their treatment, and funding for mitigation as a part of federally authorized projects.

16 United States Code (USC) 470aaa (the Paleontological Resources Preservation Act) prohibits the excavation, removal, or damage of any paleontological resources located on federal land under the jurisdiction of the Secretaries of the Interior or Agriculture without first obtaining an appropriate permit. The statute establishes criminal and civil penalties for fossil theft and vandalism on federal lands.

23 United States Code (USC) 1.9(a) requires that the use of federal-aid funds must be in conformity with federal and state law.

23 United States Code (USC) 305 authorizes the appropriation and use of federal highway funds for paleontological salvage as necessary by the highway department of any state, in compliance with 16 USC 431-433 and state law**.**

Under California law, paleontological resources are protected by the California Environmental Quality Act (CEQA).

2.2.4.2 AFFECTED ENVIRONMENT

The information in this section was synthesized from the January 2014 *Combined Paleontological Identification Report and Paleontological Evaluation Report* prepared for the project.

The project area is located within the San Timoteo Badlands of Riverside County. The badlands topography is a result of extensive gully erosion within a thick accumulation (9,000 feet) of Miocene (23 Ma to 5.3 Ma) to Pleistocene (2.6 Ma to 0.0117 Ma) non-marine sediments. The sediment within the San Timoteo Badlands consists of the Mount Eden Formation (Late Miocene), the San Timoteo Formation (Pliocene [5.3 Ma to 2.6 Ma] to Middle Pleistocene), and surficial Quaternary deposits derived from erosion of badlands and sedimentation along San Timoteo Creek. The San Timoteo Badlands is bounded on the west by the San Jacinto fault and on the east by San Timoteo Canyon, which contains San Timoteo Creek, a tributary of the Santa Ana River. The San Timoteo Badlands represents an important geological and paleontological resource because they record the only continuous non-marine deposit from the Miocene to the Middle Pleistocene, as well as the recordation of significant tectonic events associated with the San Jacinto and San Andreas faults.

Stratigraphy

The San Timoteo Badlands are located in a region that has been tectonically active since at least the Late Miocene, during which the right-lateral strike-slip San Gabriel-Banning fault was active and erosion of the Peninsular Range basement provided a clast source for the non-marine San Timoteo deposits. The project area is mapped at a scale of 1:24,000 by Dibblee and Minch (2003)[32] and 1:100,000 by Morton and Miller (2006).[33] According to these published maps, the Project area is underlain by Pliocene to Pleistocene non-marine sedimentary rocks of the San Timoteo Formation and Quaternary alluvium. The San Timoteo formation is nearly 6,000 feet thick locally, and is exposed for approximately 20 miles along the San Jacinto fault and consists of a basal deposit of dark gray-green, fissile mud rock and pale brown sandstone. This formation has yielded an abundant and diverse fauna that includes at least 30 mammalian and reptilian species. The Quaternary alluvial deposits of Pleistocene age within the project area are composed of coarse-grained material which is not conducive to the preservation of fossils.

Records Search and Field Reconnaissance

A search for paleontological records was completed with online databases and published materials. These included a paleontological record search requested from the San Bernardino County Museum (SBCM) and Natural History Museum of Los Angeles County (NHMLAC). The NHMLAC collection records do not include any previously recorded vertebrate fossil localities directly within the project boundaries. However, they do report seven vertebrate localities that have been recorded nearby from within the San Timoteo Formation, including fossil specimens of Camelidae (camel) and *Equus* (extinct horse).

Records from the SBCM indicate that three paleontological localities have been previously recorded from within the project boundaries. The localities have yielded the vertebrate fossil remains of *Equus francescana* and *Equus sp.* (extinct horse). The localities are all directly along SR-60 and have yielded fossils from the Middle Member of the San Timoteo Formation. The sediments underlying one of the localities has since been disturbed and replaced by artificial fill. Additionally, SBCM reports that 11 paleontologic resource localities have been documented within one mile north and one mile south of the project area.

The museum records search was supplemented by a review of the University of California Museum of Paleontology online database. This review revealed that over 250 specimens from at least 36 additional vertebrate localities from the San Timoteo Formation have been previously documented from within Riverside County. No records of significant vertebrate fossil localities were found in the Quaternary-age alluvial deposits near the project area, from any of the record searches.

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[32] Dibblee and Minch. 2003. Geologic Map of the El Casco Quadrangle, Riverside County, California, Dibblee Geological Foundation Map DF-113. Scale: 1:24,000. (As cited in *Combined Paleontological Identification Report and Paleontological Evaluation Report,* January 2014).

[33] Morton and Miller. 2006. Geologic Map of the San Bernardino and Santa Ana 30' x 60' quadrangles, California: U.S. Geological Survey, Open-File Report OF-2006-1217, scale 1:100000. (As cited in *Combined Paleontological Identification Report and Paleontological Evaluation Report,* January 2014).

A qualified professional conducted paleontological reconnaissance of the study area. The survey consisted of a windshield survey with intensive pedestrian inspection of open ground surface areas of high sensitivity formations and lithologies. The project location and some detailed features were photographed to document the condition of the study area. No fossils were observed during the survey in any of the formations examined. This is typical as most fossils are subsurface.

2.2.4.3 ENVIRONMENTAL CONSEQUENCES

Paleontological resources are considered to have scientific value if they provide new data on fossil animals, distribution, evolution, or other scientifically important information. In general, scientifically significant paleontological resources are identified sites or geologic deposits containing individual fossils or assemblages of fossils that are unique or unusual, diagnostically or stratigraphically important, or add to the existing body of knowledge in specific areas such as stratigraphy, taxonomy, or geographic extent. It should be noted that significance may also be stated for a particular rock unit on the basis of the research potential of fossils that are suspected to occur in that unit. Such significance is often stated as "sensitivity" or "potential." In most cases, decisions about how to manage paleontological resources must be based on this potential because the actual situation cannot be known until construction excavation for the project is underway. Caltrans uses the following three level scales to characterize paleontological sensitivity:

1) **High Potential:** Rock units which, based on previous studies, contain or are likely to contain significant vertebrate, significant invertebrate, or significant plant fossils. These units include, but are not limited to, sedimentary formations that contain significant nonrenewable paleontological resources anywhere within their geographical extent, and sedimentary rock units temporally or lithologically suitable for the preservation of fossils. These units may also include some volcanic and low-grade metamorphic rock units. Fossiliferous deposits with very limited geographic extent or an uncommon origin (e.g., tar pits and caves) are given special consideration and ranked as highly sensitive.

2) **Low Potential:** Are potentially Fossiliferous, but have not yielded significant fossils in the past but possess a potential for containing fossil remains; or Contain common and/or widespread invertebrate fossils if the taxonomy, phylogeny, and ecology of the species contained in the rock are well understood. Sedimentary rocks expected to contain vertebrate fossils are not placed in this category because vertebrates are generally rare and found in more localized stratum. Rock units designated as low potential generally do not require monitoring and mitigation. However, as excavation for construction gets underway it is possible that new and unanticipated paleontological resources might be encountered. If this occurs, a Construction Change Order (CCO) must be prepared in order to have a qualified Principal Paleontologist evaluate the resource. If the resource is determined to be significant, monitoring and mitigation is required.

3) **No Potential**: Rock units of intrusive igneous origin, most extrusive igneous rocks, and moderately to highly metamorphosed rocks are classified as having no potential for containing significant paleontological resources. For projects encountering only these types of rock units, paleontological resources can generally be eliminated as a concern and no further action taken.

Alternative 1 – No Build Alternative

No project improvements would occur under the No Build Alternative. Therefore, no permanent or construction-related impacts on paleontological resources would occur.

Alternative 2 – Build Alternative (Preferred Alternative)

Any impacts on paleontological resources are considered permanent and irreparable.

The Build Alternative (Preferred Alternative) would involve construction and operation of an expanded SR-60 facility, which would require earth-moving activities on vacant, undeveloped land. Based on the literature review, museum records search results, and field survey, the geologic units underlying the project area were determined to have a paleontological sensitivity ranging from low to high in accordance with the three-level scale used by Caltrans that is presented above. The Quaternary alluvial deposits, which are composed of Holocene-age surficial alluvial deposits and Pleistocene-age alluvial gravel deposits, are determined to have a low paleontological sensitivity at the surface, because they are either too young or unlikely to preserve fossilized remains due to their coarse-grained nature. However, within the drainages, gullies, and fans within the project area and badlands region in general, alluvial deposits may shallowly overlie the sensitive San Timoteo Formation. Therefore, their sensitivity is determined to be low to high, increasing with depth. The San Timoteo Formation mapped within the project area is considered to have a high paleontological sensitivity because it has proven to yield significant vertebrate fossils in the vicinity of the project area and elsewhere.

Although no evidence of fossils was uncovered during field reconnaissance, the stratigraphy of the study area suggests that there is high potential that the study area contains fossil resources. As a result, grading, excavation, and other surface and subsurface excavation in defined areas of the project could affect potentially significant nonrenewable paleontological resources. In most cases, as is the case with this project, the decision of how to manage paleontological resources must be based on this “potential” because the actual situation cannot be known until construction excavation for the project is underway. Therefore, as outlined in Section 2.2.4.4 below, a qualified paleontologist will be retained to develop and implement a Paleontological Mitigation Plan (PMP). The PMP will include training, monitoring, and curating requirements that would ensure proper identification and treatment of paleontological resources in order to preserve their scientific value; therefore, the impact would be less than significant under CEQA and not adverse under NEPA.

2.2.4.4 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

The following measure is expected to mitigate any potential impacts under CEQA or NEPA associated with paleontological resources.

PA-1: Grading, excavation, and other surface and subsurface excavation in the study area have potential to affect significant nonrenewable fossil resources of Pleistocene age. A Paleontological Mitigation Plan (PMP) will be prepared by a qualified paleontologist prior to completion of the Plans, Specification, and Estimates phase of the project. Once specific information about excavation locations and depth is available, then monitoring efforts can be properly estimated. The PMP will detail the measures to be implemented and shall include, at a minimum, the following elements.

a) Required 1-hour preconstruction paleontological awareness training will be conducted for earthmoving personnel, including documentation of training, such as sign-in sheets, and hardhat stickers, to establish communications protocols between construction personnel and the principal paleontologist.

b) A signed repository agreement with the San Bernardino County Museum to establish a curation process in the event of sample collection will be executed.

c) Monitoring by a principal paleontologist during excavation will occur.

d) Field and laboratory methods that meet the curation requirements of the appropriate repository will be implemented for monitoring, reporting, collection, and curation of collected specimens. Curation requirements are available for public review at the appropriate repository.

e) All elements of the PMP will follow the PMP Format published in the Caltrans Standard Environmental Reference.[34]

The following measure is expected to avoid and minimize any potential impacts under CEQA or NEPA associated with paleontological resources.

PA-2: A Paleontological Mitigation Report discussing findings and analysis will be prepared by a principal paleontologist upon completion of project earthmoving. The report will be included in the environmental project file and also submitted to the curation facility.

[34] California Department of Transportation. 2015. *Standard Environmental Reference*. Volume 1, Chapter 8 (Paleontology). Available: http://www.dot.ca.gov/ser/vol1/sec3/physical/Ch08Paleo/chap08paleo.htm. Last updated: February 19, 2015.

2.2.5 Hazardous Waste/Materials

2.2.5.1 REGULATORY SETTING

Hazardous materials, including hazardous substances and wastes, are regulated by many state and federal laws. Statutes govern the generation, treatment, storage and disposal of hazardous materials, substances, and waste, and also the investigation and mitigation of waste releases, air and water quality, human health and land use.

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

- Community Environmental Response Facilitation Act (CERFA) of 1992
- Clean Water Act
- Clean Air Act
- Safe Drinking Water Act
- Occupational Safety and Health Act (OSHA)
- Atomic Energy Act
- Toxic Substances Control Act (TSCA)
- Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA)

In addition to the acts listed above, Executive Order (EO) 12088, *Federal Compliance with Pollution Control Standards*, mandates that necessary actions be taken to prevent and control environmental pollution when federal activities or federal facilities are involved.

California regulates hazardous materials, waste, and substances under the authority of the CA Health and Safety Code and is also authorized by the federal government to implement RCRA in the state. California law also addresses specific handling, storage, transportation, disposal, treatment, reduction, cleanup and emergency planning of hazardous waste. The Porter-Cologne Water Quality Control Act also restricts disposal of wastes and requires clean up of wastes that are below hazardous waste concentrations but could impact ground and surface water quality. California regulations that address waste management and prevention and clean up contamination include Title 22 Division 4.5 Environmental Health Standards for the Management of Hazardous Waste, Title 23 Waters, and Title 27 Environmental Protection.

Worker and public health and safety are key issues when addressing hazardous materials that may affect human health and the environment. Proper management and disposal of hazardous material is vital if it is found, disturbed, or generated during project construction.

2.2.5.2 AFFECTED ENVIRONMENT

Discussion in this section is based on Initial Site Assessment (ISA) Checklists[35] issued on August 11, 2015, March 25, 2014, March 30, 2013, and November 14, 2012; an Environmental Data Resources (EDR) record search dated March 13, 2013; and a Site Investigation Report issued on November 28, 2000.[36]

All ISA Checklists included determinations that stated the project has low/minimal risk for potential hazardous waste involvement. There are no recognized environmental concerns within the project limits based on a field review, Geotracker, the Cortese list, and the EDR record search dated March 13, 2013. Per the Site Investigation Report conducted in November 2000, exposed soil on the shoulder of the eastbound and westbound SR-60 between Gilman Springs Road and Jack Rabbit Trail was tested to determine the presence of aerially deposited lead resulting from the historical combustion of leaded fuels from freeway traffic. It was concluded that a non-hazardous concentration of lead is present in on-site soil.

2.2.5.3 ENVIRONMENTAL CONSEQUENCES

Alternative 1 – No Build Alternative

Under the No Build Alternative, the project site would not be disturbed and no effects involving hazardous materials would occur.

Alternative 2 – Build Alternative (Preferred Alternative)

As mentioned previously, it was concluded that a non-hazardous concentration of lead is present in on-site soil. Although the impact may be considered less than significant, under Caltrans Standard Special Provisions (SSPs) 7-1.02K(6)(j)(ii), a Lead Compliance Plan is required when work involves the disturbance of soil that could result in lead exposure, and soil contains lead concentrations below hazardous waste thresholds. Activities that disturb earth material and could result in lead exposure include clearing and grubbing, excavating, trenching, grading, drilling, planting, constructing foundations, installing signs, and installing posts. Compliance with this SSP is also incorporated as minimization measure **HW-1** below.

The project is anticipated to also require the removal of yellow traffic stripe and pavement markings. Some of the removed material contains hazardous waste residue, while others do not. Residue from removal of yellow thermoplastic and yellow traffic stripe and pavement markings contains lead chromate. Although the impact from the removal of this material would not be considered adverse under NEPA or significant under CEQA, Caltrans' standards require the material to be handled in a certain manner to minimize the risk of exposure. The average lead concentration is at least 1,000 milligrams per kilogram (mg/kg) total lead or 5 milligrams per liter (mg/L) soluble lead. When applied to the roadway, the yellow thermoplastic and yellow painted traffic stripe and pavement markings can contain as much as 2.6 percent lead. Residue

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35 Caltrans. 2015. *Updated (2nd) Initial Site Assessment (ISA) Checklist.* August 11, 2015.

36 Caltrans. 2000. *Site Investigation Report (Task Order #08-396400-LP) Lead Investigation Route 60 Gilman Springs Road to Jack Rabbit Trail, Riverside County, California.* Prepared by Geocon Environmental Consultants for the California Department of Transportation, District 8. November 28, 2000.

produced from the removal of this yellow thermoplastic and yellow painted traffic stripe and pavement markings contains heavy metals in concentrations that exceed thresholds established by the Health and Safety Code and 22 CCR will be managed in compliance with Caltrans SSP 14-11.12 (minimization measure **HW-2** below). Section 14-11.12 includes specifications for removing existing yellow thermoplastic and yellow painted traffic stripe and pavement markings.

The project may require the handling and disposal of treated wood waste. Again, this impact would not be considered adverse under NEPA or significant under CEQA, but under Caltrans SSP 14-11.14, specifications for handling, storing, transporting, and disposing of treated wood waste would be incorporated into the project to ensure any potential impact is minimized (see minimization measure **HW-3**).

SSP 7-1.02K(6)(j)(ii) require the preparation of a lead compliance plan when high lead concentration paints are on the surface to be ground or cold planed but residue is considered non-hazardous (see minimization measure **HW-1**). The residue from grinding or cold planing contains lead from paint and thermoplastic.

When the average lead concentrations are less than 1,000 mg/kg total lead or 5 mg/L soluble lead, the material will be managed in compliance with Caltrans SSP 84-9.03C: Remove Traffic Stripes and Pavement Markings Containing Lead (minimization measure **HW-5** below).

Residue from removing traffic stripes and pavement markings contains lead from the paint or thermoplastic. The average lead concentrations are less than 1,000 mg/kg total lead and 5 mg/L soluble lead.

With implementation of measures **HW-1** through **HW-5**, impacts would remain less than significant under CEQA and not adverse under NEPA.

2.2.5.4 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

The following measures are expected to avoid or minimize any potential impacts under CEQA or NEPA associated with hazardous materials.

HW-1: Caltrans Standard Special Provision (SSP) 7-1.02K(6)(j)(ii), Earth Material Containing Lead, will be complied with, and a Lead Compliance Plan will be prepared by a Certified Industrial Hygienist (CIH). The plan must be used whenever disturbance (e.g., excavation) of earth material (e.g., soil) that could result in lead exposure will occur.

HW-2: Compliance with Caltrans SSP 14-11.12, Removal of Yellow Traffic Stripe and Pavement Markings with Hazardous Waste Residue, is required when residue from removal of yellow thermoplastic and yellow painted traffic stripe and pavement marking contains lead concentrations that exceed thresholds established by the Health & Safety Code and 22 CCR.

HW-3: Compliance with Caltrans SSP 14-11.14, Treated Wood Waste, is required. Section 14-11.14 includes specifications for handling, storing, transporting, and disposing of treated wood waste.

HW-4: Compliance with Caltrans SSP 36-4, Residue Containing Lead from Paint and Thermoplastic, is required.

HW-5: Compliance with Caltrans SSP 84-9.03C, Remove Traffic Stripes and Pavement Markings Containing Lead, is required.

2.2.6 Air Quality

2.2.6.1 REGULATORY SETTING

Federal

Federal Clean Air Act

The Federal Clean Air Act (FCAA), as amended, is the primary federal law that governs air quality while the California Clean Air Act is its companion state law. These laws, and related regulations by the United States Environmental Protection Agency (U.S. EPA) and California Air Resources Board (ARB), set standards for the concentration of pollutants in the air. At the federal level, these standards are called National Ambient Air Quality Standards (NAAQS). NAAQS and state ambient air quality standards have been established for six transportation-related criteria pollutants that have been linked to potential health concerns: carbon monoxide (CO), nitrogen dioxide (NO_2), ozone (O_3), particulate matter (PM), which is broken down for regulatory purposes into particles of 10 micrometers or smaller (PM_{10}) and particles of 2.5 micrometers and smaller ($PM_{2.5}$), and sulfur dioxide (SO_2). In addition, national and state standards exist for lead (Pb) and state standards exist for visibility reducing particles, sulfates, hydrogen sulfide (H_2S), and vinyl chloride. The NAAQS and state standards are set at levels that protect public health with a margin of safety, and are subject to periodic review and revision. Both state and federal regulatory schemes also cover toxic air contaminants (air toxics); some criteria pollutants are also air toxics or may include certain air toxics in their general definition.

Federal air quality standards and regulations provide the basic scheme for project-level air quality analysis under the National Environmental Policy Act (NEPA). In addition to this environmental analysis, a parallel "Conformity" requirement under the FCAA also applies.

Conformity

The conformity requirement is based on Federal Clean Air Act Section 176(c), which prohibits the U.S. Department of Transportation (USDOT) and other federal agencies from funding, authorizing, or approving plans, programs or projects that do not conform to State Implementation Plan (SIP) for attainting the NAAQS. "Transportation Conformity" applies to highway and transit projects and takes place on two levels: the regional—or, planning and programming—level and the project level. The project must conform at both levels to be approved.

Conformity requirements apply only in nonattainment and "maintenance" (former nonattainment) areas for the NAAQS, and only for the specific NAAQS that are or were violated. U.S. EPA regulations at 40 Code of Federal Regulations (CFR) 93 govern the conformity process. Conformity requirements do not apply in unclassifiable/attainment areas for NAAQS and do not apply at all for state standards regardless of the status of the area.

Regional conformity is concerned with how well the regional transportation system supports plans for attaining the NAAQS for carbon monoxide (CO), nitrogen dioxide (NO_2), ozone (O_3), particulate matter (PM_{10} and $PM_{2.5}$), and in some areas (although not in California) sulfur dioxide (SO_2). California has attainment or maintenance areas for all of these transportation-related "criteria pollutants" except SO_2, and also has a nonattainment area for lead (Pb); however, lead is not currently required by the FCAA to be covered in transportation conformity

analysis. Regional conformity is based on emission analysis of Regional Transportation Plans (RTPs) and Federal Transportation Improvement Programs (FTIPs) that include all transportation projects planned for a region over a period of at least 20 years for the RTP) and 4 years (for the TIP). RTP and FTIP conformity uses travel demand and emission models to determine whether or not the implementation of those projects would conform to emission budgets or other tests at various analysis years showing that requirements of the Clean Air Act and the SIP are met. If the conformity analysis is successful, the Metropolitan Planning Organization (MPO), Federal Highway Administration (FHWA), and Federal Transit Administration (FTA), make determinations that the RTP and FTIP are in conformity with the SIP for achieving the goals of the FCAA. Otherwise, the projects in the RTP and/or FTIP must be modified until conformity is attained. If the design concept, scope, and "open-to-traffic" schedule of a proposed transportation project are the same as described in the RTP and FTIP, then the project meets regional conformity requirements for purposes of project-level analysis.

Conformity analysis at the project-level includes verification that the project is included in the regional conformity analysis and a "hot-spot" analysis if an area is "nonattainment" or "maintenance" for carbon monoxide (CO) and/or particulate matter (PM_{10} or $PM_{2.5}$). A region is "nonattainment" if one or more of the monitoring stations in the region measures a violation of the relevant standard and the U.S. EPA officially designates the area nonattainment. Areas that were previously designated as nonattainment areas but subsequently meet the standard may be officially redesignated to attainment by U.S. EPA and are then called "maintenance" areas. "Hot-spot" analysis is essentially the same, for technical purposes, as CO or particulate matter analysis performed for NEPA purposes. Conformity does include some specific procedural and documentation standards for projects that require a hot-spot analysis. In general, projects must not cause the "hot-spot" related standard to be violated, and must not cause any increase in the number and severity of violations in nonattainment areas. If a known CO or particulate matter violation is located in the project vicinity, the project must include measures to reduce or eliminate the existing violation(s) as well.

2.2.6.2 AFFECTED ENVIRONMENT

Information used in this section is based upon the April 2016 *Updated Air Quality Report*. Please see the April 2016 *Updated Air Quality Report* for detailed information about air pollutant descriptions and health effects, as well as more in-depth information about applicable regulatory and environmental settings, evaluation methodology, and impact analyses.

Topography and Climate

The project site is in the South Coast Air Basin (SCAB or Basin). The South Coast Air Quality Management District (SCAQMD) has jurisdiction over air quality issues throughout the Basin. Ambient air quality is affected by climatological conditions, topography, and the types and amounts of pollutants emitted. The following discussion describes relevant characteristics of the Basin and offers an overview of conditions affecting pollutant ambient air concentrations in the Basin.

The Basin is an approximately 6,745-square-mile area bounded by the Pacific Ocean to the west, the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east, and San Diego County to the south. The Basin includes all of Orange County and the non-desert portions

of Los Angeles, Riverside, and San Bernardino Counties, in addition to the San Gorgonio Pass area in Riverside County. The terrain and geographical location determine the distinctive climate of the Basin, which is a coastal plain with connecting broad valleys and low hills.

The greatest air pollution impacts throughout the Basin occur from June through September. This condition is generally attributed to the large amount of pollutant emissions, light winds, and shallow vertical atmospheric mixing. This frequently reduces pollutant dispersion, thus causing elevated air pollution levels. Pollutant concentrations in the Basin vary with location, season, and time of day. Ozone concentrations, for example, tend to be lower along the coast, higher in the near inland valleys, and lower in the far inland areas of the Basin and adjacent desert.

The weather station closest to the project vicinity is the Riverside Fire Station (6395 Riverside Avenue, Riverside, CA 92506), which is 15 miles west of the SR-60/Gilman Springs Road interchange. The annual average high and low temperatures at the Riverside Fire Station are 80°F and 49°F, respectively. Total annual precipitation averages 10 inches. Precipitation occurs mostly during the winter and relatively infrequently during the summer.[37]

Wind monitoring data recorded at the Riverside Station indicate that the predominant wind direction in the project vicinity is from the west–northwest, with an average wind speed of 4.4 miles per hour.[38]

Existing Air Quality Conditions

Existing air quality conditions in the project area can be characterized in terms of the ambient air quality standards that the federal and state governments have established for various pollutants (see Table 2-18) and the monitoring data collected in the region. The SCAQMD maintains and operates a network of ambient air monitoring stations throughout the Basin. The purpose of the monitoring stations is to measure ambient concentrations of the pollutants and determine whether the ambient air quality meets the California Ambient Air Quality Standards (CAAQS) and NAAQS. The ambient monitoring station closest to the project area is the Perris station, which monitors the criteria pollutants ozone and PM_{10}. The closest station that monitors CO and $PM_{2.5}$ is the Riverside-Rubidoux station. The locations of these stations in relation to the project are shown on Figure 2-23. Monitoring data show that state and/or federal standards have been exceeded multiple times for all criteria pollutants except CO (see Table 2-18).

[37] Western Regional Climate Center. 2014. Riverside, *California Climate Summaries.* U.S. Environmental Protection Agency. Available: http://www.wrcc.dri.edu/cgi-bin/cliMAIN.pl?ca2031. Accessed: December 1, 2014.

[38] Servin, T. 2003. Meteorological Wind Roses: Data for the ISCST3 air quality model. California Air Resources Board. July 8.

Table 2-18: Ambient Air Quality Standards Applicable in California and Project Area Attainment Status

Pollutant		Average Time	Standard in parts per million		Standard in micrograms per cubic meter		Violation Criteria		Riverside County Portion of South Coast Air Basin Attainment Status	
			California	National	California	National	California	National	California	National
Ozone	O_3	1 hour	0.09	NA	180	NA	If exceeded	NA	Serious nonattainment	NA
		8 hours	0.070	0.070	137	147	If exceeded	If fourth-highest 8-hour concentration in a year, averaged over 3 years, is greater than the standard	Nonattainment	Nonattainment
Carbon monoxide	CO	8 hours	9.0	9	10,000	10,000	If exceeded	If exceeded on more than 1 day per year	Attainment	Attainment/ maintenance
		1 hour	20	35	23,000	40,000	If exceeded	If exceeded on more than 1 day per year	Attainment	Attainment/ maintenance
Nitrogen dioxide	NO_2	Annual arithmetic mean	0.030	0.053	57	100	If exceeded	If exceeded on more than 1 day per year	Attainment	Attainment/ maintenance
		1 hour	0.18	0.100	339	188	If exceeded	If the 3-year average of the 98th percentile of the daily maximum 1-hour average at each monitor within an area exceeds the standard	Attainment	Attainment/ maintenance
Sulfur dioxide	SO_2	24 hours	0.04	0.14	105	NA	If exceeded	NA	Attainment	Attainment
		3 hours	NA	NA	NA	NA	NA	NA	NA	Attainment
		Annual	NA	0.030	NA	NA	NA	NA	NA	Attainment
		1 hour	0.25	0.075	655	196	If exceeded	If the 3-year average of the 99th percentile of the daily maximum 1-hour average at each monitor within an area exceeds the standard	Attainment	Attainment
Hydrogen sulfide	H_2S	1 hour	0.03	NA	42	NA	If equaled or exceeded	NA	Unclassified	NA
Vinyl chloride	C_2H_3Cl	24 hours	0.01	NA	26	NA	If equaled or exceeded	NA	No information available	NA

Table 2-18: Ambient Air Quality Standards Applicable in California and Project Area Attainment Status

Pollutant		Average Time	Standard in parts per million		Standard in micrograms per cubic meter		Violation Criteria		Riverside County Portion of South Coast Air Basin Attainment Status	
			California	National	California	National	California	National	California	National
Inhalable particulate matter	PM_{10}	Annual arithmetic mean	NA	NA	20	NA	If exceeded	NA	Nonattainment	NA
		24 hours	NA	NA	50	150	If exceeded	If exceeded on more than 1 day per year	Nonattainment	Attainment/ maintenance
	$PM_{2.5}$	Annual arithmetic mean	NA	NA	12	12.0	If exceeded	If the 3-year average of the weighted annual mean from single or multiple community-oriented monitors exceeds the standard	Nonattainment	Nonattainment
		24 hours	NA	NA	NA	35	NA	If less than 98% of the daily concentrations, averaged over 3 years, is equal to or less than the standard	NA	Nonattainment
Sulfate particles	SO_4	24 hours	NA	NA	25	NA	If equaled or exceeded	NA	Attainment	NA
Lead particles	Pb	Calendar quarter	NA	NA	NA	1.5	NA	If exceeded on more than 1 day per year	NA	Attainment/ unclassified
		30-day average	NA	NA	1.5	NA	If equaled or exceeded	NA	Attainment	NA
		Rolling 3-month average	NA	NA	NA	0.15	NA	Averaged over a rolling 3-month period	Attainment	Attainment/ unclassified

Notes: National standards shown are the primary (public health) standards. All equivalent units are based on a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas. Complete Ambient Air Quality Standards table with footnotes is provided in the appendix of the project's Updated Air Quality Report. NA = not applicable.

Sources:

California Air Resources Board. 2014a. Top 4 Measurements and Days above the Standard. Available: http://www.arb.ca.gov/adam/topfour/topfour1.php. Accessed: December 8, 2014.

California Air Resources Board. 2014b. Air Quality Standards and Designations. Available: http://www.arb.ca.gov/desig/desig.htm. Accessed December 8, 2014.

U.S. Environmental Protection Agency. 2014. The Green Book Nonattainment Areas for Criteria Pollutants. Available: http://www.epa.gov/airquality/greenbook/. Accessed: December 8, 2014.

Links for specific pollutants:

- 8-hour ozone (2008 standard): http://www.epa.gov/airquality/greenbook/hindex.html
- 8-hour ozone (1997 standard): http://www.epa.gov/airquality/greenbook/o8index.html
- Sulfur dioxide: http://www.epa.gov/airquality/greenbook/tindex.html
- Carbon monoxide: http://www.epa.gov/airquality/greenbook/cindex.html
- PM2.5 (2006 standard): http://www.epa.gov/airquality/greenbook/rindex.html
- PM2.5 (1997 standard): http://www.epa.gov/airquality/greenbook/qindex.html
- PM10: http://www.epa.gov/airquality/greenbook/pindex.html
- Lead (2008 standard): http://www.epa.gov/airquality/greenbook/mindex.html
- Nitrogen dioxide: http://www.epa.gov/airquality/greenbook/nindex.html

Figure 2-23
Air Monitoring Site Locations
State Route 60 Truck Lanes Project

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If a pollutant concentration is lower than the state or federal standard, the area is classified as being in attainment for that pollutant. If a pollutant violates the standard, the area is considered a nonattainment area. If data are insufficient to determine whether a pollutant is violating the standard, the area is designated unclassified. The State of California has designated the Riverside County portion of the Basin as being a nonattainment area for O_3 (1-hour standard), $PM_{2.5}$, and PM_{10}. The federal EPA has designated this area as being a nonattainment area for O_3 (8-hour standard) and $PM_{2.5}$ (see Table 2-19). Table 2-19 shows that the air quality monitoring data from Perris and Riverside-Rubidoux Stations indicated that the CAAQS 1-hour standard and the NAAQS 8-hour standard for O_3 exceeded the standard on 25 and 31 days in 2015, respectively. The CAAQS 24-hour standard for PM10 was exceeded for 36 days in 2014 (2015 data not complete for PM10), and the NAAQS 24-hour standard for PM2.5 exceeded the standard 10 days in 2015.

Sensitive Receptor Locations

Some locations are considered more susceptible to adverse impacts from air pollution than others. These locations are commonly referred to as sensitive receptors and include schools, daycare facilities, elderly care establishments, medical facilities, and other areas that are populated with people considered more vulnerable to the effects of poor air quality.

Analyses performed by CARB indicate that providing a separation of 1,000 feet (approximately 300 meters) from high-traffic areas would substantially reduce the exposure to air contaminant concentrations and result in a decrease in asthma symptoms in children.[39] As shown in Figure 2-24, Sensitive Receptor Locations,[40] no sensitive receptors are located within 1,000 feet (300 meters) of the entire 4.6-mile SR-60 project limits, and just one structure (commercial/industrial use) is located within 500 meters (1,640 feet) of the SR-60 project limits. As such, there is no potential for project construction or operations emissions to impact any sensitive receptor location.

[39] California Air Resources Board. 2005. *Air Quality and Land Use Handbook: A Community Health Perspective.* April. Sacramento, CA.

[40] See Figure 1-1 (Project Location Map) on page 1-3 for regional location perspective.

Table 2-19: Air Quality Monitoring Data from Perris and Riverside-Rubidoux Stations

Pollutant Standards	2013	2014	2015
Ozone (O_3) Perris Station Measurements			
Maximum 1-hour concentration (ppm)	0.108	0.117	0.124
Maximum 8-hour concentration (ppm)	0.090	0.094	0.102
Number of Days Standard Exceeded			
CAAQS 1-hour (>0.09 ppm)	17	16	25
NAAQS 8-hour (>0.075 ppm)	34	38	31
Carbon Monoxide (CO) Riverside-Rubidoux Station Measurements			
Maximum 1-hour concentration (ppm)	2.5	2.4	2.1
Maximum 8-hour concentration (ppm)	2.0	1.9	1.7
Number of Days Standard Exceeded			
NAAQS/CAAQS 1-hour (>35 ppm / 20 ppm)	0	0	0
NAAQS/CAAQS 8-hour (>9.0 ppm)	0	0	0
Particulate Matter (PM_{10}) Perris Station Measurements			
National maximum 24-hour concentration (μg/m3)	70	87	53[a]
National second-highest 24-hour concentration (μg/m3)	69	86	46[a]
State maximum 24-hour concentration (μg/m3)	67	82	51[a]
State second-highest 24-hour concentration (μg/m3)	66	81	44[a]
National annual average concentration (μg/m3)	33.6	35.1	30.5[a]
State annual average concentration (μg/m3)	--	33.4	--[a]
Number of Days Standard Exceeded			
CAAQS 24-hour (>50 μg/m3)	--	36	--[a]
NAAQS 24-hour (>150 μg/m3) (estimated days)	0	0	--[a]
Particulate Matter ($PM_{2.5}$) Riverside-Rubidoux Station Measurements			
National maximum 24-hour concentration (μg/m3)	60.3	48.9	54.7
National second-highest 24-hour concentration (μg/m3)	54.7	42.6	46.1
National third-highest 24-hour concentration (μg/m3)	40.8	39.3	45.7
National fourth-highest 24-hour concentration (μg/m3)	38.8	39.2	41.5
National annual average concentration (μg/m3)	12.4	12.4	11.8
State annual average concentration (μg/m3)	17.1	16.8	10.4
Number of Days Standard Exceeded			
NAAQS 24-hour (>35 μg/m3)	6	5	10

[a] PM10 data for 2015 not complete as of April 2016.

Notes:
CAAQS = California ambient air quality standards.
NAAQS = National ambient air quality standards.
NA = Insufficient data available to determine the value/Data not available.
Source: California Department of Transportation. 2016. Updated Air Quality Report, State Route 60 Truck Lanes Project. District 8. April.

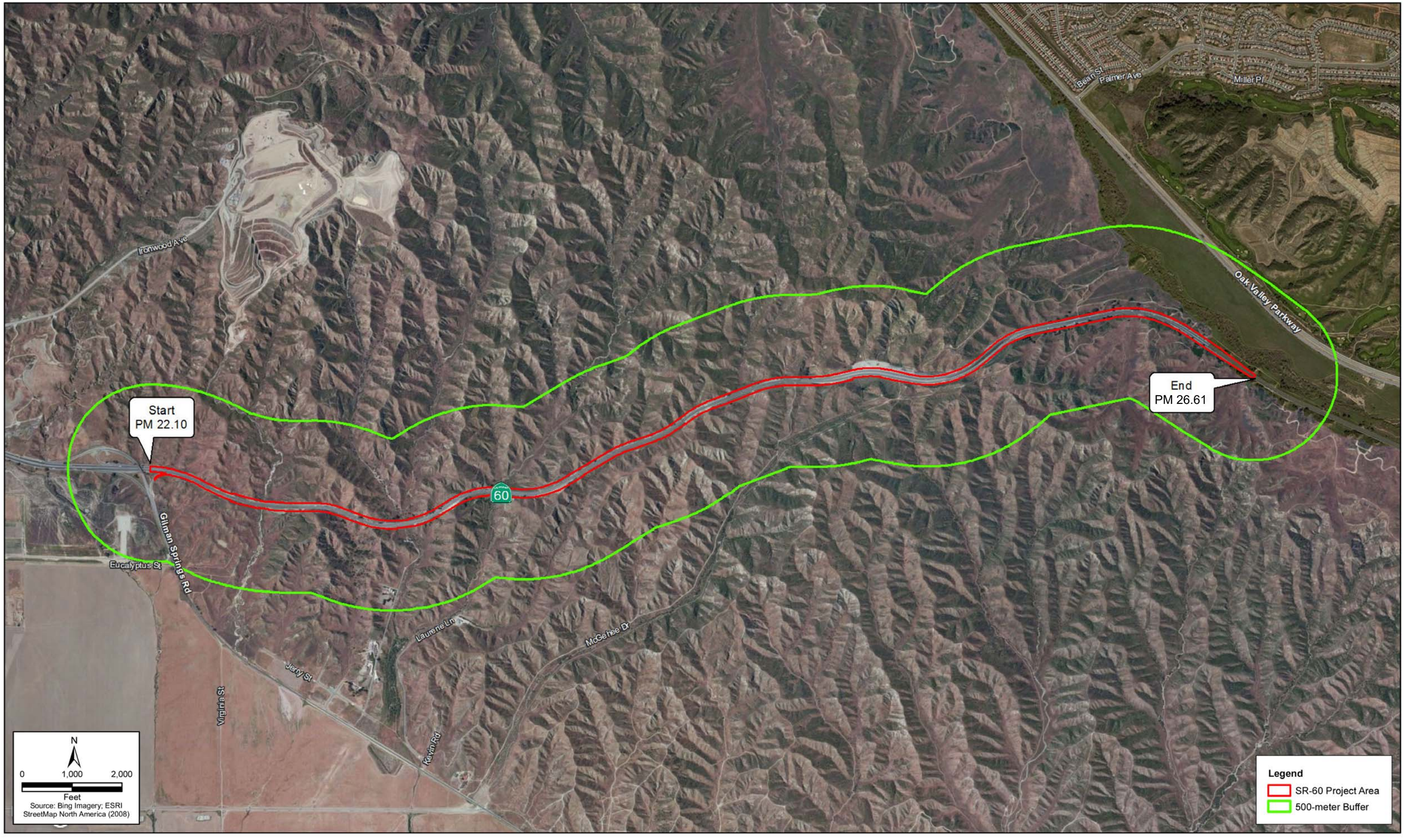

Figure 2-24
Air Quality Sensitive Receptor Locations
State Route 60 Truck Lanes Project

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2.2.6.3 ENVIRONMENTAL CONSEQUENCES

Alternative 1 – No Build Alternative

As identified in Table 2-20, at opening year 2020, there is anticipated to be a negligible decrease in overall emissions under the No Build Alternative when compared to the Build Alternative (Preferred Alternative). However, by horizon year 2040, there is anticipated to be a negligible increase in overall emissions under the No Build Alternative when compared to the Build Alternative (Preferred Alternative). In addition to its negligible increase in overall emissions, the No Build Alternative would not improve operational performance and safety, nor would it improve traffic flow on the regional transportation system.

Alternative 2 – Build Alternative (Preferred Alternative)

Regional Conformity

The federal Clean Air Act (CAA) Amendments of 1990 require that projects conform to the SIP and that direct and indirect emissions resulting from federal actions or funding do not produce new air quality violations or worsen existing violations. The federal CAA specifically instructs the EPA to develop guidelines for identifying when vehicle-related projects can increase local concentrations of CO, PM_{10}, and $PM_{2.5}$ by altering traffic patterns.

The federal EPA issued two sets of conformity procedure rules in November 1993. Transportation conformity procedures generally apply to highway and transit development and require that transportation plans, programs, and projects that are funded or approved under Title 23 of the United States Code (USC) or the Federal Transit Act conform to state or federal air quality plans. General conformity procedures apply to all other types of development. Transportation conformity procedures require more detailed analysis for transportation projects than those required for non-transportation projects receiving federal funds or approval.

The project is listed in the SCAG 2012–2035 RTP/SCS financially constrained RTP Amendment Number 2 (Project number 3TK04MA13), which was found to conform by SCAG on September 11, 2014, and FHWA and FTA made a regional conformity determination finding on December 15, 2014. The project is also included in SCAG's financially constrained 2015 FTIP, under project number RIV120201. The SCAG FTIP was determined to conform by FHWA and FTA on December 15, 2014. The design concept and scope of the project will be consistent with the project description in the 2012–2035 RTP/SCS, 2015 FTIP, and the "open to traffic assumptions of SCAG's regional emissions analysis."[41]

Per the project FTIP conformity category, the project is exempt from the requirement to demonstrate transportation conformity. The project fits the conformity exemption category "truck-climbing lanes outside the urbanized area" per 40 CFR 93.126.[42] It is important to note that the project's exemption from the requirement to demonstrate transportation conformity does not exempt the project from CEQA/NEPA air quality impact analysis requirements. As such, the

[41] An FTIP amendment is currently underway to update the project limits in the 2015 FTIP to reflect 0.11 mile of shoulder work at the eastern limits of the project (from PM 26.5 to PM 26.61) that will be included in this project. This amendment will not change the project's conformity status.

[42] See project FTIP description provided in the appendix of the project's Air Quality Report.

project-level conformity analysis was used to evaluate potential air quality impacts related to project CO and $PM_{2.5}$/PM_{10} emissions for potential impacts under CEQA and NEPA. The potential for adverse local impacts for both pollutants is assessed below.

Project-Level Conformity

Localized Carbon Monoxide Hot-Spot Evaluation

The potential impacts related to localized CO hot-spot emissions were evaluated following the methodology prescribed in the *Transportation Project-level Carbon Monoxide Protocol* (CO Protocol) developed for Caltrans by the Institute of Transportation Studies at the University of California, Davis.[43] This CO protocol details a qualitative step-by-step screening procedure to determine whether project-related CO concentrations have a potential to generate new air quality violations, worsen existing violations, or delay attainment of NAAQS for CO. If the screening procedure reveals that such a potential may exist, then the CO protocol details a quantitative method to ascertain project-related CO impacts.

The project was evaluated using the CO analysis protocol. The CO protocol includes two flowcharts that illustrate when a detailed CO analysis needs to be prepared. The first flowchart, provided in the April 2016 Updated Air Quality Report appendix (CO Protocol Excerpts), is used to ascertain the CO modeling requirements for new projects. The questions (shown in the first flowchart) relevant to the project, and the answers to those questions, are as follows.

> 3.1.1: Is the project exempt from all emissions analyses?
>
> Response: Yes, the project qualifies for an exemption. As shown in Table 2 of 40 CFR 93.126, the project fits into the project category "truck climbing lanes outside the urbanized area" that is exempt from all emissions analysis.[44]

On the basis of the CO Protocol screening criteria, project-level air quality analysis is not required.

The 1997 AQMP demonstrated attainment of the CO standards. The Basin was reclassified to attainment/maintenance status from serious nonattainment, effective June 11, 2007, and the Basin has maintained continuous attainment since. Shown earlier in Table 2-19, the maximum monitored 1-hour CO concentration of 2.5 ppm and 8-hour CO concentration of 2.0 ppm are considerably below their respective CAAQS of 20 ppm and 9.0 ppm, respectively. In addition, as shown in Table 2-22, for horizon year 2040, the CO emissions for the Build Alternative (Preferred Alternative) are 105 pounds per day less than those for the No Build Alternative.

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[43] Garza, V. J., P. Graney, and D. Sperling. 1997. *Transportation Project-Level Carbon Monoxide Protocol.* December. Davis, CA.

[44] This question and answer speaks to the issue of transportation conformity only. It is important to note that the project's exemption from the requirement to demonstrate transportation conformity does not exempt the project from CEQA/NEPA air quality impact analysis requirements.

Localized $PM_{2.5}$ and PM_{10} Hot-Spot Evaluation

The project fits into the project category "truck climbing lanes outside the urbanized area," which results in the project being exempt from all emissions analysis per 40 CFR 93.126; however, the following discussion is provided.[45]

The EPA has specified a quantitative method for analyzing localized $PM_{2.5}$ or PM_{10} concentrations from operational traffic titled, *Transportation Conformity Guidance for Quantitative Hot-Spot Analyses in $PM_{2.5}$ and PM_{10} Nonattainment and Maintenance Areas* in November 2015.[46] This guidance details a step-by-step screening procedure to determine whether project-related particulate emissions have a potential to generate new air quality violations, worsen existing violations, or delay attainment of NAAQS for $PM_{2.5}$ or PM_{10}. Although a project-level $PM_{2.5}$ and PM_{10} hot-spot analysis is not required to demonstrate transportation conformity, the PM hot-spot analysis presented below follows EPA-prescribed methodology for project-level transportation conformity, and this analysis addresses applicable NEPA and CEQA requirements for this project.

EPA specifies in 40 CFR 93.123(b)(1) that only "projects of air quality concern" are required to undergo a $PM_{2.5}$ and PM_{10} hot-spot analysis. EPA defines projects of air quality concern as certain highway and transit projects that involve significant levels of diesel traffic or any other project that is identified by the $PM_{2.5}$ SIP as a localized air quality concern. A discussion of the project compared to projects of air quality concern, as defined by 40 CFR 93.123(b)(1), is provided below:

a) **New highway projects that have a significant number of diesel vehicles, and expanded highway projects that have a significant increase in the number of diesel vehicles**. The project would add truck-climbing lanes to an existing highway segment. While the project improvements would increase the number of travel lanes, there would be no effect on the number of diesel-powered vehicles that use the subject facility because there is no opportunity to enter or exit SR-60 where the truck lanes would exist. In other words, the truck climbing lanes would be present ***between*** the SR-60/Gilman Spring Road interchange and 1.369 miles west of the SR-60/Jack Rabbit Trail intersection. As such, there would be no change in AADT volumes or truck volumes within the project limits between the Build Alternative (Preferred Alternative) and the No Build Alternative at opening year 2020 or design horizon year 2040.

b) **Projects affecting intersections that are at LOS D, E, or F with a significant number of diesel vehicles or those that will change to LOS D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project.** The project would not affect any intersection locations.

c) **New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location.** The project has no bus or rail terminal component, and it would not alter travel patterns to/from any existing bus or rail terminal.

[45] It is important to note that the project's exemption from the requirement to demonstrate transportation conformity does not exempt the project from CEQA/NEPA air quality impact analysis requirements.

[46] Federal Highway Administration and U.S. Environmental Protection Agency. 2013. *Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas.* November.

d) **Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location.** The project would not expand any bus terminal, rail terminal, or related transfer point that would increase the number of diesel vehicles congregating at any single location.

e) **Projects in or affecting locations, areas, or categories of sites that are identified in the $PM_{2.5}$- or PM_{10}-applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.** The project site is not in or affecting an area or location identified in any PM_{10} or $PM_{2.5}$ implementation plan. The immediate project area is not considered to be a site of violation or possible violation.

The discussion provided above indicates that the project would not be considered a project of air quality concern, as defined by 40 CFR 93.123(b)(1). Therefore, it is unlikely that the project would generate new air quality violations, worsen existing violations, or delay attainment of NAAQS for $PM_{2.5}$ and PM_{10}.

Supplemental Analysis of Re-Entrained Fugitive Dust

Re-entrained fugitive dust emissions were calculated using the emission factor equation found in EPA's *Compilation of Air Pollutant Emission Factors,* AP-42, Section 13.2.1.[47] The emissions factor equation requires the input of several site-specific variables such as particle size multiplier, roadway silt loading factor, average vehicle weight, and rainfall correlation factor. The variables used in the analysis for the project were obtained based on data provided by CARB.[48]

Based on the EPA's AP-42 emission factor equation, re-entrained roadway emissions of PM_{10} and $PM_{2.5}$ within the project vicinity would not change under the Build Alternative (Preferred Alternative) when compared to the No Build Alternative at opening year 2020 or horizon year 2040. At opening year 2020, PM_{10} and $PM_{2.5}$ re-entrained dust emissions would be 39 pounds per day and 6 pounds per day, respectively, for both the No Build Alternative and Build Alternative (Preferred Alternative). At horizon year 2040, PM_{10} and $PM_{2.5}$ re-entrained dust emissions would be 70 pounds per day and 11 pounds per day, respectively, for both the No Build Alternative and the Build Alternative (Preferred Alternative). The emissions calculation worksheet is provided in the appendix of the project's April 2016 Updated Air Quality Report (Project Emissions: Re-entrained Road Dust Calculations).

As discussed above, while the project improvements would increase the number of travel lanes, there would be no effect on the number of diesel-powered vehicles that use the subject facility because there is no opportunity to enter or exit SR-60 where the truck lanes would exist. As such, there would be no change in AADT volumes or truck volumes between the Build Alternative (Preferred Alternative) and the No Build Alternative at opening year 2020 or design horizon year 2040. Therefore, estimates of re-entrained road dust emissions that would occur under the No Build Alternative and Build Alternative (Preferred Alternative) would be similar.

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47 U.S. Environmental Protection Agency 2011. *Compilation of Air Pollutant Emission Factors*, AP 42, Fifth Edition, Volume I, Chapter 13: Miscellaneous Sources, Section 13.2.1 Paved Roads. January.

48 California Air Resource Board. 2014. Miscellaneous Process Methodology 7.9 Entrained Road Travel, Paved Road Dust. Available: http://www.arb.ca.gov/ei/areasrc/fullpdf/full7-9_2014.pdf. Accessed April 16, 2015.

Comparison of Build and No Build Alternative Total Particulate Matter Emissions

Total particulate matter emissions that include re-entrained dust emissions and mobile-source emissions were calculated for the Build Alternative (Preferred Alternative) and No Build Alternative. The comparison of Build Alternative (Preferred Alternative) and No Build Alternative total PM emissions is presented in Table 2-20.

Table 2-20: Comparison of Total Particulate Matter Emissions (pounds per day)

	PM10		PM2.5	
	Year 2020	Year 2040	Year 2020	Year 2040
No Build Alternative	74	129	22	35
Build Alternative (Preferred Alternative)	74	129	22	35
Net Change (Build – No Build)	--	--	--	--
Source: California Department of Transportation. 2016. Updated Air Quality Report, State Route 60 Truck Lanes Project. District 8. April. (quantities adjusted to account for change in AADT volumes and change in mobile emissions factors from EMFAC2011 to EMFAC2014 since original September 2015 analysis).				

As shown in Table 2-20, no meaningful change in total PM_{10} or $PM_{2.5}$ emissions is anticipated to occur under the Build Alternative (Preferred Alternative) when compared to the No Build Alternative. This is because total traffic and truck traffic volumes are projected to be the same under the Build Alternative (Preferred Alternative) and No Build Alternative at opening year 2020 and at the design horizon year 2040. A summary of traffic volumes, including truck traffic volumes, anticipated to occur under the Build Alternative (Preferred Alternative) and No Build Alternative is provided in Table 2-21.

Table 2-21: Summary of Traffic Volumes in SR-60 Project Limits

	AADT Volumes Total		Truck Only AADT Volumes	
	Year 2020	Year 2040	Year 2020	Year 2040
No Build Alternative	58,700	107,100	9,400	17,100
Build Alternative (Preferred Alternative)	58,700	107,100	9,400	17,100
Net Change (Build – No Build)	--	--	--	--
Source: Caltrans District 8 Traffic Operations.				

Traffic volumes are projected to be unchanged between the Build Alternative (Preferred Alternative) and the No Build Alternative. The traffic volumes remain the same because there is no option to enter or exit SR-60 between the Gilman Springs Road interchange and 1.369 miles west of the Jack Rabbit Trail intersection, which corresponds to the limits of the project.

Regional Particulate Matter Concentration Trends

Within the Basin, total population increased from approximately 13 million in 1990 to approximately 15.6 million in 2008. Based on SCAG forecasts in the 2012–2035 RTP/SCS, total Basin population is anticipated to reach 18.1 million by year 2030. Despite this population growth, air quality has improved significantly over the years, primarily due to the impacts of the region's air quality control program.

SCAQMD maintains and operates a network of ambient air monitoring stations throughout the Basin. The ambient monitoring station closest to the project area is the Perris station, which monitors the criteria pollutants ozone and PM_{10}. The closest station that monitors CO and $PM_{2.5}$ is the Riverside-Rubidoux station. The locations of these monitoring stations in relation to the project are shown on Figure 2-23.

The maximum 24-hour PM_{10} concentration recorded at the Perris monitoring station in 1991 was 113 micrograms per cubic meter ($\mu g/m^3$), compared to the maximum 24-hour PM_{10} concentration of 87 $\mu g/m^3$ recorded during 2014. This represents a 23 percent decline in the project area PM_{10} concentration that has occurred from 1991 to 2014.

The maximum 24-hour $PM_{2.5}$ concentration recorded at the Riverside-Rubidoux monitoring station in 1999 (first year of available monitoring data) was 111.2 $\mu g/m^3$, compared to the maximum 24-hour $PM_{2.5}$ concentration of 60.3 $\mu g/m^3$ recorded during 2013. This represents a 46 percent decline in the project area $PM_{2.5}$ concentration that has occurred from 1999 to 2014.

No meaningful increase in re-entrained road dust or mobile exhaust PM_{10} or $PM_{2.5}$ emissions is estimated to occur under the Build Alternative (Preferred Alternative) when compared to the No Build Alternative at opening year 2020 or horizon year 2040. In addition, it is important to note that no air quality sensitive receptors are present within 1,500 feet of the SR-60 Truck Lanes project limits (see Figure 2-24).Accordingly, project PM_{10} and $PM_{2.5}$ emissions would not be adverse under NEPA and would be less than significant under CEQA.

Criteria Pollutant Emissions during Operations

Emissions of reactive organic gases (ROG), CO, NO_X, PM_{10}, and $PM_{2.5}$ for existing (2013), opening-year (2020), and horizon-year (2040) conditions were evaluated through modeling conducted using the Caltrans CT-EMFAC2014 model and traffic data provided by Caltrans. [49] To analyze potential effects of project emissions, NEPA requires a comparison of a project's emissions to no-build conditions at the opening year and horizon year, whereas CEQA requires a comparison of a project's opening-year emissions to existing conditions. Table 2-22 summarizes the CT-EMFAC-modeled daily emissions.

Compared to existing conditions, mobile-source emission rates (i.e., grams per mile emissions) are anticipated to decrease in future years because of (1) continuing improvements in engine and emissions control technology and (2) the retirement of older, higher emitting vehicles. While AADT volumes would be identical under the Build Alternative (Preferred Alternative) and the No Build Alternative, average travel speeds would improve under the Build Alternative (Preferred Alternative) when compared to the No Build Alternative. Since gram per mile emissions rates vary by travel speed, there would be some change in emissions predicted to occur under the Build Alternative (Preferred Alternative) when compared to the No Build Alternative. At opening year 2020, there is anticipated to be a negligible increase in overall emissions under the Build Alternative (Preferred Alternative) when compared to the No Build Alternative. While at horizon year 2040, there is anticipated to be a decrease in ROG, CO, and NO_X emissions

[49] CT-EMFAC2014 is the current Caltrans emissions estimation model that utilizes EMFAC2014 emissions factors.

under the Build Alternative (Preferred Alternative) when compared to the No Build Alternative. Impacts under NEPA would not be adverse, and impacts under CEQA would be less than significant.

The SCAQMD significance thresholds provided below in Table 2-22 are provided for informational purposes only. As lead agency under CEQA, Caltrans has not adopted or endorsed such thresholds for the evaluation of operations emissions.

Table 2-22: Summary of CT- EMFAC2014-Modeled Operational Emissions

Scenario	Pounds per Day[b]				
	ROG	CO	NO_X	PM10	PM2.5
Existing (2013)	60	750	534	38	22
2020 No Build	31	388	291	35	16
2020 Build	32	393	292	35	16
2040 No Build	42	409	185	59	24
2040 Build	26	304	81	59	24
Opening Year 2020 Build Alternative (Preferred Alternative) Increase/(Decrease) Compared with Existing 2013					
2020 Build vs. Existing	(28)	(358)	(242)	(3)	(7)
SCAQMD Regional Operations Significance Threshold	55	550	55	150	55
SCAQMD Localized Operations Significance Threshold[a]	N/A	29,256	1,072	50	26
Build Alternative (Preferred Alternative) Increase/(Decrease) Compared with Respective No Build at 2020 and 2040					
2020 Build Alternative (Preferred Alternative) vs. No Build	1	4	1	--	--
2040 Build Alternative (Preferred Alternative) vs. No Build	(16)	(105)	(104)	--	--

Note:
[a] The SCAQMD significance thresholds provided above are provided for informational purposes only. As lead agency under CEQA, Caltrans has not adopted or endorsed such thresholds for the evaluation of construction or operations emissions.
[b] See appendix of this Final IS/EA for model outputs.

Criteria Pollutant Emissions during Construction

Construction is a source of fugitive dust and exhaust emissions that can have substantial temporary impacts on local air quality (i.e., exceed state air quality standards for $PM_{2.5}$ and PM_{10}). Such emissions would result from earthmoving and use of heavy equipment, as well as land clearing, ground excavation, cut-and-fill operations, and the construction of roadways. Dust emissions can vary substantially from day to day, depending on the level of activity, the specific operations, and the prevailing weather. A major portion of dust emissions for the project would likely be caused by construction traffic on temporary construction roads.

Construction-period emission estimates have been included in this report for regional emissions and localized emissions. Regional and localized emissions were calculated using the CalEEMod Emissions Model (Version 2013.2.2). Experience has shown that several feasible control measures can be reasonably implemented to reduce exhaust and fugitive $PM_{2.5}$ and PM_{10} emissions during construction.

Construction activities will not last for more than five years at one general location, so construction-related emissions do not need to be included in regional and project-level conformity analysis (40 CFR 93.123(c)(5)). Construction is anticipated to begin sometime in 2018 and last approximately two years. Temporary construction emissions would result from grubbing/land clearing, grading/excavation, drainage/subgrade construction, paving, and the commuting patterns of construction workers. Pollutant emissions would vary daily, depending on the level of activity, specific operations, and prevailing weather.

During construction, short-term degradation of air quality may occur because of the release of particulate emissions (airborne dust) generated by excavation, grading, hauling, and other activities related to construction. Emissions from construction equipment also are anticipated and would include CO, NO_X, ROG, directly emitted particulate matter (PM_{10} and $PM_{2.5}$), and MSATs such as diesel exhaust particulate matter. Ozone is a regional pollutant that is derived from NO_X and ROG in the presence of sunlight and heat.

Site preparation and roadway construction would involve clearing, cut-and-fill activities, grading, removing or improving existing roadways, and paving roadway surfaces. Construction-related effects on air quality from most highway projects would be greatest during the site preparation phase because most engine emissions are associated with the excavation, handling, and transport of soils to and from the site. An estimate of project construction emissions is provided in Table 2-23.

Table 2-23. Criteria Pollutant Emissions during Construction

Construction Phase	Pounds per Day Emissions				
	ROG	NO_X	CO	PM_{10}	$PM_{2.5}$
Grubbing and Clearing	2	16	33	5	3
Grading/Excavation	8	89	113	10	6
Drainage/Utilities/Sub-Grade	5	29	68	5	2
Paving	4	34	44	2	2
Daily Maximum Regional Emissions	8	89	113	10	6
SCAQMD Regional Construction Emissions Significance Threshold	75	100	550	150	55
SCAQMD Localized Construction Emissions Significance Threshold [a]	N/A	1,072	29,256	207	105

Source: California Department of Transportation. 2016. Updated Air Quality Report, State Route 60 Truck Lanes Project. District 8. April. Detailed calculation assumptions provided in appendix.
[a] 500 meter local emissions threshold for SCAQMD Monitoring Area 28 (Hemet/San Jacinto Valley).

The SCAQMD significance thresholds referenced above are provided for informational purposes only. As lead agency under CEQA, Caltrans has not adopted or endorsed such thresholds for the evaluation of construction emissions. Nonetheless, implementation of control measures identified below under Section 2.2.6.5, *Avoidance, Minimization, and/or Mitigation Measures*, would avoid or minimize any impacts related to short-term construction emissions and would ensure that the impacts are less than significant.

Diesel Particulate-Related Health Risk during Construction

Cancer risk related to diesel particulate matter emissions from construction equipment would be minimal because of the short-term nature of construction activities. Construction activities

associated with the project would be transitory and short-term in nature (i.e., less than five years). The assessment of cancer risk typically is based on a 70-year exposure period. Because exposure to diesel exhaust would be well below the 70-year exposure period, construction of the project is not anticipated to result in an elevated cancer risk to exposed persons due to the short-term nature of construction. In addition, no air quality sensitive receptors are located within 500 meters (1,640 feet) of the project's construction activity.

Naturally Occurring Asbestos

NOA is a fibrous material found in certain types of rock formations. It is the result of natural geologic processes and commonly found near earthquake faults in California. Some rock types known to produce asbestos fibers are varieties of chrysotile, crocidolite, amosite, anthophyllite, tremolite, and actinolite.

Asbestos is harmless when it is left undisturbed under the soil, but if it becomes airborne it can cause serious health problems. Human disturbance, or natural weathering, can break down asbestos into microscopic fibers that are easily inhaled. Inhalation of asbestos fibers can cause lung cancer, mesothelioma (a rare form of cancer found in the lining of internal organs), and asbestosis (a progressive, non-cancer disease of the lungs involving a buildup of scar tissue, which inhibits breathing).[50]

Both EPA and CARB have issued guidance for reducing exposure to NOA. EPA's suggested measures include leaving NOA material undisturbed, covering or capping NOA material, limiting dust-generating activities, or excavating and disposing of NOA material.[51] CARB has adopted Airborne Toxic Control Measures (ATCMs), which are required for road construction and maintenance projects, unless the project is found to be exempt. These ATCMs include stabilizing unpaved surfaces subject to vehicle traffic, reducing vehicle speeds, wetting or chemically stabilizing storage piles, and eliminating track-out material from equipment.[52]

Although NOA is common in certain counties of California, it is not likely to be found in the project vicinity of Riverside County.[53]

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[50] U.S. Environmental Protection Agency. 2016. Region 9: Naturally Occurring Asbestos in California. Last revised: February 21, 2016. Available: https://archive.epa.gov/region9/toxic/web/html/basic.html. Accessed: April 20, 2016.

[51] U.S. Environmental Protection Agency. 2008. *Naturally Occurring Asbestos: Approaches for Reducing Exposure*. Last revised: March 2008. Available: http://www.epa.gov/superfund/health/contaminants/ asbestos/noa_factsheet.pdf. Accessed: June 11, 2009.

[52] California Air Resources Board. 2008. Final Regulation Order. *Asbestos Airborne Toxic Control Measure for Construction, Grading, Quarrying, and Surface Mining Operations*. Last revised: July 29, 2008. Available: http://www.arb.ca.gov/toxics/atcm/asb2atcm.htm. Accessed: June 11, 2009.

[53] California Department of Conservation, Division of Mining and Geology. 2000. *A General Location Guide for Ultramafic Rock in California—Areas More Likely to Contain Naturally Occurring Asbestos*. August.

Lead

Lead is a natural constituent of air, water, and the biosphere. Lead is neither created nor destroyed in the environment, so it essentially persists forever. Automobiles were once a major source of airborne lead because, prior to being phased out, lead was used as a gasoline additive to increase the octane rating. However, in recent years, ambient concentrations of lead have dropped dramatically.

Short-term exposure to high levels of lead can cause vomiting, diarrhea, convulsions, coma, or even death. However, even small amounts of lead can be harmful, especially to infants, young children, and pregnant women. Symptoms of long-term exposure to lower levels of lead may be less noticeable but still serious. Anemia is common, and damage to the nervous system may cause impaired mental function. Other symptoms are appetite loss, abdominal pain, constipation, fatigue, sleeplessness, irritability, and headache. Continued excessive exposure, as in an industrial setting, can affect the kidneys.

Lead exposure is most serious for young children because they absorb lead more easily than adults and are more susceptible to its harmful effects. Even low-level exposure may harm the intellectual development, behavior, size, and hearing of infants. During pregnancy, and especially in the last trimester, lead can cross the placenta and affect the fetus. Female workers exposed to high lead levels have more miscarriages and stillbirths.

The state lead standard is 1.5 $\mu g/m^3$ over a 30-day average; the federal lead standards are 1.5 $\mu g/m^3$ averaged over a calendar quarter and 0.15 $\mu g/m^3$ as a rolling 3-month average.

Due to historical use of leaded fuels by roadway traffic, it was determined that a non-hazardous concentration of lead is present in on-site soil. This finding and the associated health and safety measures to reduce workers exposure to lead are discussed in Section 2.2.5 of this document, *Hazardous Waste/Materials*.

Mobile-Source Air Toxics

Toxic Air Contaminants (TACs) are pollutants that may result in an increase in mortality or serious illness or pose a present or potential hazard to human health. Health effects of TACs include cancer, birth defects, neurological damage, damage to the body's natural defense system, and diseases that lead to death. In 1998, following a 10-year scientific assessment process, CARB identified particulate matter from diesel-fueled engines as a TAC. Compared with other air toxics CARB has identified and controlled, diesel particulate matter (DPM) emissions are estimated to be responsible for about 70 percent of the total ambient air toxics risk.[54]

Through the FCAA Amendments of 1990, Congress mandated EPA to regulate 188 air toxics, which are also known as hazardous air pollutants (HAPs). In EPA's latest final rule (2007) on the control of hazardous air pollutants from mobile sources (72 FR 8430), the agency identified 93 compounds that are emitted from mobile sources, which are listed in EPA's Integrated Risk

[54] California Air Resources Board. 2005. *Air Quality and Land Use Handbook: A Community Health Perspective.* April. Sacramento, CA.

Information System (IRIS). From this list of 93 compounds, EPA has identified seven as priority Mobile-Source Air Toxics (MSATs). The high regulation priority of these seven MSATs was based on EPA's 1999 National Air Toxics Assessment (NATA).[55]

The seven priority MSATs are as follows:

- Acrolein
- Benzene
- 1,3-Butadiene
- Diesel particulate matter/diesel exhaust organic gases
- Formaldehyde
- Naphthalene
- Polycyclic organic matter (POM)

The 2007 rule mentioned above requires controls that will dramatically decrease MSAT emissions through cleaner fuels and cleaner engines. According to a FHWA analysis using EPA's MOVES2010b model, even if vehicle activity (i.e., vehicle miles traveled [VMT]) increases by 102 percent, as assumed from 2010 to 2050, a combined reduction of 83 percent in the total annual emission rate for the priority MSATs is projected for the same time period.[56]

MSAT emissions were evaluated using a combination of the Federal Highway Administration's *Interim Guidance Update on Mobile Source Air Toxic Analysis in NEPA Documents*[57] and California-specific guidance from Caltrans.[58]

FHWA's interim guidance uses a tiered approach for analyzing MSATs in NEPA documents for highway projects. Depending on the specific project circumstances, FHWA has identified three levels of analysis:

1. No analysis for exempt projects or projects with no potential for meaningful MSAT effects
2. Qualitative analysis for projects with low-potential MSAT effects
3. Quantitative analysis to differentiate alternatives for projects with higher potential MSAT effects

Applicable Project MSAT Category Assessment. With respect to the project, the projected maximum AADT volumes at horizon year 2040 of 107,100 would be below the 140,000 to 150,000 AADT criterion established by FHWA for projects considered to have higher potential

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55 Federal Highway Administration. 2012. *Interim Guidance Update on Mobile Source Air Toxic Analysis in NEPA Documents.*

56 Ibid.

57 Ibid.

58 Brady, Mike. Air quality/conformity coordinator. California Department of Transportation. DOTP-ORIP. Sacramento, CA. January 6, 2010—email to Shannon Hill of ICF International about California-specific information applicable to the Update on Mobile-source Air Toxic Analysis in NEPA Documents.

California Air Resources Board. 2005. Air Quality and Land Use Handbook: A Community Health Perspective. April. Sacramento, CA.

for MSAT effects. As such, the project normally would be considered to be a project with low-potential MSAT effects.

To comply with Council on Environmental Quality (CEQ) regulations (40 CFR 1502.22[b]) regarding incomplete or unavailable information, the appendix to the Updated Air Quality Report contains a discussion regarding how air toxics analysis is an emerging field and current scientific techniques, tools, and data are not sufficient to estimate accurately the human health effects that would result from a transportation project in a way that would be useful to decision-makers. Also in compliance with 40 CFR 150.22(b), the appendix contains a summary of current studies regarding the health effects of MSATs.

The amount of MSAT emissions emitted under the Build Alternative (Preferred Alternative) or the No Build Alternative would be proportional to the VMT, assuming that other variables such as fleet mix are the same for each alternative. Because VMT is estimated to be similar for the Build Alternative (Preferred Alternative) when compared to the No Build Alternative, MSAT emissions are also expected to be similar with respect to the two alternatives. As such, there would be no appreciable difference in overall MSAT emissions among either alternative. Also, regardless of the alternative chosen, emissions will likely be lower than present levels at horizon year 2040 as a result of EPA's national control programs that are projected to reduce annual MSAT emissions by over 80 percent from 2010 to 2050. Local conditions may differ from these national projections in terms of fleet mix and turnover, VMT growth rates, and local control measures. However, the magnitude of the EPA-projected reductions is so great (even after accounting for VMT growth) that MSAT emissions in the study area are likely to be lower in the future in virtually all locations.

As shown in Table 2-24, MSAT emissions under the Build Alternative (Preferred Alternative) at opening year 2020 and design year 2040 are expected to be reduced relative to existing conditions due to EPA’s MSAT reduction programs. At opening year 2020, there is anticipated to be a negligible change in overall MSAT emissions under the Build Alternative (Preferred Alternative) when compared to the No Build Alternative. While at horizon year 2040, there is anticipated to be a negligible decrease in overall MSAT emissions under the Build Alternative (Preferred Alternative) when compared to the No Build Alternative. Impacts under NEPA would not be adverse, and impacts under CEQA would be less than significant.

Table 2-24: MSAT Emissions (grams per day)

Scenario	Grams per Day							
	DPM	Benzene	Acrolein	Acetaldehyde	Formaldehyde	Butadiene	Naphthalene	POM
Existing (2013)	5,726	677	22	736	1,627	114	30	39
2020 No Build	1,136	319	11	256	587	51	16	13
2020 Build	1,117	318	10	261	596	50	17	13
2040 No Build	383	400	9	576	1,213	52	24	14
2040 Build	320	256	7	260	570	37	15	8
Build Alternative (Preferred Alternative) Increase/(Decrease) Compared with Existing 2013								
Scenario vs. Existing	**DPM**	**Benzene**	**Acrolein**	**Acetaldehyde**	**Formaldehyde**	**Butadiene**	**Naphthalene**	**POM**
2020 Build	(4,609)	(359)	(12)	(475)	(1,031)	(64)	(13)	(26)
2040 Build	(5,406)	(421)	(15)	(476)	(1,057)	(77)	(15)	(31)
Build Alternative (Preferred Alternative) Increase/(Decrease) Compared with Respective No Build Alternative at 2020 and 2040								
Scenario vs. No Build	**DPM**	**Benzene**	**Acrolein**	**Acetaldehyde**	**Formaldehyde**	**Butadiene**	**Naphthalene**	**POM**
2020 Build	(19)	(1)	(1)	5	9	(1)	1	--
2040 Build	(63)	(144)	(2)	(316)	(643)	(15)	(9)	(6)
See appendix of this Final IS/EA for model outputs.								

2.2.6.4 CLIMATE CHANGE

Climate change is analyzed at the end of this chapter. Neither the United States Environmental Protection Agency (U.S. EPA) nor Federal Highway Administration (FHWA) has issued explicit guidance or methods to conduct project-level greenhouse gas analysis. As stated on FHWA's climate change website (http://www.fhwa.dot.gov/hep/climate/index.htm), climate change considerations should be integrated throughout the transportation decision-making process–from planning through project development and delivery. Addressing climate change mitigation and adaptation up front in the planning process will aid decision-making and improve efficiency at the program level, and will inform the analysis and stewardship needs of project-level decision-making. Climate change considerations can easily be integrated into many planning factors, such as supporting economic vitality and global efficiency, increasing safety and mobility, enhancing the environment, promoting energy conservation, and improving the quality of life.

Because there have been more requirements set forth in California legislation and executive orders on climate change, the issue is addressed in a separate California Environmental Quality Act (CEQA) discussion at the end of this chapter and may be used to inform the National Environmental Policy Act (NEPA) decision. The four strategies set forth by FHWA to lessen

climate change impacts do correlate with efforts that the State has undertaken and is undertaking to deal with transportation and climate change; the strategies include improved transportation system efficiency, cleaner fuels, cleaner vehicles, and reduction in the growth of vehicle hours travelled.

2.2.6.5 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

Construction impacts on air quality would be short term in duration and, therefore, will not result in long-term adverse conditions. The following minimization measures will be implemented to address air quality impacts resulting from construction activities.

AIR-1: The project would conform to Caltrans construction requirements, as specified in the Caltrans Standard Specifications, Section 14-9.02 (Air Pollution Control), for asphalt concrete emissions and all earthwork, clearing and grubbing, and roadbed activities involving heavy construction equipment.

AIR-2: The contractor shall comply with all air pollution control regulations ordinances and statutes that apply to any work performed pursuant to the contract, including any air pollution control rules, regulations, ordinances, and statutes specified in Section 11017 of the Government Code.

AIR-3: General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions. During construction, trucks and vehicles in loading and unloading queues would have their engines turned off when not in use to reduce vehicle emissions. Construction emissions shall be phased and scheduled to avoid emissions peaks and discontinued during second-stage smog alerts.

AIR-4: All graders, excavators, scrapers, dozers, and water trucks used for site grading and excavation shall meet EPA Tier-4 emissions standards.

AIR-5: All equipment shall be properly tuned and maintained in accordance with manufacturer's specifications.

AIR-6: All on-road and off-road equipment shall comply with CARB commercial vehicle idle regulations.

AIR-7: Use electricity from power poles, rather than temporary diesel- or gasoline-powered generators if or where feasible.

AIR-8: Use on-site mobile equipment powered by alternative fuel sources (i.e., methanol, natural gas, propane, or butane) as feasible.

AIR-9: Use solar-powered signal boards.

AIR-10: During construction, truck deliveries will be consolidated to the extent practicable.

AIR-11: During construction, to the extent practicable, contractors will develop a plan for providing a rideshare or shuttle service for construction workers.

AIR-12: SCAQMD Rule 403 (Fugitive Dust) requires that fugitive dust control measures be applied to all construction projects in the Basin, unless said project is specifically exempted by the rule. The project would be required to implement measures for each source of fugitive dust emissions as specified in the Rule.

2.2.7 Noise

2.2.7.1 REGULATORY SETTING

The National Environmental Policy Act (NEPA) of 1969 and the California Environmental Quality Act (CEQA) provide the broad basis for analyzing and abating highway traffic noise effects. The intent of these laws is to promote the general welfare and to foster a healthy environment. The requirements for noise analysis and consideration of noise abatement and/or mitigation, however, differ between NEPA and CEQA.

California Environmental Quality Act

CEQA requires a strictly baseline versus build analysis to assess whether a proposed project will have a noise impact. If a proposed project is determined to have a significant noise impact under CEQA, then CEQA dictates that mitigation measures must be incorporated into the project unless those measures are not feasible. The CEQA noise analysis is included at the end of this section.

National Environmental Policy Act and 23 CFR 772

For highway transportation projects with FHWA (and Caltrans, as assigned) involvement, the Federal-Aid Highway Act of 1970 and the associated implementing regulations (23 CFR 772) govern the analysis and abatement of traffic noise impacts. The regulations require that potential noise impacts in areas of frequent human use be identified during the planning and design of a highway project. The regulations include noise abatement criteria (NAC) that are used to determine when a noise impact would occur. The NAC differ depending on the type of land use under analysis. For example, the NAC for residences (67 dBA) is lower than the NAC for commercial areas (72 dBA). Table 2-25 lists the noise abatement criteria for use in the NEPA 23 CFR 772 analysis.

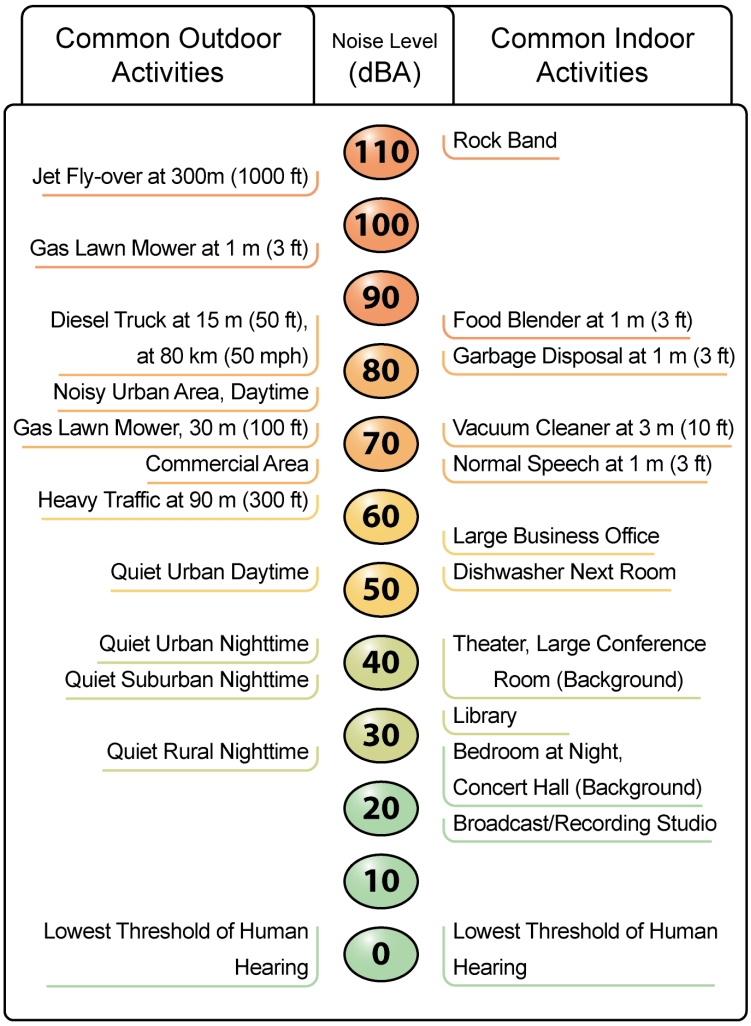
Table 2-25: Noise Abatement Criteria

Activity Category	NAC, Hourly A-Weighted Noise Level, Leq(h)	Description of Activity Category
A	57 (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B[1]	67 (Exterior)	Residential.
C[1]	67 (Exterior)	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings.
D	52 (Interior)	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.
E	72 (Exterior)	Hotels, motels, offices, restaurants/bars, and other developed lands, properties, or activities not included in A–D or F.
F	No NAC—reporting only	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical, etc.), and warehousing.
G	No NAC—reporting only	Undeveloped lands that are not permitted.

[1] Includes undeveloped lands permitted for this activity category.
Source: California Department of Transportation. 2014. Noise Study Report. March.

Figure 2-25 lists the noise levels of common activities to enable readers to compare the actual and predicted highway noise levels discussed in this section with common activities.

Figure 2-25: Noise Levels of Common Activities



According to Caltrans' Traffic Noise Analysis Protocol for New Highway Construction and Reconstruction Projects, May 2011, a noise impact occurs when the predicted future noise level with the project substantially exceeds the existing noise level (defined as a 12 dBA or more increase) or when the future noise level with the project approaches or exceeds the NAC. Approaching the NAC is defined as coming within 1 dBA of the NAC.

If it is determined that the project will have noise impacts, then potential abatement measures must be considered. Noise abatement measures that are determined to be reasonable and feasible at the time of final design are incorporated into the project plans and specifications. This document discusses noise abatement measures that would likely be incorporated in the project.

Caltrans' *Traffic Noise Analysis Protocol* sets forth the criteria for determining when an abatement measure is reasonable and feasible. Feasibility of noise abatement is basically an engineering concern. A minimum 7 dBA reduction in the future noise level must be achieved for an abatement measure to be considered feasible. Other considerations include topography, access requirements, other noise sources, and safety considerations. The reasonableness determination is basically a cost-benefit analysis. Factors used in determining whether a proposed noise

abatement measure is reasonable include residents' acceptance and the cost per benefited residence.

2.2.7.2 AFFECTED ENVIRONMENT

On March 12, 2014, Caltrans approved the project Noise Study Report (NSR). The purpose of the NSR is to evaluate noise impacts and abatement under the requirements of Title 23, Part 772 of the Code of Federal Regulations (23 CFR 772) "Procedures for Abatement of Highway Traffic Noise," which provides procedures for preparing operational and construction noise studies and evaluating noise abatement measures considered for federal and federal-aid highway projects. According to 23 CFR 772.3, all highway projects that are developed in conformance with this regulation are deemed to be in conformance with FHWA noise standards. The Caltrans *Traffic Noise Analysis Protocol for New Highway Construction, Reconstruction, and Retrofit Barrier Projects* (Traffic Noise Analysis Protocol)[59] provides Caltrans policy for implementing 23 CFR 772 in California. The Traffic Noise Analysis Protocol outlines the requirements for preparing noise study reports.

Existing land uses in the project study area were identified through land use maps, aerial photography, and site inspection. Existing land uses in the project study area include undeveloped lands. Additional land use details are discussed under the Land Use section. There are no sensitive receptors located in the project area. The Noise Study was conducted using monitoring locations that were placed at turnouts where vehicles could stop for emergency or maintenance purposes.

2.2.7.3 ENVIRONMENTAL CONSEQUENCES

The project is a federally funded Type I project. The noise analysis was conducted in accordance with FHWA and Caltrans guidelines to determine whether the project noise levels would approach or exceed the Noise Abatement Criteria (NAC) or would substantially exceed existing noise levels (23 CFR 772). If noise levels would exceed the NAC or result in a substantial increase, noise abatement measures that are used to reduce noise levels would be evaluated.

Field Measurement Procedures

The existing noise environment in the project area is described below based on the noise monitoring results.

Short-Term Measurements

Short-term noise measurements were taken at areas classified as Activity Category G within the project area. Short-term measurements were performed when traffic was flowing freely, and an effort was made to perform the measurements as close as possible to peak-hour traffic periods.

Measurements were conducted in accordance with the procedures identified in Caltrans' September 2013 *Technical Noise Supplement to the Traffic Noise Analysis Protocol*. All

[59] California Department of Transportation. 2011. *Traffic Noise Analysis Protocol for New Highway Construction, Reconstruction, and Retrofit Barrier Projects*. Available: http://www.dot.ca.gov/hq/env/noise/pub/ca_tnap_may2011.pdf.

measurements were made using a Brüel & Kjær sound level meter (model Type 2230) that was calibrated in the field, prior to its use, with a Brüel & Kjær calibrator (model Type 4230). All weather data were recorded with a Neilsen Kellerman portable weather tracker (model Kestrel 2000).

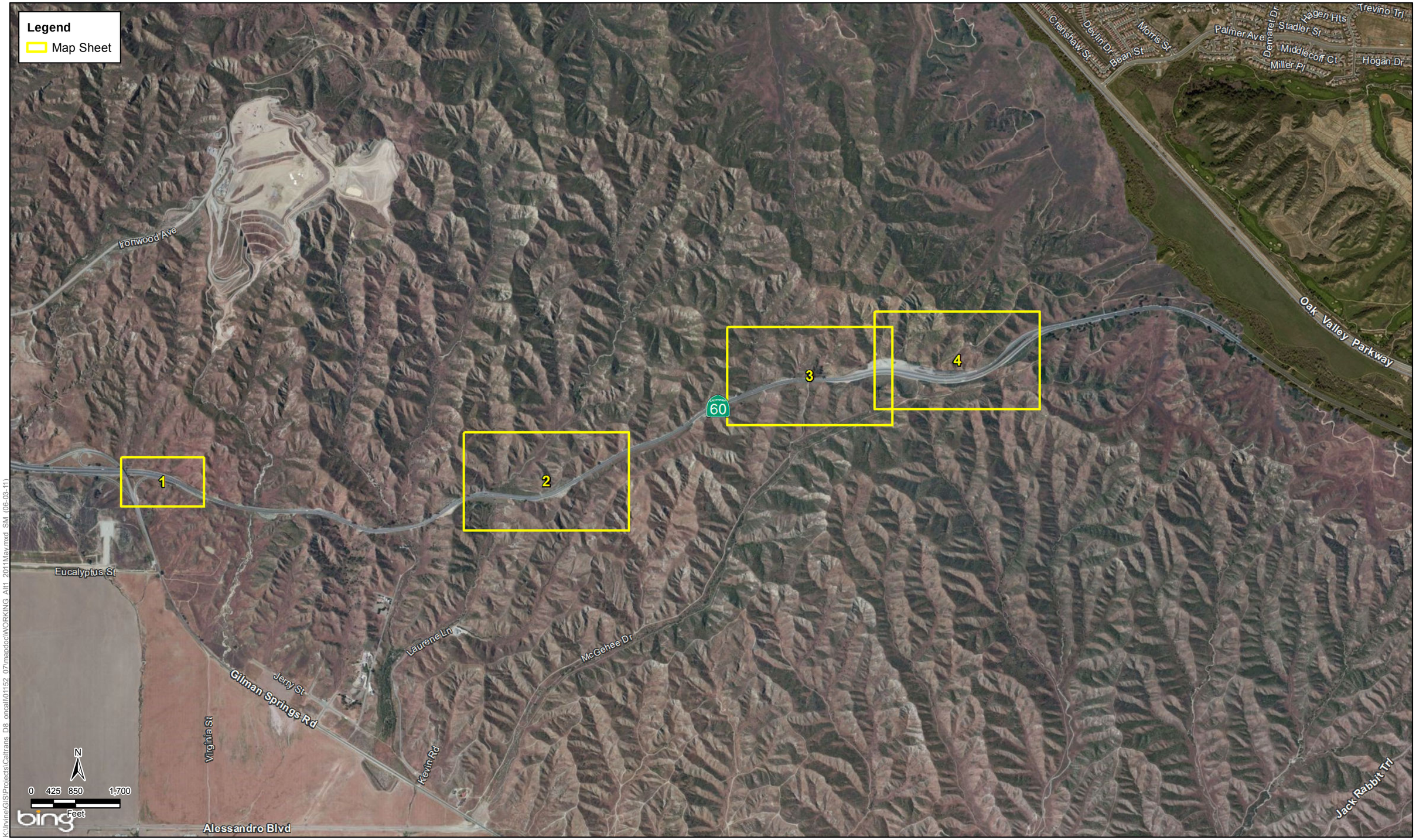
The traffic counts were expanded to hourly volumes (multiplied by four for 15-minute readings to normalize the results to hourly values) and entered into Traffic Noise Model (TNM) 2.5 for each monitoring site. The monitoring results were used to calibrate the model outputs.

Short-term measurements were conducted at four locations throughout the project area, as shown in Figure 2-26, Sheets 1–4. A detailed description of the short-term measurements is provided below. Measurements were taken in 15-minute periods at each site. Short-term monitoring was conducted at Activity Category G land uses.

Traffic on SR-60 was classified and counted during short-term noise measurements. Vehicles were classified as automobiles, medium duty trucks (medium trucks), heavy duty trucks (heavy trucks), buses, or motorcycles. Automobiles are vehicles with two axles and four tires that are designed primarily to carry passengers; small vans and light trucks are included in this category. Medium trucks include all cargo vehicles with two axles and six tires. Heavy trucks include all vehicles with three or more axles. The traffic conditions were modeled in TNM 2.5 and compared to the field measurement results in order to calibrate the noise model. Short-term (15-minute) noise measurements were conducted to document existing noise levels at four representative locations along the project corridor. Table 2-26 provides a summary of the results of the short-term noise level measurements along with a description of the physical locations of the noise monitoring sites. These monitoring locations were at turnouts where vehicles could stop for emergency or maintenance purpose.

Table 2-26: Noise Short-Term Measurements

Monitor No.	Land Use/ Location	Location Description	Noise Sources	Comments	Date	Start Time	Duration	Noise dBA Leq
R-1	Undeveloped Land	Turn out	SR-60 WB, EB	Wide median	03/19/13	9:57 am	15 min.	72.1
R-2	Undeveloped Land	Turn out	SR-60 WB, EB	Wide median	03/19/13	10:25 am	15 min.	74.8
R-3	Undeveloped Land	Turn out	SR-60 WB, EB	Beginning of the project	03/19/13	8:45 am	15 min.	70.9
R-4	Undeveloped Land	Turn out	SR-60 WB, EB		03/19/13	9:20 am	15 min.	71.6
Source: California Department of Transportation. 2014. Noise Study Report. March.								



SOURCE: Bing Imagery

Figure 2-26 Index Sheet
Sensitive Noise Receptors
State Route 60 Truck Lanes Project

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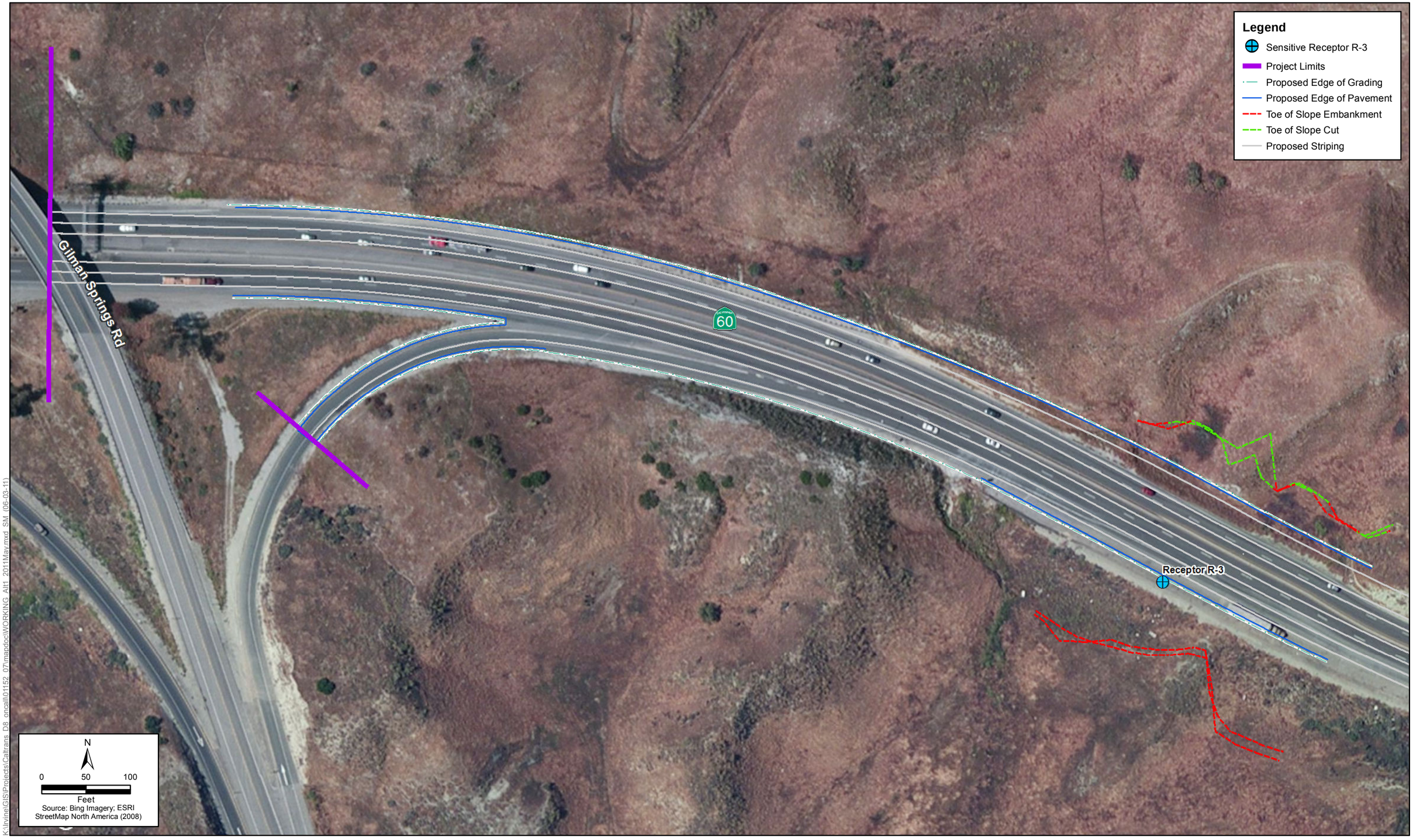

Figure 2-26 - Sheet 1
Sensitive Noise Receptors
State Route 60 Truck Lanes Project

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Figure 2-26 - Sheet 2
Sensitive Noise Receptors
State Route 60 Truck Lanes Project

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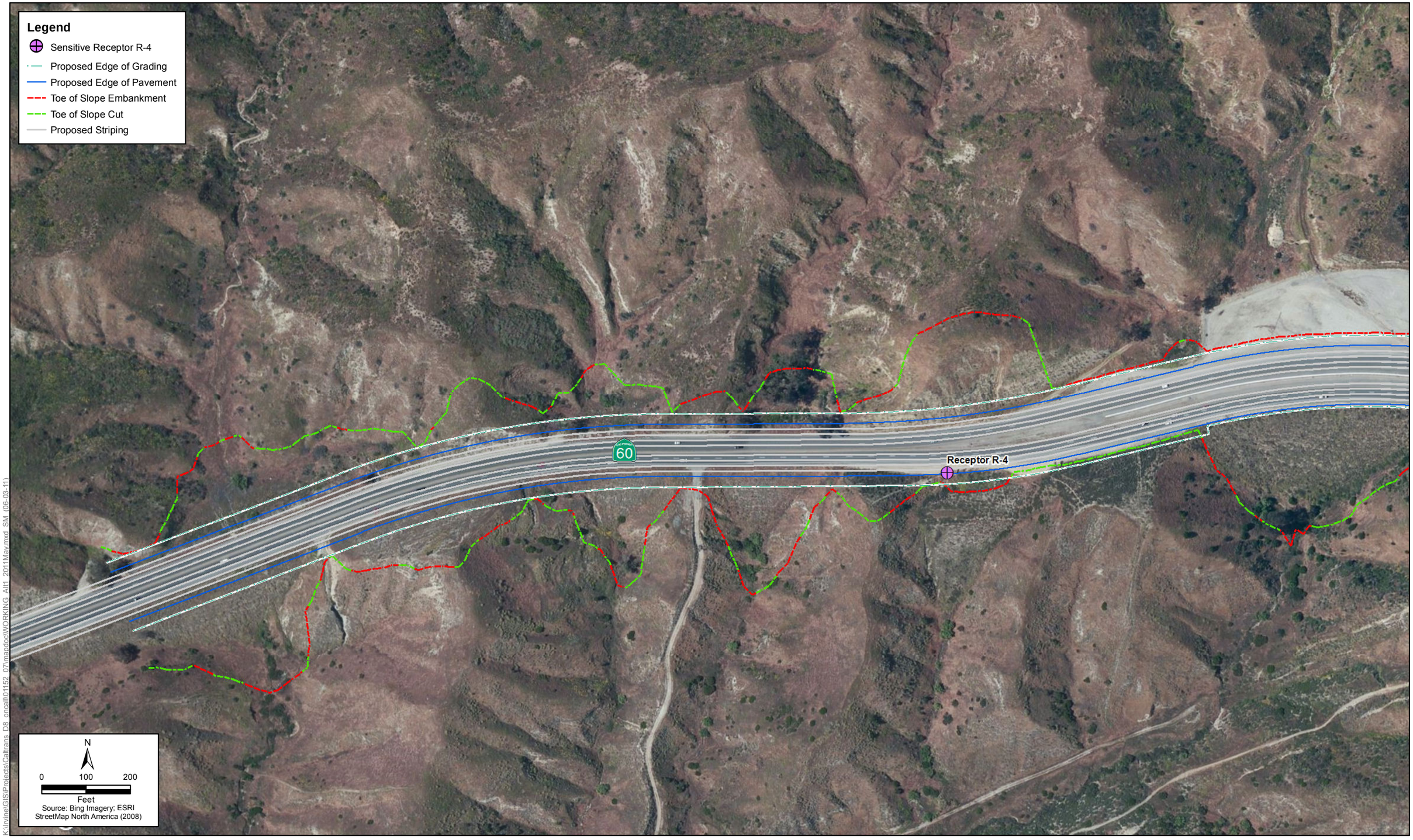

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Figure 2-26 - Sheet 3
Sensitive Noise Receptors
State Route 60 Truck Lanes Project

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Figure 2-26 - Sheet 4
Sensitive Noise Receptors
State Route 60 Truck Lanes Project

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Table 2-27 shows the meteorological conditions during the short-term noise level measurements.

Table 2-27: Meteorological Conditions during Noise Monitoring

Date	Temperature (˚F)	Average Wind Speed (mph)
3/19/2013	52.0 – 61.0	1.4 – 4.1
˚F = degrees Fahrenheit; mph = miles per hour		
Source: California Department of Transportation. 2014. Noise Study Report. March.		

Four separate calibration runs were performed using the traffic counts and measured vehicle speeds collected during the noise monitoring. Receptors R-1 and R-2 were on the north side of SR-60. Receptor R-3 and R-4 were on the south side of SR-60. The results of these model runs were compared to the measured noise levels to ensure the accuracy of TNM 2.5. Correction factors, known as K-factors, were applied to each of the modeled receptor locations so that the monitored and modeled noise levels were the same.

Table 2-28 shows the measured ambient noise level, the modeled noise levels using traffic counts and measured vehicle speeds during noise monitoring, and the K-factor at each monitored location. TNM 2.5 modeled input data for existing features and verified for accuracy.

Each TNM 2.5 modeled input datum was rechecked for possible modeling input errors. Field measurement results were inspected for potential contamination. K factors were approximately 3 dBA or smaller. Other factors like complicated terrain or traffic fleet may affect the results of these receptors. The K-factors listed in Table 2-28 were used for model calibration.

Table 2-28: Model Calibration

Monitor No.	Monitored Noise Level (dBA Leq)	Modeled Noise Level (dBA Leq)	K-Factor (dB)
R-1	72.1	74.5	-2.4
R-2	74.8	76.4	-1.6
R-3	70.9	74.0	-3.1
R-4	71.6	74.3	-2.7
Source: California Department of Transportation. 2014. Noise Study Report. March.			

Average peak period for trucks is the mid-day period between the hours of 11:00 AM to 2:00 PM. The noisiest hours happened in this period for this segment of the freeway. The volume of heavy trucks was approximately double in the westbound direction during midday as compared to PM peak period. Heavy-duty trucks make up approximately 3 percent to 4 percent of all vehicles within the corridor.

Modeled 2040 traffic noise levels with the project are compared to existing conditions and to 2040 no project conditions. The comparison to existing conditions is included in the analysis. The comparison to no project conditions indicates the direct effect of the project. As stated in

Caltrans's September 2013 *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, modeling results are rounded to the nearest decibel before comparisons are made. In some cases, this can result in relative changes that may not appear intuitive. An example would be a comparison between sound levels of 64.4 and 64.5 dBA. The difference between these two values is 0.1 dB. However, after rounding, the difference is reported as 1 dB.

Long-Term Measurements

Long-term measurements were not conducted for the project area. Most receptors are close to the freeway vicinity. There is no remote residential or commercial area.

Alternative 1 – No Build Alternative

There would be no short term construction noise impacts within the project area.

Alternative 2 – Build Alternative (Preferred Alternative)

There is no noise impact for Activity Category G. Two types of short-term noise impacts would occur during project construction: (1) construction crew commutes and transport of construction equipment and materials to the project site; and (2) noise generated during roadway construction. Since there is no residential location within the construction zone, the rule of 86 dBA L_{max} at 50 feet will not be applicable for the project.

With respect to traffic during construction, detailed construction staging concepts have been developed for the project to ensure that appropriate roadway capacity is provided during construction so that any impacts on traffic flow due to construction are minimized. In the unexpected event that traffic is interrupted on SR-60 during construction, a stoppage of traffic may occur. Noise levels associated with traffic stoppages during construction would be primarily due to the idling of heavy trucks, vehicles braking, and the stop-and-go nature of driving related to this type of situation. Noise levels during traffic stoppages would be lower than noise levels for traffic going highway speeds. Regardless, congestion would be temporary and limited in duration and would not be considered a significant impact under CEQA or a substantial impact under NEPA.

The use of compression braking by truckers could occur along the project alignment. The use of compression braking is intermittent and impossible to quantify due to the irregular nature of the noise. Furthermore, as the project would not increase the number of trucks along the alignment, the use of compression braking would be the same during the design year under the Build Alternative (Preferred Alternative) or the No Build Alternative. Therefore, no impact would occur and no avoidance, minimization, or mitigation measures would be necessary.

2.2.7.4 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

The project would result in no impacts on noise sensitive land uses; therefore, no avoidance, minimization, and/or mitigation measures would be required.

2.3 Biological Environment

2.3.1 Natural Communities

This section of the document discusses natural communities of concern. The focus of this section is on biological communities, not individual plant or animal species. This section also includes information on wildlife corridors and habitat fragmentation. Wildlife corridors are areas of habitat used by wildlife for seasonal or daily migration. Habitat fragmentation involves the potential for dividing sensitive habitat and thereby lessening its biological value.

Habitat areas that have been designated as critical habitat under the Federal Endangered Species Act are discussed below in Section 2.3.5, Threatened and Endangered Species. Wetlands and other waters are also discussed below in Section 2.3.2.

The project is within the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), which serves as a comprehensive, multi-jurisdictional Habitat Conservation Plan (HCP) pursuant to Section 10(a)1(B) of the Federal Endangered Species Act of 1973 (FESA) and the Natural Communities Conservation Plan (NCCP), focusing on the conservation of species and their associated habitats in western Riverside County. The MSHCP allows participating jurisdictions to authorize the take of both the plant and wildlife species identified within the MSHCP area. Regulation of the "take" of threatened, endangered, and rare species is authorized by the Wildlife Agencies (USFWS and CDFW), which allow "take authorization" for otherwise lawful actions (e.g., public and private development) in exchange for the assembly and management of a coordinated MSHCP Conservation Area.

The MSHCP provides for the assembly of conservation lands consisting of Criteria Areas for the conservation of sensitive, threatened, and endangered species covered by the MSHCP. The MSHCP conservation area comprises a variety of existing and proposed Cores, Linkages, Constrained Linkages, and Noncontiguous Habitat Blocks.

Criteria Areas are organized by Area Plans, Subunits, and Cells.

- Area Plans are community regions defined in the County of Riverside General Plan.
- A Subunit is a portion of the Area Plan in which biological issues and target conservation acreages have been specified in Section 3.3 of the MSHCP Volume 1.
- A Cell is a quarter-section unit consisting of 160 acres used to identify more specific land conservation criteria.

Species conservation within the MSHCP is to be implemented through the use of methods and procedures as set forth in the MSHCP to bring listed species to the point where they no longer need threatened or endangered protective status under FESA or the California Fish and Game Code. Figure 2-27 illustrates the MSHCP species survey areas, criteria cells, and public/quasi-public lands within the vicinity of the project area.

As discussed previously in Section 2.1.1.2, per the MSHCP Section 7.3.5, the SR-60 improvements are listed as a covered activity. As a covered activity, the project's unavoidable impacts on upland vegetation communities outside of the MSHCP Conservation Areas have been authorized and permitted in exchange for the permittee's payment toward assembly and

management of the MSHCP Conservation Areas. As a covered activity, the project is subject to MSHCP consistency review by the Wildlife Agencies and is required to avoid, minimize, and/or mitigate for impacts on species and natural communities. To comply with the MSHCP, the project will implement Sections 7.5.2 (Guidelines for Construction of Wildlife Crossings), 7.5.3 (Construction Guidelines), Appendix C (Standard Best Management Practices), and Section 6.1.4 (Guidelines Pertaining to Urban/Wildlands Interface), as well as Section 7.5.1 (Guidelines for the Siting and Design of Planned Roads within the Criteria Area and Public/Quasi-Public Lands) as feasible. Moreover, additional measures have been identified and incorporated below and throughout subsequent sections to ensure that all impacts on any natural resources or species are avoided and minimized to the greatest extent practicable regardless of their MSHCP status.

The project is within the MSHCP Burrowing Owl Survey Area. Small areas of the project are within the MSHCP Los Angeles Pocket Mouse Survey Area. The east end of the project is also in a MSHCP San Bernardino Kangaroo Rat Survey Area, but no suitable habitat for that species is present within portions of the project area that overlap with the San Bernardino Kangaroo Rat Survey Area. The project contains habitat suitable for Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools (MSHCP Section 6.1.2), specifically least Bell's vireo (*Vireo bellii pusillus*) and southwestern willow flycatcher (*Empidonax traillii extimus*). The project is not located within any MSHCP Narrow Endemic Plant Species Survey Area, MSHCP Criteria Area Species Survey Area, or any other species-specific MSHCP survey areas. Refer to Section 2.3.3 for discussion of Plant Species, Section 2.3.4 for discussion of Animal Species, and Section 2.3.5 for discussion of Threatened and Endangered Species.

Caltrans is obligated to specific conditions, as described in Section 13.8 of the MSHCP Implementation Agreement. This environmental document analyzes riparian/riverine and special-status species in the project area in context with the MSHCP and other applicable laws and regulations (refer to Section 2.3.2, *Wetlands and Other Waters*).

In addition to the MSHCP, the project is located in the long-term HCP under Section 10 of the FESA for the Stephens' kangaroo rat (*Dipodomys stephensi*). Public works projects receive coverage under this HCP for potential take of Stephens' kangaroo rat and are exempt from fee payment under this plan.

2.3.1.1 AFFECTED ENVIRONMENT

On March 27, 2014, Caltrans approved the Natural Environmental Study (NES) for the project. An NES describes the existing biological environment and how the project alternatives affect that environment. The NES summarizes technical documents (e.g., focused species studies, wetland assessments, biological assessments) related to effects on biological resources in the Biological Study Area (BSA) for use in the environmental document.

The BSA is primarily dominated by annual grasslands. Other natural communities present within the BSA include alkali desert scrub, oak woodland, coastal sage scrub, croplands, eucalyptus, mixed chaparral, and valley foothill riparian (riparian scrub). Other vegetation/land uses noted in the project area include developed land areas, which includes existing roadway lands and roadway infrastructure.

Legend

- Project Impact Boundary
- Proposed Areas of Increase to ROW
- Biological Study Area
- Possible Staging Location
- # Criteria Cells*
- PQP Conservation Lands

Small Mammal Survey Areas

- 2 = L. A. pocket mouse only
- 3 = San Bernardino kangaroo rat & L.A. pocket mouse

* 0 = no Criteria Cell at location

831 753 928 931 933 936 1025 1026 0 1030 1114 1117 0 1121 1122 1124 1204 1209 1215 1216 1219

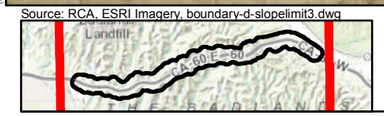
60

N

0 375 750 1,500

Feet

Source: RCA, ESRI Imagery, boundary-d-slopelimit3.dwg



\\RVS-FS1\RV\Share\active projects\Caltrans Contract 08A2191\Task Orders\Task Order 2 (SR-60 Construct Truck Climbing Lanes\IICF\mshcp1.mxd Date: 7/31/2015 mindy.beohm AMEC\RV

Figure 2-27
MSHCP Public/Quasi-Public Lands
State Route 60 Truck Lanes Project

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Table 2-29 shows the acres of permanent and temporary vegetation community impacts within the BSA as a result of the project. All vegetation community mapping is based on Riverside County vegetation mapping (RCIT) and was not field verified during the biological studies.

Table 2-29: Acreage of Permanent Impacts on Vegetation Communities within the Project Footprint

Vegetation Communities	Permanent Impact Acreage	Temporary Impact Acreage
Mixed Chaparral	6.57	2.46
Oak Woodland	1.87	0.258
Annual Grassland	15.39	3.56
Coastal Sage Scrub	49.29	23.21
Valley Foothill Riparian/Riparian Scrub	0.166	0.057
Alkali Desert Scrub	1.56	0.087
Eucalyptus	2.24	0
Developed	58.17	1.10
Cropland/Vineyard	0	0
Southwestern Cottonwood-Willow Riparian Forest	0	0
Total	135.256	30.732

MSHCP Cores and Linkages

The MSHCP provides for the assembly of conservation lands consisting of Criteria Areas for the conservation of sensitive, threatened, and endangered species covered by the MSHCP. The MSHCP conservation area includes a variety of existing and proposed cores, linkages, constrained linkages, and noncontiguous habitat blocks. Criteria areas are organized by area plans, subunits, and cells.

The BSA and the project pass through portions of four MSHCP criteria cells 928, 931, 933, and 936 (see Figure 2-27). The BSA is located in the "Reche Canyon/Badlands" Area Plan (cells 928, 931, and 933) and "The Pass" Area Plan (Cell 936) of the MSHCP. All of these cells would contribute to proposed Core 3; there is no linkage planned across the project area, and the project would not intersect with or affect any proposed linkages. The project is a covered activity as described in Section 7.0 of the MSHCP. Participation in the MSHCP is being coordinated with USFWS and CDFW in order to maintain the existing cores, linkages, constrained linkages, and noncontiguous habitat blocks. For the project, participation includes constructing wildlife crossings, which will facilitate wildlife movement. Further discussion regarding wildlife crossings related to the project is provided below.

The Wildlife Agencies concluded their review of the project's MSHCP consistency documentation on September 2, 2015 and found the project to be consistent with the MSHCP. Their review was based on Caltrans' June 9, 2014 Determination of Biologically Equivalent or Superior Preservation (DBESP). As a result of subsequent communication refining the implementation of measures, the Wildlife Agencies provided a revision to their consistency determination on October 13, 2015. Following issuance of the Biological Opinion by USFWS on November 19, 2015, the DBESP was again revised and resubmitted to the USFWS on March 9,

2016. A copy of the March 9, 2016 letter to USFWS is included in Section 3.1.4, *Agency Correspondence and Documentation*, of this Environmental Document. USFWS responded with results of their review on March 29, 2016 and provided a final modified version of the DBESP. On April 7, 2016, Caltrans emailed CDFW affirming that Caltrans had accepted the final revisions provided by USFWS and requested that CDFW provide their final confirmation regarding the DBESP. CDFW responded with results of their review on April 22, 2016, providing a final DBESP (see Table 2 32 on pages 2 267 to 2-270). Caltrans affirmed acceptance of this final DBESP, via email to CDFW, on April 25, 2016.

MSHCP Wildlife Connectivity

Caltrans' participation in the MSHCP requires the project to be consistent with wildlife connectivity measures stipulated in Section 7.5.2 of the MSHCP. These measures have been and will continue to be developed through ongoing coordination with the U.S. Fish and Wildlife Service (USFWS), California Department of Fish and Wildlife (CDFW), and the Regional Conservation Authority (RCA). Specific dates and topics of coordination efforts are discussed in Chapter 3, *Comments and Coordination*.

The following wildlife crossings have been approved by the RCA as a result of inter-agency coordination with USFWS, CDFW, and RCA (see Figure 1-3 for crossing locations). The coordination process is summarized in Chapter 3, *Comments and Coordination*. Specific design requirements would include the following:

- Eight wildlife crossings will be constructed within the project area in order to maintain and improve wildlife corridor connectivity. Two large (20 feet by 20 feet) reinforced concrete box culvert (RCB) wildlife crossings will be constructed with an openness ratio (width multiplied by height, divided by length) of at least 0.6—one in the middle of the project area and one on the east end. Three medium (60 inches in diameter) and three small (36 inches in diameter) wildlife crossing culverts will be placed at least every 300 meters, two of which will be dry crossings, not designed to convey water. Additionally, Caltrans determined that several existing culverts will function as small and medium wildlife crossings. All placements of new wildlife crossings have been coordinated with USFWS, RCA, and CDFW. The wildlife crossing design has taken into account animal behavior, traffic noise and lighting, and site topography.
- New welded wire fencing of a minimum of 6 feet in height to prevent wildlife from jumping over or digging under and entering onto roadways, with three-strand wire at the top, will be constructed adjacent to the roadways and highway. The fencing will guide large wildlife to appropriate crossing locations, and will be designed to reduce wildlife mortality.

MSHCP PQP Lands

As shown in Figure 2-27, a portion of the project area is anticipated to result in the need to acquire sliver portions of land designated by the MSHCP as public/quasi-public (PQP) land. The impacted PQP land in this area is owned by the Riverside County Regional Park and Open Space District (RivCoParks). A brief summary of the coordination efforts between Caltrans and RivCoParks is included in Section 3.1, *Consultation and Coordination with Public Agencies* of this environmental document.

2.3.1.2 ENVIRONMENTAL CONSEQUENCES

Alternative 1 – No Build Alternative

The No Build Alternative assumes that the project would not occur and that existing conditions of the project area would remain unchanged. No construction impacts would occur under this alternative. There would be no impacts on natural communities under this alternative.

Alternative 2 – Build Alternative (Preferred Alternative)

Per the MSHCP Section 7.3.5, SR-60 improvements are listed as a covered activity. The covered transportation routes require discretion by Caltrans with respect to design, construction, and operational decisions to minimize adverse impacts on existing habitat that may be affected by project activities. The project's contribution to potential direct and indirect impacts on natural communities, existing and proposed Core 3, and MSHCP-covered biological resources has been evaluated; the project, as a covered activity by the MSHCP, would be consistent with requirements for wildlife corridors/linkages and other biological resources covered by the MSHCP. The project would implement all the necessary MSHCP requirements for covered activities and any additional measures necessary to avoid, minimize, and/or compensate for impacts on natural communities. For consistency under the MSHCP, the project would implement Appendix C, *Standard Best Management Practices*; Section 7.5.3, *Construction Guidelines*; and Section 6.1.4, *Guidelines Pertaining to Urban/Wildlands Interface*.

The following sections discuss potential impacts on natural communities present within the BSA.

Annual Grassland

The project would result in 15.39 acres of permanent and 3.56 acres of temporary impacts on grassland communities in the BSA. The NES describes these communities as being dominated by non-native grasses. Although this plant community is severely degraded within the BSA, effects within the BSA are still considered adverse because this community still provides functions to wildlife (e.g., wildlife movement, nesting, cover/shelter, and live-in habitat). The project would result in permanent and temporary direct impacts, and may result in indirect impacts on natural communities. Permanent impacts include direct removal of vegetation associated with grading and fill activities and habitat disturbance. Temporary impacts include removal of vegetation and access. Indirect impacts include potential degradation of habitat adjacent to the construction area associated with dust, increased risk of fire due to construction activities, and introduction of invasive species (see Section 2.3.6).

Criteria cells and criteria cell groups in the project area do not have grassland conservation objectives. Applicable MSHCP requirements will be addressed through implementation of the identified measures below. No compensatory mitigation is required under the MSHCP.

Implementation of measures **NC-1**, **NC-2**, **NC-3**, and **NC-4** would ensure that impacts on annual grasslands are avoided to the extent practicable by monitoring and protecting this community. Implementation of measure **NC-11** would ensure that impacts are minimized by ensuring that the limits of disturbance are well defined and would limit the placement of construction equipment adjacent to sensitive areas. Implementation of **NC-7** would ensure that all areas temporarily affected by construction will be revegetated.

Based on the discussion above, impacts on annual grassland would be considered less than significant under CEQA and not adverse under NEPA.

Valley Foothill Riparian/Riparian Scrub

The project would result in 0.166 acre of permanent and 0.057 acre of temporary impacts on riparian scrub. Although effects on this community would be relatively small, this community still provides functions to wildlife (e.g., wildlife movement, nesting, and cover/shelter) that would be affected by permanent vegetation removal. The project would result in permanent and temporary direct impacts, and may result in indirect impacts on natural communities adjacent to the project area. Permanent impacts include direct permanent removal of vegetation associated with grading and fill activities and habitat disturbance. Temporary impacts include removal of vegetation and access. Indirect impacts include potential degradation of habitat associated with dust, increased risk of fire due to construction activities, and introduction of invasive species (see Section 2.3.6).

Criteria cells and criteria cell groups in the project area do not have riparian community conservation objectives. Applicable MSHCP requirements will be addressed through implementation of the identified measures below. No compensatory mitigation is required under the MSHCP.

Implementation of measures **NC-1**, **NC-2**, **NC-3**, and **NC-4** would ensure that impacts on valley foothill riparian/riparian scrub are avoided to the extent practicable by monitoring and protecting this community. Implementation of measure **NC-11** would ensure that impacts are minimized by ensuring that the limits of disturbance are well defined and would limit the placement of construction equipment adjacent to sensitive areas. Implementation of **NC-7** would ensure that all areas temporarily affected by construction will be revegetated.

Based on the discussion above, impacts on valley foothill riparian/riparian scrub would be considered less than significant under CEQA and not adverse under NEPA.

Alkali Desert Scrub

The project would result in 1.56 acres of permanent and 0.087 acre of temporary impacts on alkali desert scrub. Although effects on these communities would be relatively small, this community still provides functions to wildlife (e.g., wildlife movement, nesting, and cover/shelter) that would be affected by permanent vegetation removal. The project would result in permanent and temporary direct impacts, and may result in indirect impacts on natural communities adjacent to the project impact area. Permanent impacts include direct permanent removal of vegetation associated with grading and fill activities and habitat disturbance. Temporary impacts include removal of vegetation and access. Indirect impacts include potential degradation of habitat associated with dust, increased risk of fire due to construction activities, and introduction of invasive species (see Section 2.3.6).

Criteria cells and criteria cell groups in the project area do not have conservation objectives for this natural community. Applicable MSHCP requirements will be addressed through implementation of the identified measures below. No compensatory mitigation is required under the MSHCP.

Implementation of measures **NC-1**, **NC-2**, **NC-3**, and **NC-4** would ensure that impacts on alkali desert scrub are avoided to the extent practicable by monitoring and protecting this community. Implementation of measure **NC-11** would ensure that impacts are minimized by ensuring that the limits of disturbance are well defined and would limit the placement of construction equipment adjacent to sensitive areas. Implementation of **NC-7** would ensure that all areas temporarily affected by construction will be revegetated.

Based on the discussion above, impacts on alkali desert scrub would be considered less than significant under CEQA and not adverse under NEPA.

Eucalyptus

The project would permanently remove a total of 2.24 acres of eucalyptus trees. Although this plant community is non-native, these resources still provide functions to wildlife (e.g., wildlife movement, nesting, and cover/shelter). Effects within the BSA regarding this resource would be completely addressed under the MSHCP. The project would result in permanent and temporary direct impacts, and may result in indirect impacts adjacent to the project area. Permanent impacts include direct permanent removal of vegetation associated with grading and fill activities and habitat disturbance. Temporary impacts include removal of vegetation and access. Indirect impacts include potential degradation of habitat associated with dust, increased risk of fire due to construction activities, and introduction of invasive species (see Section 2.3.6).

Criteria cells and criteria cell groups in the project area do not have conservation objectives for this plant community. Applicable MSHCP requirements will be addressed through implementation of the identified measures below. No compensatory mitigation is required under the MSHCP.

Implementation of measures **NC-1**, **NC-2**, **NC-3**, and **NC-4** would ensure that impacts on eucalyptus are avoided to the extent practicable by monitoring and protecting this community. Implementation of measure **NC-11** would ensure that impacts are minimized by ensuring that the limits of disturbance are well defined and would limit the placement of construction equipment adjacent to sensitive areas. Implementation of **NC-7** would ensure that all areas temporarily affected by construction will be revegetated.

Based on the discussion above, impacts on eucalyptus would be considered less than significant under CEQA and not adverse under NEPA.

Southern Cottonwood-Willow Riparian Forest

The southern cottonwood-willow riparian forest is a special-status plant community as designated by CDFW and is located on the eastern part of the project area. The project would not directly encroach on southern cottonwood-willow riparian forest habitat, as the project activities would be located outside of this plant community; therefore no direct impacts on this plant community would occur. Indirect impacts may include potential degradation of habitat associated with dust, increased risk of fire due to construction activities, and introduction of invasive species (see Section 2.3.6).

Nonetheless, applicable MSHCP requirements will be addressed through implementation of the identified measures below.

Implementation of measures **NC-1**, **NC-2**, **NC-3**, and **NC-4** would ensure that impacts on southern cottonwood-willow riparian forest are avoided to the extent practicable by monitoring and protecting this community. Implementation of measure **NC-11** would ensure that impacts are minimized by ensuring that the limits of disturbance are well defined and would limit the placement of construction equipment adjacent to sensitive areas.

Based on the discussion above, impacts on southern cottonwood-willow riparian forest would be considered less than significant under CEQA and not adverse under NEPA.

Coastal Sage Scrub and Mixed Chaparral

The coastal sage scrub and mixed chaparral plant communities within the BSA have been disturbed by existing and historic land uses. The project would affect 72.22 acres (49.29 acres permanent and 23.21 temporary) of coastal sage scrub and 9.03 acres of mixed chaparral (6.57 permanent and 2.46 temporary) present within the BSA through temporary disturbance and/or removal of existing vegetation. In addition to these impacts, the project may result in indirect impacts through further degradation of these communities within the project area. These plant communities are severely degraded along the edge of the existing transportation facility and experience frequent disturbance associated with the existing use of the facility (i.e., edge effects). These communities are also associated with road cuts and natural rugged topography, resulting in lower quality habitat along these edges due to limited vegetation cover, limited access and suitability for wildlife, and increased proximity to traffic. Although some of these edge habitats within the BSA still provide some marginal functions to wildlife (e.g., potential provision of wildlife movement, nesting, cover/shelter, and assisted genetic migration) impacts on these communities and their functions are considered minimal due to edge effects experienced by these habitats within the BSA. The project would result in permanent and temporary direct impacts, and may result in indirect impacts on these natural communities. Permanent impacts include direct permanent removal of vegetation associated with grading and fill activities and habitat disturbance. Indirect impacts include potential degradation of habitat associated with dust, increased risk of fire due to construction activities, and introduction of invasive species (see Section 2.3.6). The project would not conflict with the conservation objectives of the criteria cells and criteria cell groups related to coastal sage scrub and mixed chaparral habitat.

Implementation of measures **NC-1**, **NC-2**, **NC-3**, and **NC-4** would ensure that impacts on coastal sage scrub and mixed chaparral are avoided to the extent practicable by monitoring and protecting this community. Implementation of measure **NC-11** would ensure that impacts are minimized by ensuring that the limits of disturbance are well defined and would limit the placement of construction equipment adjacent to sensitive areas. Implementation of **NC-7** would ensure that all areas temporarily affected by construction will be revegetated.

Based on the discussion above, impacts on coastal sage scrub and mixed chaparral communities would be considered less than significant under CEQA and not adverse under NEPA.

Oak Woodland

The northwesterly portion of the BSA contains oak woodland dominated by several individual coast live oaks with an understory of annual grasslands. Oak woodland present within the BSA consists of a relict stand that has been heavily affected by current and historic land uses. The project is anticipated to affect 1.87 acres of oak woodland containing 38 individual oak trees

through disturbance and/or removal of existing vegetation. In addition to permanent impacts, the project may result in indirect effects such as dust, increased risk of fire due to construction activities, and introduction of invasive species (see Section 2.3.6) causing further degradation of this community within the project area. However, effects on this plant community are relatively small and this community is severely degraded and isolated in the BSA.

Implementation of measures **NC-1**, **NC-2**, **NC-3**, and **NC-4** would ensure that impacts on oak woodlands are avoided to the extent practicable by monitoring and protecting this community. Implementation of measure **NC-11** would ensure that impacts are minimized by ensuring that the limits of disturbance are well defined and would limit the placement of construction equipment adjacent to sensitive areas. Implementation of **AV-3** would replace removed oak trees as described in Section 2.1.7.5.

Based on the discussion above, impacts on oak woodlands would be considered less than significant under CEQA and not adverse under NEPA.

Wildlife Crossing

Section 7.5.2 of the MSHCP provides that large mammal crossings will be installed every 0.93 mile with an openness ratio of 1.97 feet. In addition, small/medium wildlife crossings are required at least every 984 feet. Because the topography of the project area limits opportunities for the placement of both large and small/medium culverts, Caltrans consulted the Wildlife Agencies and U.S. Geological Survey references to identify the best-fit locations. A final strategy was agreed upon in April 2015.

Based upon the Wildlife Agencies' September 2, 2015 consistency determination letter and their October 13, 2015 revision to their consistency determination issued September 2, 2015, approximately 1.86 miles of the project area are within criteria cells.

There are currently 28 culverts maintained by Caltrans within the portion of the existing SR-60 included in the project area. Of these, 10 are unsuitable for wildlife movement due to design characteristics. The remaining 18 are of a size which facilitates small/medium wildlife movement.

Eight wildlife crossings will be constructed within the project area in order to maintain and improve wildlife corridor connectivity, and also to achieve MSHCP consistency for wildlife movement. Two large wildlife crossings will be installed—one at PM 24.53 and another at PM 26.08, and also six small/medium wildlife crossings will be installed, which include three 36-inch culverts and three 60-inch culverts. Two of the six small/medium wildlife crossings will be dry crossings, not designed to convey water. To conform with additional MSHCP criteria related to wildlife movement, Caltrans will provide a draft fencing plan to the Wildlife Agencies for review and approval prior to ground disturbing activities.

Implementation of measures **NC-2**, **NC-3**, **NC-4,** and **NC-9** would ensure that potential impacts are avoided to the extent practicable by monitoring and protecting the areas adjacent to the approaches to the culverts. Implementation of measure **NC-11** would ensure that impacts are minimized by ensuring the limits of disturbance are well defined and limiting the placement of construction equipment adjacent to sensitive areas.

Based on the discussion above, the planned addition of wildlife crossings would be considered less than significant under CEQA and not adverse under NEPA.

Public/Quasi-Public Land

The project is anticipated to require permanent acquisition of sliver portions of land, approximately 5.87 acres, designated by the MSHCP as PQP lands.

In accordance with the conservation planning process as defined in the MSHCP, in the event that a project requires the use of property currently depicted as PQP Lands in the MSHCP in a way that alters the land use such that it would not contribute to Reserve Assembly the project shall locate and acquire or otherwise encumber replacement acreage at a minimum ratio of 1:1 replacement taking into account direct and indirect effects of PQP Lands in one location with PQP Lands in another location.

In conjunction with coordination efforts with RivCoParks and RCA, the project is committed to purchasing replacement land at a minimum 1:1 ratio, which will feature the same characteristics as the land that is impacted, which was also affirmed by CDFW in the April 25, 2016 final DBESP. After providing a transmittal to RivCoParks on March 23, 2016 that identified potential parcels to address this requirement, Caltrans met with RivCoParks on April 15, 2016 to determine if any of the identified parcels were considered potentially suitable. RivCoParks indicated that some of the identified parcels were considered potentially suitable to address the replacement land requirements and that RivCoParks would proceed with additional efforts toward a decision in this regard. It is expected that a final determination regarding which parcel(s) will be selected to address this requirement will occur by the end of May 2016.

Implementation of this commitment, mitigation measure **NC-12,** would ensure consistency with applicable MSHCP requirements and also that impacts would be mitigated to a level that is less than significant under CEQA and not adverse under NEPA.

2.3.1.3 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

The following measures would address impacts on natural communities and associated species. Additionally, for all oaks removed as a result of the project, oak tree replanting will occur in accordance with minimization measure **AV-3**, as described in Section 2.1.7.5.

The following avoidance measures would be incorporated to address impacts on natural communities and associated species:

NC-1: To designate Environmentally Sensitive Areas (ESAs) to be preserved, prior to clearing or construction, highly visible barriers (such as orange construction fencing) will be installed around annual grassland, coastal sage scrub, mixed chaparral, oak woodland, and riparian communities adjacent to the project footprint, as well as around any trees and special-status plants that can be avoided within the project footprint. Full avoidance (i.e., no construction activity of any type) will be permitted within these ESAs. Construction limits adjacent to sensitive resource areas will be demarcated using ESA fencing. In addition, heavy equipment, including motor vehicles, will not be allowed to operate within the ESAs. All construction equipment should be operated in a manner so

as to prevent accidental damage to nearby preserved areas. No structure of any kind, or incidental storage of equipment or supplies, will be allowed within these protected zones.

NC-2: In accordance with MSHCP Volume 1, Section 7.5.3, a Biologist will monitor construction for the duration of the project to ensure that vegetation removal, BMPs, ESAs, and all avoidance and minimization measures are properly implemented, constructed, and followed for the duration of the project. The Biologist will prepare monthly reports documenting the monitoring activities.

NC-3: Night lighting (both during and after construction) will be avoided near natural lands and linkages/potential linkages. In the event that night lighting is required, it will be directed away from natural communities in order to support the functions of linkages and potential linkages during construction. In accordance with MSHCP Volume I, Section 6.1.4, *Guidelines Pertaining to the Urban/Wildlands Interface*, "Night lighting shall be directed away from the MSHCP Conservation Area to protect species within the MSHCP Conservation Area from direct night lighting. Shielding will be incorporated in project designs to ensure ambient lighting in MSHCP conservation areas is not increased" (MSHCP Volume I, Section 6.1.4).

NC-4: A qualified biologist will conduct a training session for all project and construction personnel prior to construction commencement. In accordance with MSHCP Volume I, Section 7.5.3, and MSHCP Volume I, Appendix C, "The training shall include a description of the species of concern and its habitats, the general provisions of the Endangered Species Act (Act) and the MSHCP, the need to adhere to the provisions of the Act and the MSHCP, the penalties associated with violating the provisions of the Act, the general measures that are being implemented to conserve the species of concern as they relate to the project, and the access routes to and project site boundaries within which the project activities must be accomplished."

The following minimization measures would be incorporated to address impacts on natural communities and associated species:

NC-5: Dust management practices consistent with applicable drought-related restrictions will be employed to control dust and thus minimize impacts on adjacent vegetation.

NC-6: In accordance with MSHCP Volume I, Section 7.5.3, "When work is conducted during the fire season (as identified by the Riverside County Fire Department) adjacent to coastal sage scrub or mixed chaparral, appropriate fire-fighting equipment (e.g., extinguishers, shovels, water tankers) will be available on the project site during all phases of project construction to help minimize the chance of human-caused wildfires. Shields, protective mats, and/or other fire preventative methods will be used during grinding, welding, and other spark-inducing activities. Personnel trained in fire hazards, preventative actions, and responses to fires will advise contractors regarding fire risk from all construction-related activities."

NC-7: All areas temporarily affected by construction will be revegetated with an appropriate Caltrans-approved seed mix or plant palette to reestablish locally native natural

communities affected by the project. The seed mix or plant palette will be in accordance with MSHCP Section 6.1.4.

NC-8: The project will minimize unauthorized public access to and dumping in MSHCP conservation areas. This can be accomplished through the use of barriers such as native vegetation, rocks/boulders, or fencing as access barriers, as referenced in MSHCP Section 6.1.4.

NC-9: A detailed draft wildlife fencing plan and wildlife crossing plans shall be prepared and provided to USFWS, CDFW, and RCA for review and approval prior to any ground-disturbing activities.

NC-10: Oak trees will be avoided to the greatest extent feasible, and any removal will be coordinated with the monitoring Biologist (see **NC-2**).

NC-11: a) In accordance with MSHCP Volume I, Section 7.5.3, and MSHCP Volume I, Appendix C, the footprint of disturbance will be minimized to the maximum extent feasible. Access to sites will occur on pre-existing access routes to the greatest extent possible. The limits of disturbance, including the upstream, downstream, and lateral extents, will be clearly defined and marked in the field. Monitoring personnel will review the limits of disturbance prior to initiation of construction activities. During construction, the placement of equipment within adjacent upland Habitats occupied by Covered Species that are outside of the project footprint will be avoided.

b) To minimize construction impacts, construction personnel will strictly limit all construction activities, vehicles, equipment, and construction materials to the project footprint and designated staging areas and routes of travel. Access to sites will be from pre-existing access routes to the greatest extent possible.

The following CEQA mitigation measure would be incorporated to address impacts on natural communities and associated species:

NC-12: The project is anticipated to require permanent acquisition of sliver portions of approximately 5.87 acres of PQP lands. Replacement land with the same characteristics as the land impacted will be purchased at a minimum 1:1 ratio.

2.3.2 Wetlands and Other Waters

2.3.2.1 REGULATORY SETTING

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

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

The USACE issues two types of 404 permits: General and Standard permits. There are two types of General permits: Regional permits and Nationwide permits. Regional permits are issued for a general category of activities when they are similar in nature and cause minimal environmental effect. Nationwide permits are issued to allow a variety of minor project activities with no more than minimal effects.

Ordinarily, projects that do not meet the criteria for a Nationwide Permit may be permitted under one of USACE's Standard permits. There are two types of Standard permits: Individual permits and Letters of Permission. For Standard permits, the USACE decision to approve is based on compliance with U.S. EPA's Section 404(b)(1) Guidelines (U.S. EPA 40 Code of Federal Regulations [CFR] Part 230), and whether permit approval is in the public interest. The Section 404 (b)(1) Guidelines (Guidelines) were developed by the U.S. EPA in conjunction with the USACE, and allow the discharge of dredged or fill material into the aquatic system (waters of the U.S.) only if there is no practicable alternative which would have less adverse effects. The Guidelines state that the USACE may not issue a permit if there is a least environmentally damaging practicable alternative (LEDPA) to the proposed discharge that would have lesser effects on waters of the U.S., and not have any other significant adverse environmental consequences.

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

At the state level, wetlands and waters are regulated primarily by the State Water Resources Control Board (SWRCB), the Regional Water Quality Control Boards (RWQCB), and the California Department of Fish and Wildlife (CDFW). In certain circumstances, the Coastal Commission (or Bay Conservation and Development Commission or Tahoe Regional Planning Agency) may also be involved. Sections 1600–1607 of the California Fish and Game Code require any agency that proposes a project that would substantially divert or obstruct the natural flow of or substantially change the bed or bank of a river, stream, or lake to notify CDFW before beginning construction. If CDFW determines that the project may substantially and adversely affect fish or wildlife resources, a Lake or Streambed Alteration Agreement would be required. CDFW jurisdictional limits are usually defined by the tops of the stream or lake banks, or the outer edge of riparian vegetation, whichever is wider. Wetlands under jurisdiction of the USACE may or may not be included in the area covered by a Streambed Alteration Agreement obtained from the CDFW.

The RWQCBs were established under the Porter-Cologne Water Quality Control Act to oversee water quality. Discharges under the Porter-Cologne Act are permitted by Waste Discharge Requirements (WDRs) and may be required even when the discharge is already permitted or exempt under the CWA. In compliance with Section 401 of the CWA, the RWQCBs also issue water quality certifications for activities which may result in a discharge to waters of the U.S. This is most frequently required in tandem with a Section 404 permit request. Please see the Water Quality section for additional details.

2.3.2.2 AFFECTED ENVIRONMENT

Caltrans approved the March 2014 NES containing the Delineation of Jurisdictional Waters. An NES describes the existing biological environment and how the project alternatives affect that environment. The NES summarizes technical documents (e.g., focused species studies, wetland assessments, biological assessments) related to effects on biological resources in the BSA for use in the environmental document. The study area used for the jurisdictional delineation is called the Jurisdictional Study Area (JSA) and is 500 feet from the centerline for a majority of the project, except near San Timoteo Creek, where it extends outward 800 feet.

The BSA contains 15 drainages that are jurisdictional under USACE, RWQCB, and CDFW. Refer to Figures 2-28 (Sheets A–J) and 2-31 (Sheets A–J). The Jurisdictional Delineation Report (JD) identifies all on-site jurisdictional drainages and identifies their widths. Within the JSA, there are 2.239 acres of non-wetland waters of the U.S. and 0.965 acre of wetland waters of the U.S. under the jurisdiction of USACE, 2.239 acres of unvegetated streambed and 25.238 acres of associated riparian habitat under the jurisdiction of CDFW, and 2.239 acres of waters of the State under the jurisdiction of the RWQCB. Table 2-30 (below) provides the total amount of jurisdictional waters within the JSA.

Table 2-30: Total Federal and State Jurisdictional Waters within the JSA

Drainage ID	Non-wetland Waters of the U.S./Waters of the State (acres)	Wetland Waters of the U.S./Waters of the State (acres)	CDFW Unvegetated Streambed (acres)	CDFW Riparian (acres)	Length (linear feet)
1	0.491	--	0.491	0.093	839
2	0.045	--	0.045	--	672
3	0.116	--	0.116	--	1,130
4	0.037	--	0.037	--	543
5	0.010	--	0.010	--	147
6	0.136	--	0.136	--	1,016
7	0.060	--	0.060	--	636
8	0.015	--	0.015	0.021	330
9	0.365	--	0.365	0.020	2,937
10	0.068	--	0.068	0.070	492
11	0.008	--	0.008	--	113
12	0.051	--	0.051	--	276
13	0.009	0.012	0.009	0.012	120
14	0.066	--	0.066	0.267	853
San Timoteo Creek	0.762	0.953	0.762	24.755	4,152
Total	**2.239**	**0.965**	**2.239**	**25.238**	**14,256**

Drainages 1 through 12 and Drainage 14 are ephemeral drainages and were dry at the time the JD field work was conducted. Drainage 13 (also ephemeral) exhibited a trickle of flowing water (a seep) emanating from the 4-foot corrugated metal pipe on the downstream (south) side of SR-60. Based on the JD field work, Drainage 13 was delineated as wetlands, due to the presence of hydrology, hydrophytic vegetation, and hydric soils. The streambeds of the ephemeral drainages were largely unvegetated, and the banks were typically dominated by mule fat (*Baccharis salicifolia*, FAC[1]), brittlebush (*Encelia farinosa*, NL[2]), California sagebrush (*Artemisia californica*, NL), tarragon (*A. dracunculus*, NL), California broomsage (*Lepidospartum squamatum,* FACU[3]), tree tobacco *(Nicotiana glauca*), blue elderberry (*Sambucus nigra subsp. caerulea*, FAC), Goodding's black willow (*Salix gooddingii,* FACW), coast live oak (*Quercus agrifolia*, NL), skunk bush (*Rhus aromatica*, FACU), and horseweed (*Erigeron canadensis*, FACU), with an understory of shortpod mustard (*Hirschfeld incana*, NL) and tocalote (*Centaurea melitensis*). San Timoteo Creek (the 15th drainage feature) is an intermittent watercourse with extensive riparian vegetation along the banks. The streambed for San Timoteo Creek was unvegetated at the time of the JD field work because of the presence of flowing water. Riparian vegetation along San Timoteo Creek was dominated by Goodding's black willow (*Salix gooddingii*, FACW[4]), red willow (*S. laevigata*, FACW), Fremont cottonwood (*Populus fremontii*

1 FAC = Facultative Indicator Status

2 NL = Indicator Status not listed

3 FACU = Facultative Upland Indicator Status

4 FACW = Facultative Wetland Indicator Status

subsp. *fremontii*, FAC), mule fat, cocklebur (*Xanthium strumarium*, FAC), willow weed (*Persicaria lapathifolia*, FACW), tall flatsedge (*Cyperus eragrostis*, FACW), and tarragon (NL).

2.3.2.3 ENVIRONMENTAL CONSEQUENCES

Alternative 1 – No Build Alternative

Under the No Build Alternative, there would be no changes to the design or operation of the existing facility. Because the existing conditions of the facility would remain unchanged, no direct impacts would occur on federal or state jurisdictional waters and wetlands.

Alternative 2 – Build Alternative (Preferred Alternative)

The project design was overlaid with the results of the jurisdictional delineation to determine the extent of impacts on federal and state jurisdictional waters (refer to Figures 2-28 and 2-29 and note drainage ID numbers in figures). The extension of pavement, cut/fill slopes, and culverts were considered as possible permanent impacts on waters of the State and waters of the U.S.

Construction of the project would result in permanent impacts on 0.258 acre of non-wetland waters of the U.S. and waters of the State, 0.258 acre of unvegetated state streambeds, and 0.166 acre of riparian vegetation under CDFW jurisdiction (refer to Figure 2-28 and Figure 2-29). No seeps would be directly affected by the project. Construction of the project would result in temporary impacts on 0.067 acre of non-wetland waters of the U.S. and waters of the State, 0.067 acre of riverine unvegetated streambed, and 0.057 acre of riparian habitat (refer to Figure 2-28 and Figure 2-29). As CDFW stated in the final DBESP (see Table 2-32 below), the CDFW jurisdictional delineation may be revised subject to review and verification by CDFW during the Lake and Streambed Alteration Agreement process (i.e., the 1602 permit application, which will be addressed during the final design phase of the project). Temporary impacts on jurisdictional waters would be caused during access for construction equipment and grading limits.

Based on the current design, the project would result in no impacts (permanent and temporary) on wetland waters of the U.S. and waters of the State (i.e., as shown in Table 2-31, 0.0 acre of wetland waters of the U.S./waters of the State would be affected). Table 2-31 provides the permanent and temporary impacts for each drainage feature.

Table 2-31: Impacts on Federal and State Jurisdictional Waters within the JSA

Drainage ID	Non-wetland Waters of the U.S./Waters of the State (acres)		Wetland Waters of the U.S./Waters of the State (acres)[1]		CDFW Unvegetated Streambed (acres)		CDFW Riparian (acres)		Length (linear feet)
	Perm.	Temp.	Perm.	Temp.	Perm.	Temp.	Perm.	Temp.	
1	0.034	0.012	--	--	0.034	0.012	--	--	93
2	--	0.001	--	--	--	0.001	--	--	15
3	0.019	0.004	--	--	0.019	0.004	--	--	228
4	0.003	0.001	--	--	0.003	0.001	--	--	47
5	--	--	--	--	--	--	--	--	0
6	0.035	0.008	--	--	0.035	0.008	--	--	220
7	0.057	--	--	--	0.057	--	--	--	636
8	0.008	0.001	--	--	0.008	0.001	--	--	382
9	0.006	0.030	--	--	0.006	0.030	--	0.003	392
10	0.038	0.001	--	--	0.038	0.001	0.053	0.002	282
11	--	--	--	--	--	--	--	--	0
12	--	--	--	--	--	--	--	--	0
13	--	--	--	--	--	--	--	--	0
14	0.058	0.009	--	--	0.058	0.009	0.113	0.052	916
San Timoteo Creek	--	--	--	--	--	--	--	--	0
Total	0.258	0.067	0.00	0.00	0.258	0.067	0.166	0.057	3,211

Note: Calculations may be off by up to 0.001 due to rounding error.
[1] No wetlands would be affected by the project.

The permanent and temporary impacts associated with the project require authorizations from USACE, RWQCB, and CDFW as described below.

The two most common types of permits issued by USACE under Section 404 of the CWA to authorize the discharge of dredged or fill material into waters of the U.S. are a nation-wide permit (NWP) or an individual permit (IP). NWPs are general permits for specific categories of activities that result in minimal impacts on aquatic resources. NWP 14 can be used for linear transportation projects. The discharge cannot cause the loss of greater than 0.5 acre of waters of the U.S. The permittee must submit a pre-construction notification to the district's engineering department prior to commencing the activity if: (1) the loss of waters of the U.S. exceeds 0.1 acre; or (2) there is a discharge in a special aquatic site, including wetlands. The project qualifies for the use of an NWP 14 because impacts on waters of the U.S. would be less than 0.5 acre. As indicated in Table 2-31, a USACE NWP would be required for permanent impacts on 0.258 acre of non-wetland waters of the U.S.

The project area is within the jurisdiction of the Santa Ana RWQCB (Region 8). Under Section 401 of the CWA, the RWQCB must certify that the discharge of dredged or fill material into waters of the U.S. does not violate state water quality standards by issuing a Water Quality Certification. As indicated in Table 2-31, the project will require a Water Quality Certification from the RWQCB prior to construction for permanent impacts on 0.258 acre of non-wetland waters of the State.

The RWQCB also regulates impacts on waters of the State under the Porter Cologne Water Quality Control Act through issuance of a Construction General Permit, State General Waste Discharge Order, or WDRs, depending upon the level of impact and the properties of the waterway. WDRs generally address those impacts on water bodies that have no federal jurisdiction.

A 1602 Streambed Alteration Agreement is required for all activities that alter streams and lakes and their associated riparian habitat. In addition to the formal application materials and fee (based on cost of the project), a copy of the appropriate CEQA documentation must be included with the application. As indicated in Table 2-31, the acquisition of a CDFW 1602 Streambed Alteration Agreement will be required for permanent impacts on 0.258 acre of CDFW unvegetated streambed and 0.166 acre of CDFW riparian habitat prior to construction of the project.

Measures **WET-1** and **WET-2** would satisfy avoidance and minimization requirements associated with riparian/riverine resources under the MSHCP (Volume 1, Section 7.5.3 and Appendix C). Measures **WET-3** and **WET-4** would minimize temporary indirect effects on riparian/riverine areas adjacent to the project site by ensuring the limits of disturbance are well defined and the placement of construction equipment adjacent to sensitive areas is avoided.

The DBESP was prepared to comply with Section 6.1.2 (Vol. 1) of the MSHCP, Protection of Species Associated with Riverine/Riparian Areas and Vernal Pools. The purpose of the DBESP report is to ensure replacement of any lost functions and values of habitat as it relates to covered species. The DBESP, along with subsequent communication, was the basis of the Wildlife Agencies' review of the project's consistency with the MSHCP. The Wildlife Agencies issued a letter on September 2, 2015, finding the project to be consistent with the MSHCP. A revised letter was issued on October 13, 2015. Copies of these letters are included in Section 3.1.4 of this environmental document. To satisfy USFWS' concerns and as required in the Biological Opinion issued by USFWS on November 19, 2015, the DBESP was revised and resubmitted to the agencies on March 9, 2016. A copy of the letter to USFWS and the revised DBESP are included in Section 3.1.4, *Agency Coordination and Correspondence*. USFWS responded with results of their review on March 29, 2016 and provided a final modified version of the DBESP (see Table 2-32 on pages 2-267 to 2-270.). On April 7, 2016, Caltrans emailed CDFW affirming that Caltrans had accepted the final revisions provided by USFWS and requested that CDFW provide a final confirmation regarding the DBESP. CDFW responded with results of their review on April 22, 2016 and provided a final DBESP. Caltrans affirmed acceptance of this final DBESP, via email to CDFW on April 25, 2016.

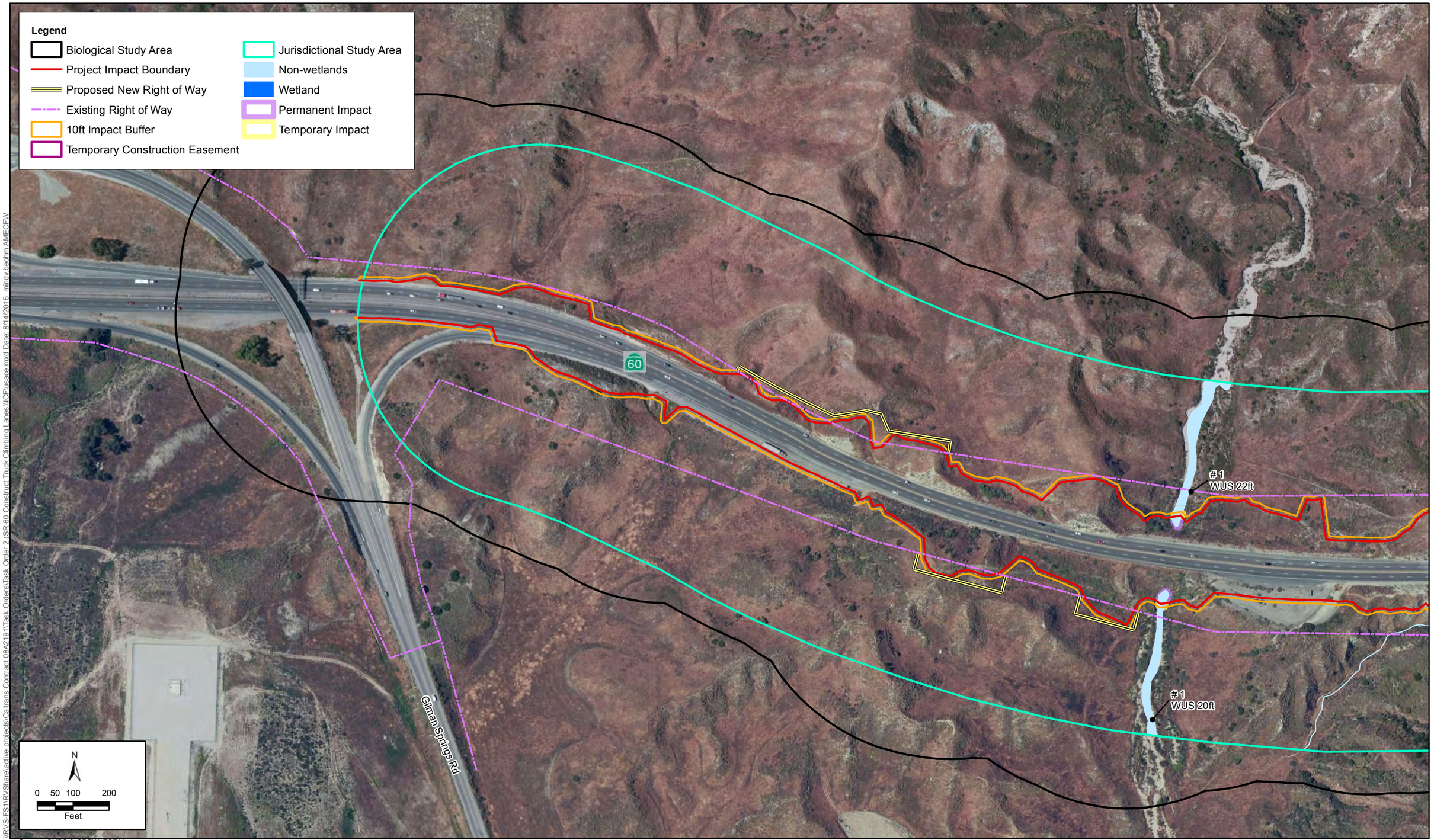

Figure 2-28: A
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State Route 60 Truck Lanes Project

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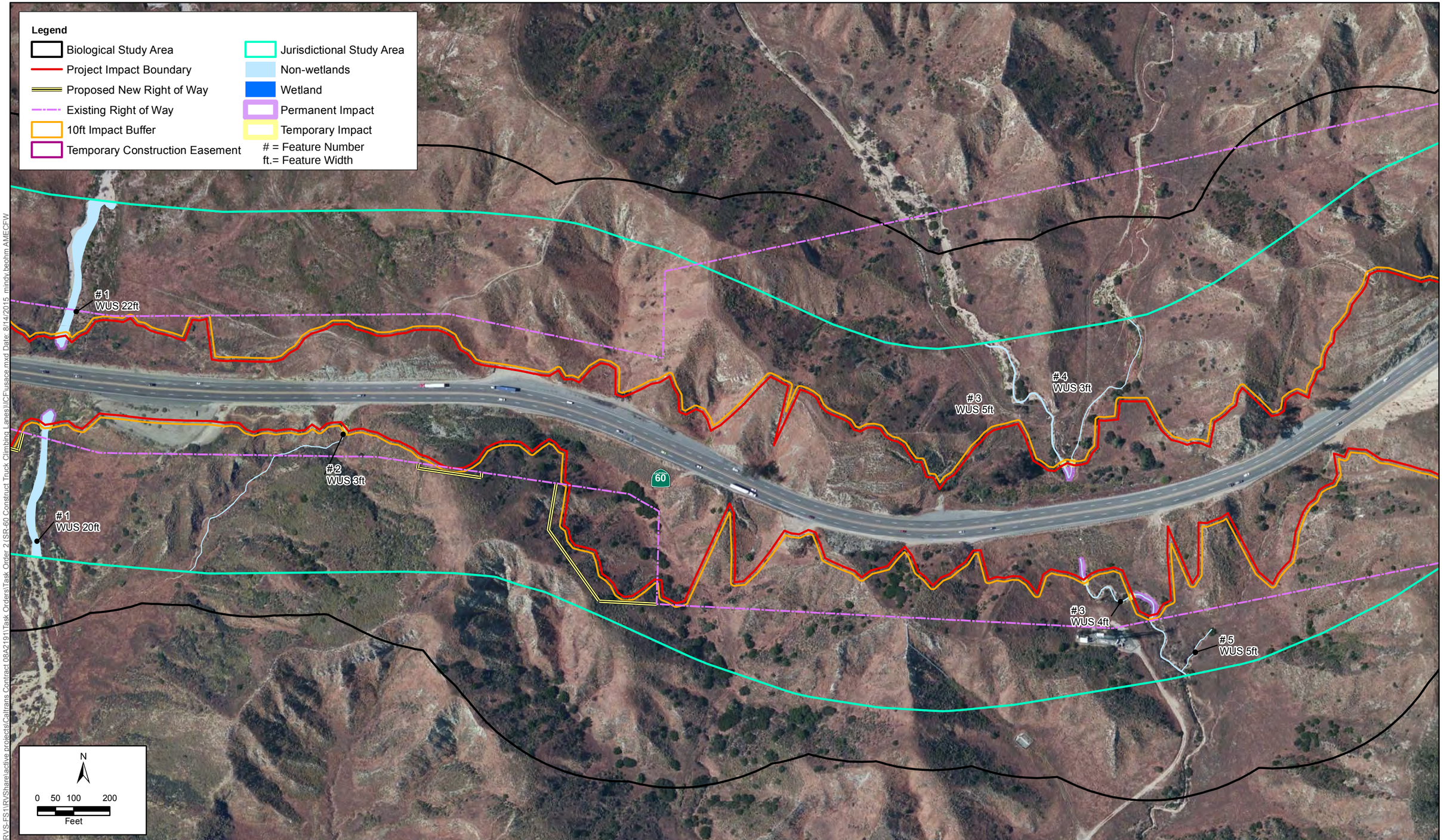

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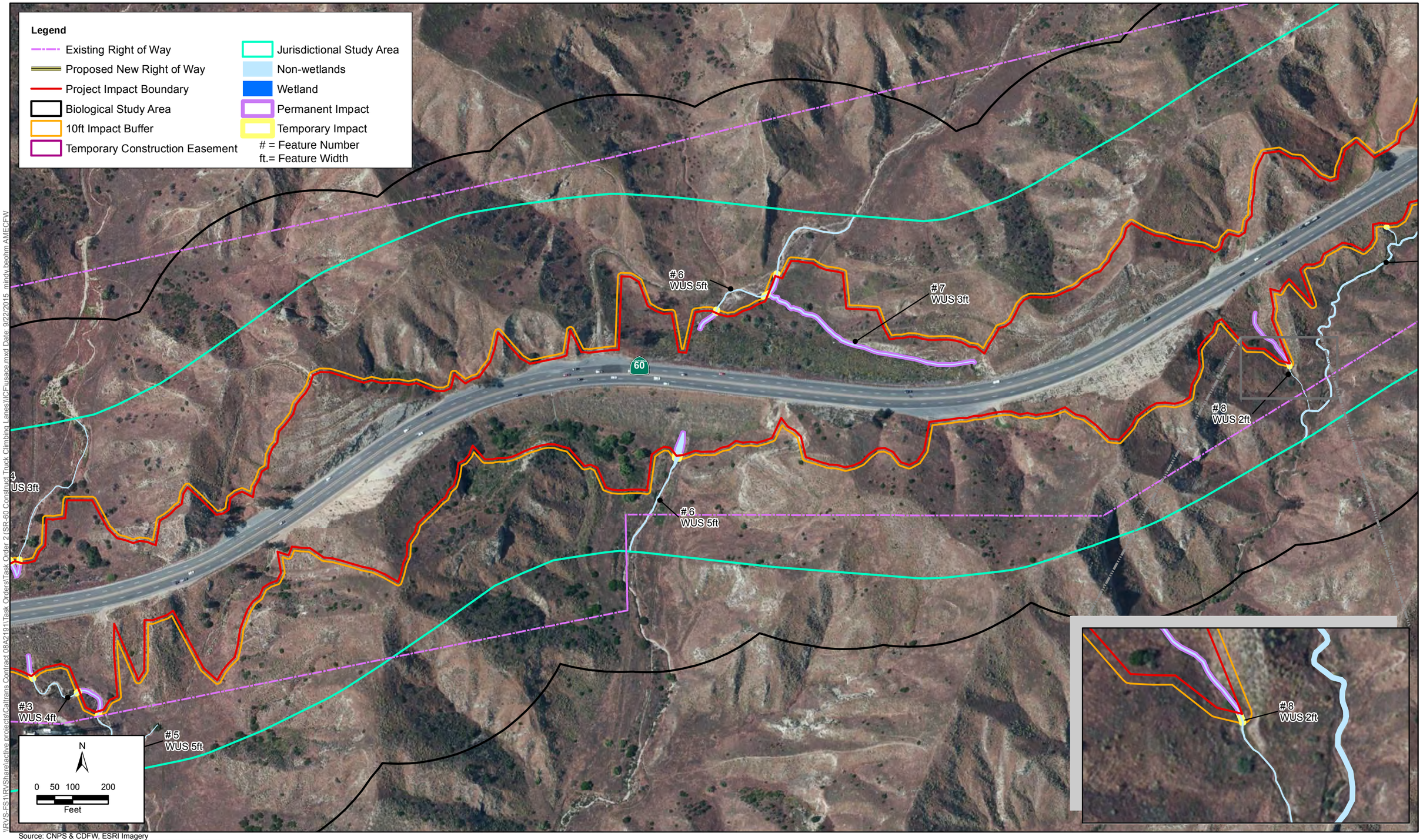

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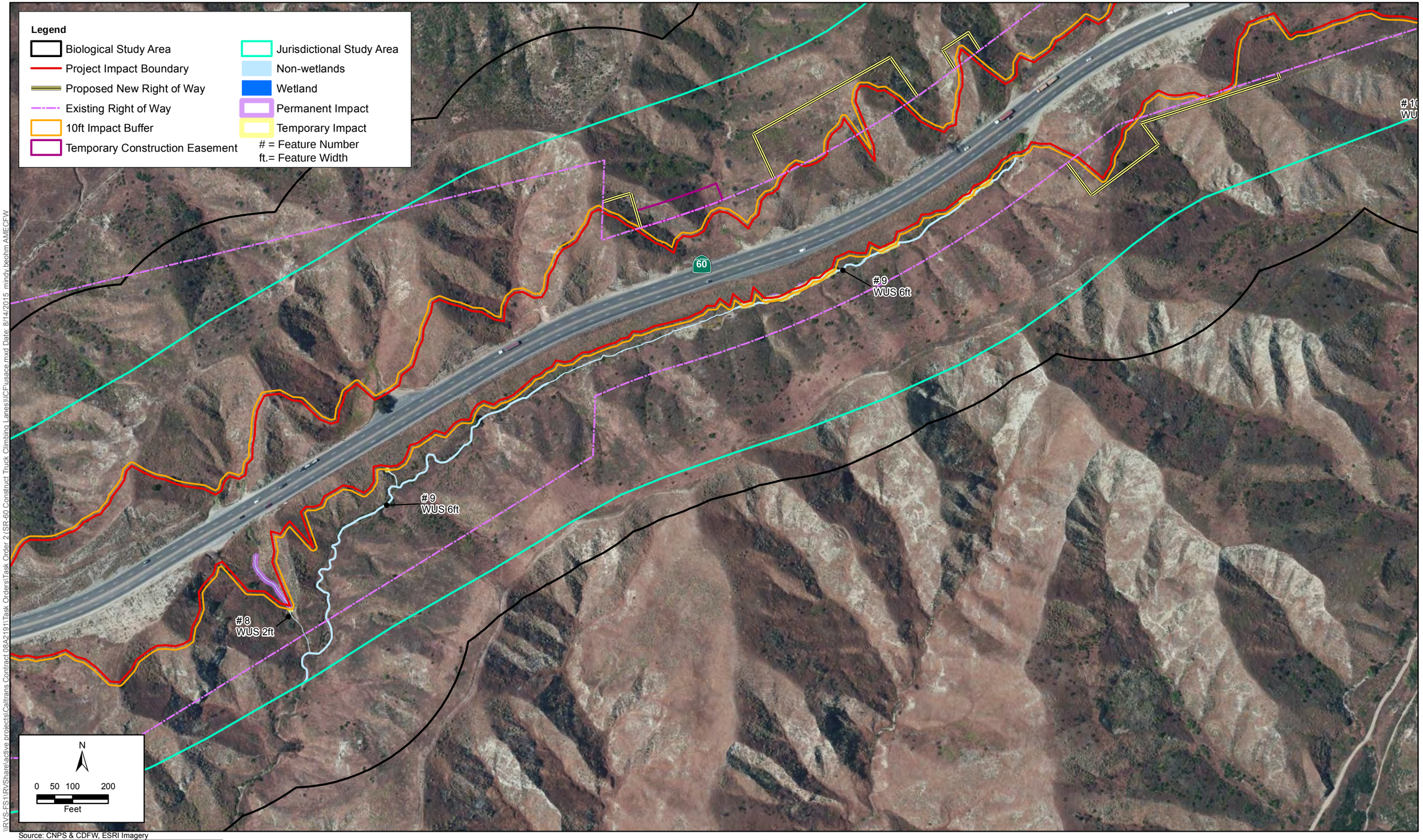

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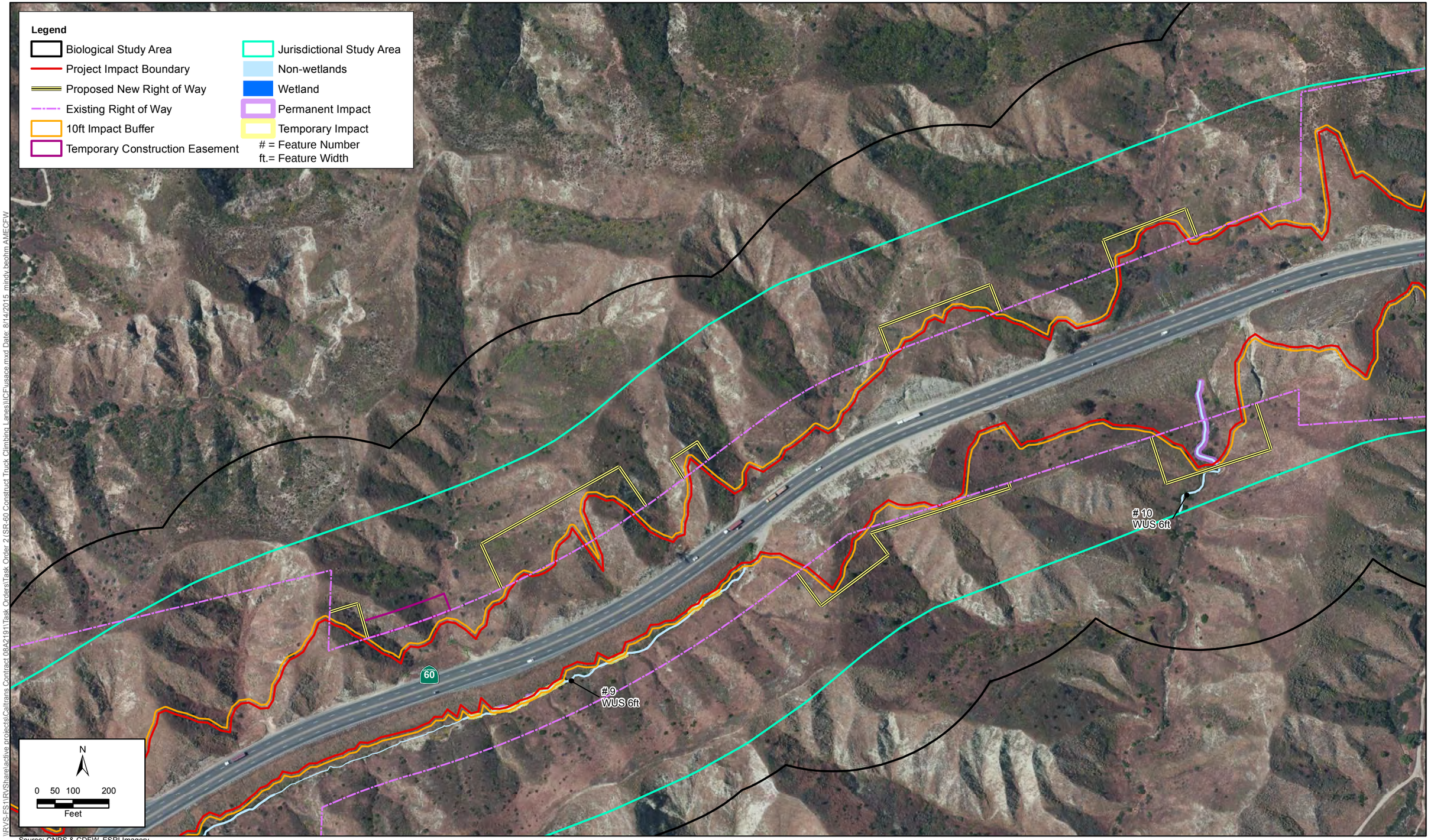

Figure 2-28: E
USACE Impacts Map Set
State Route 60 Truck Lanes Project

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Legend

- Biological Study Area
- Project Impact Boundary
- Proposed New Right of Way
- Existing Right of Way
- 10ft Impact Buffer
- Temporary Construction Easement
- Jurisdictional Study Area
- Non-wetlands
- Wetland
- Permanent Impact
- Temporary Impact

# = Feature Number
ft.= Feature Width

60

#10
WUS 6ft

#11
WUS 3ft

#12
WUS 8ft

#13
WUS 8ft

N

0 50 100 200

Feet

Source: CNPS & CDFW, ESRI Imagery

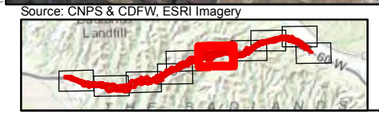

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Figure 2-28: F
USACE Impacts Map Set
State Route 60 Truck Lanes Project

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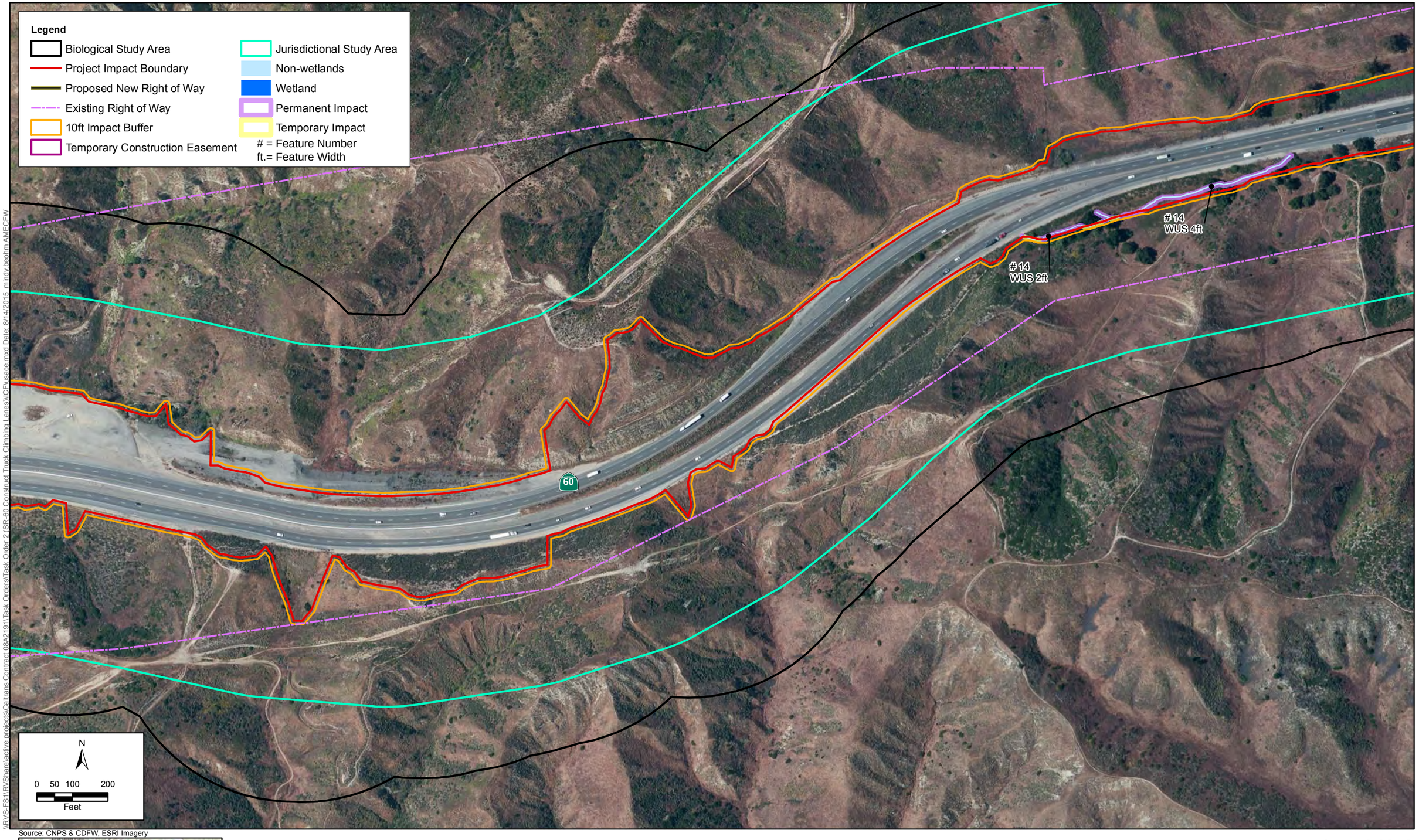

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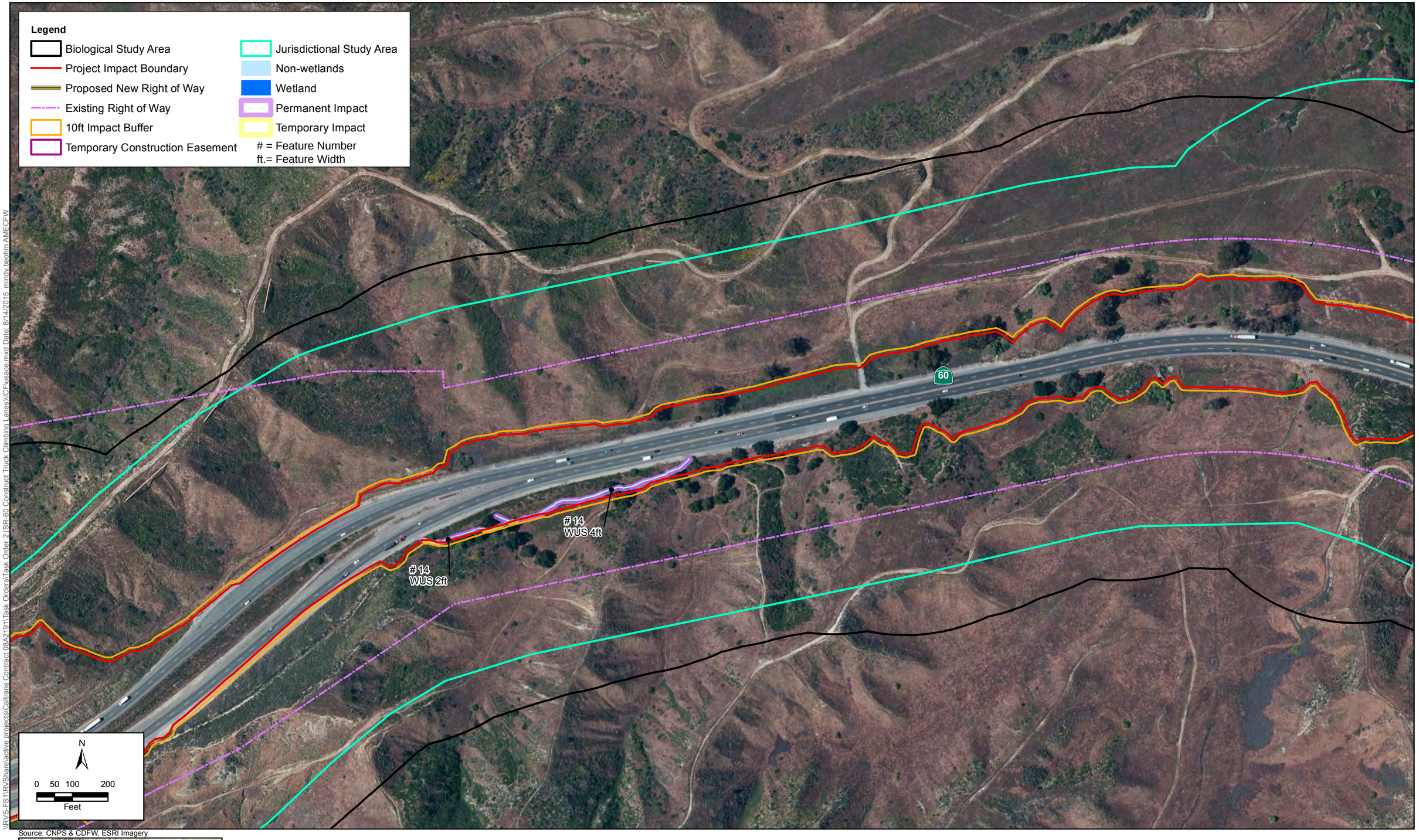

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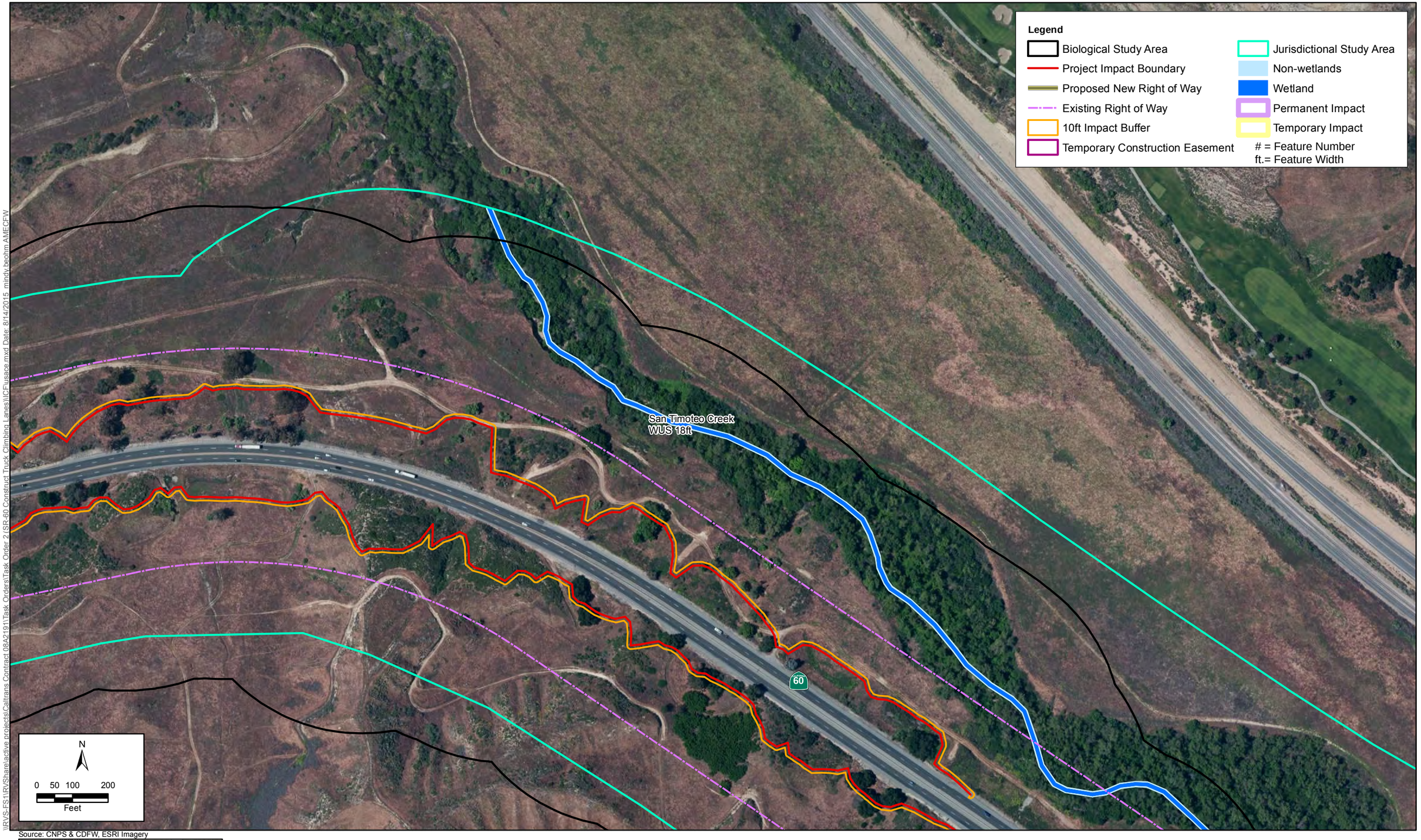

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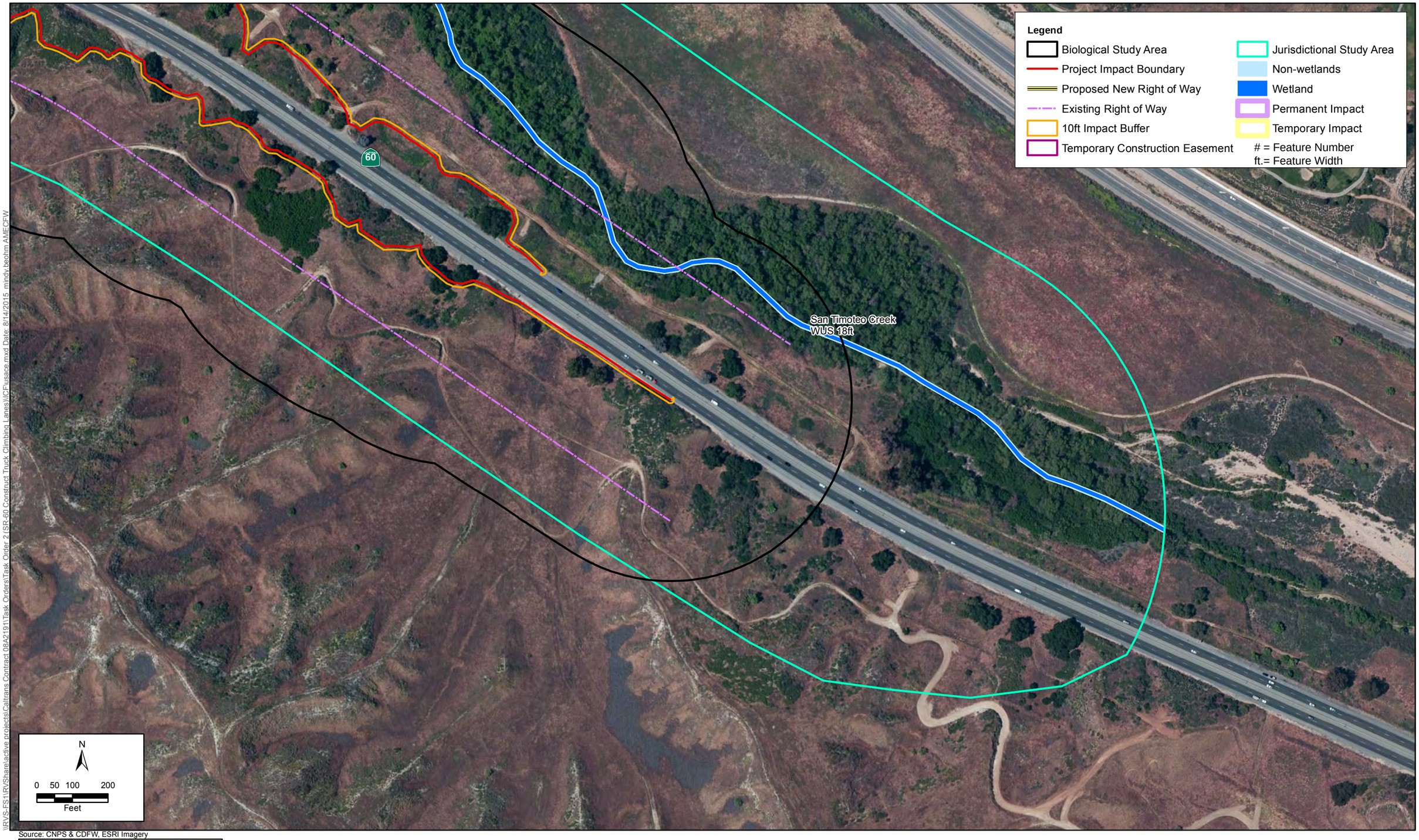

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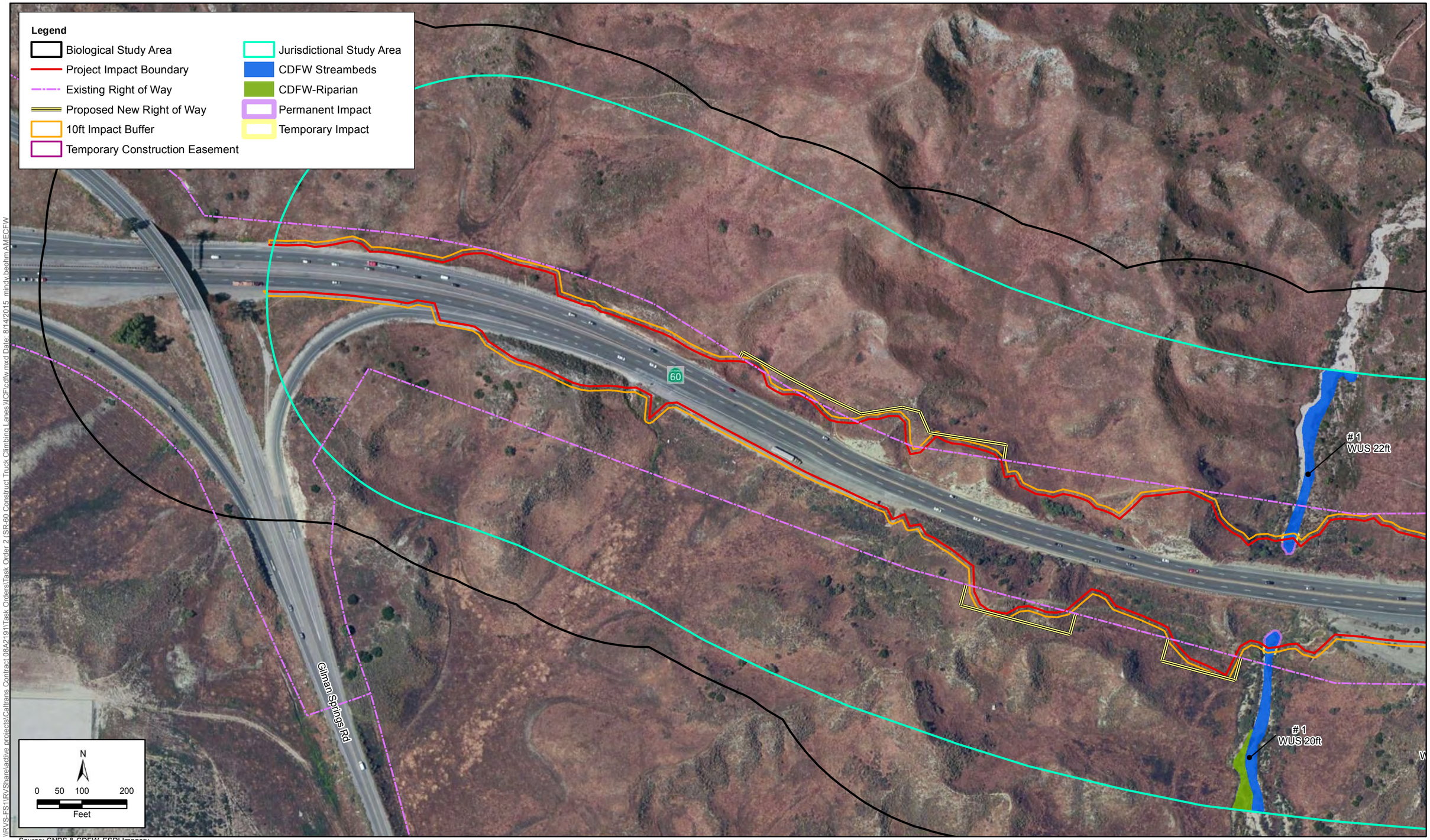

Figure 2-29: A
CDFW Impacts Map Set
State Route 60 Truck Lanes Project

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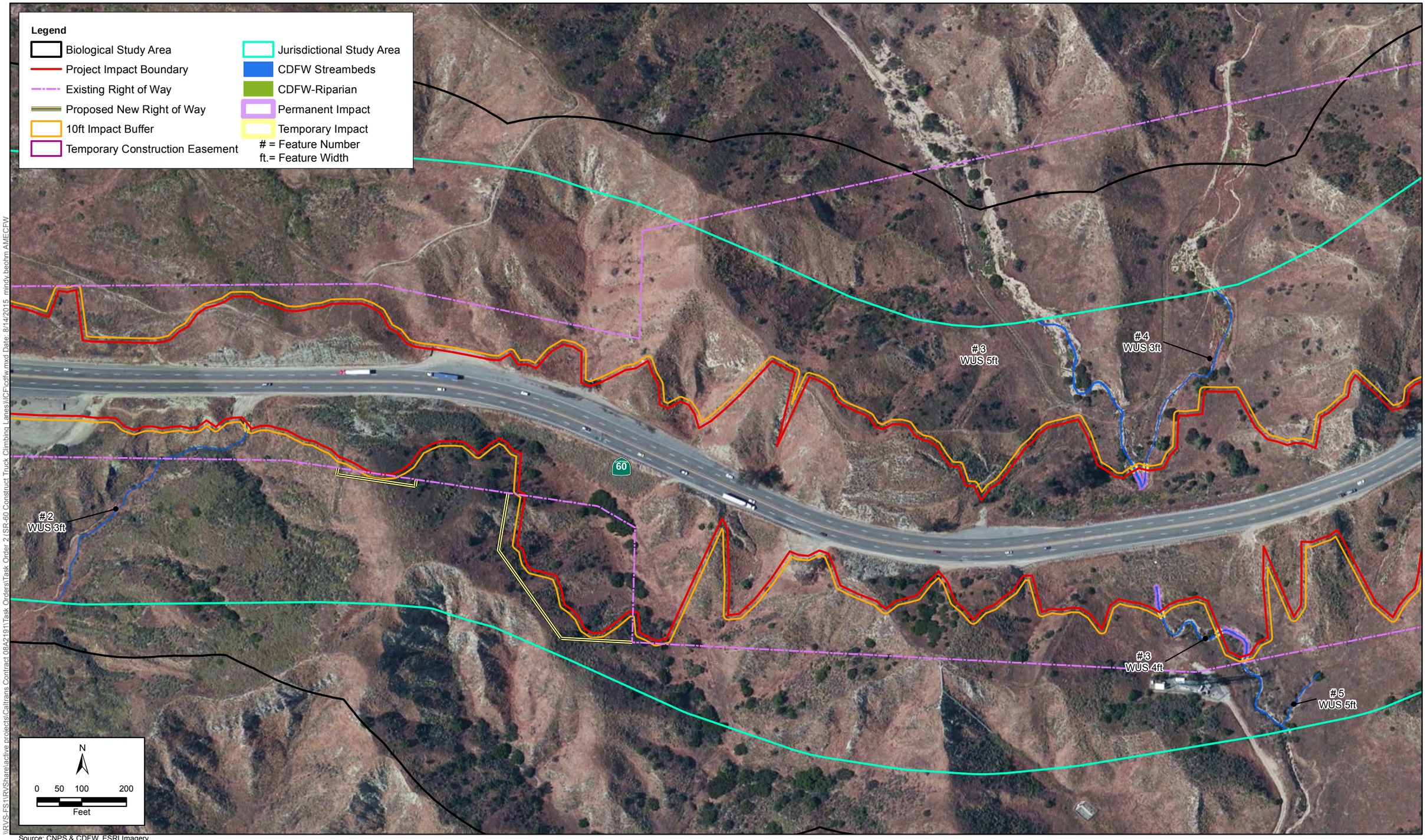

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Figure 2-29: B
CDFW Impacts Map Set
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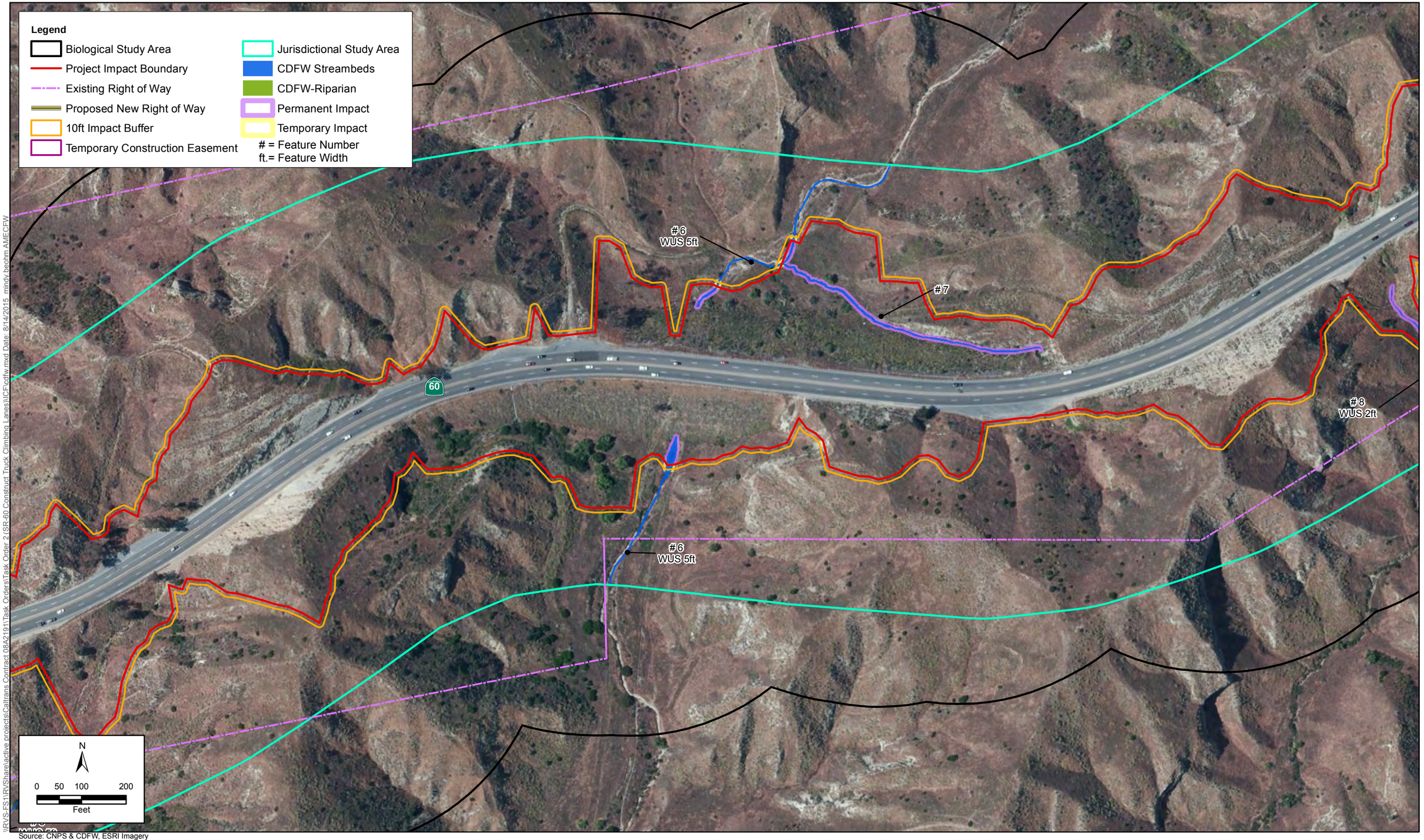

Figure 2-29: C
CDFW Impacts Map Set
State Route 60 Truck Lanes Project

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Legend

- Biological Study Area
- Project Impact Boundary
- Existing Right of Way
- Proposed New Right of Way
- 10ft Impact Buffer
- Temporary Construction Easement
- Jurisdictional Study Area
- CDFW Streambeds
- CDFW-Riparian
- Permanent Impact
- Temporary Impact

# = Feature Number
ft.= Feature Width

#9
WUS 6ft

60

#9
WUS 6ft

#8
WUS 2ft

N

0 50 100 200

Feet

Source: CNPS & CDFW, ESRI Imagery

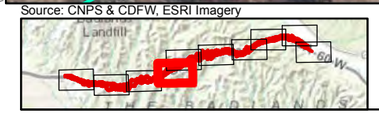

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Figure 2-29: D
CDFW Impacts Map Set
State Route 60 Truck Lanes Project

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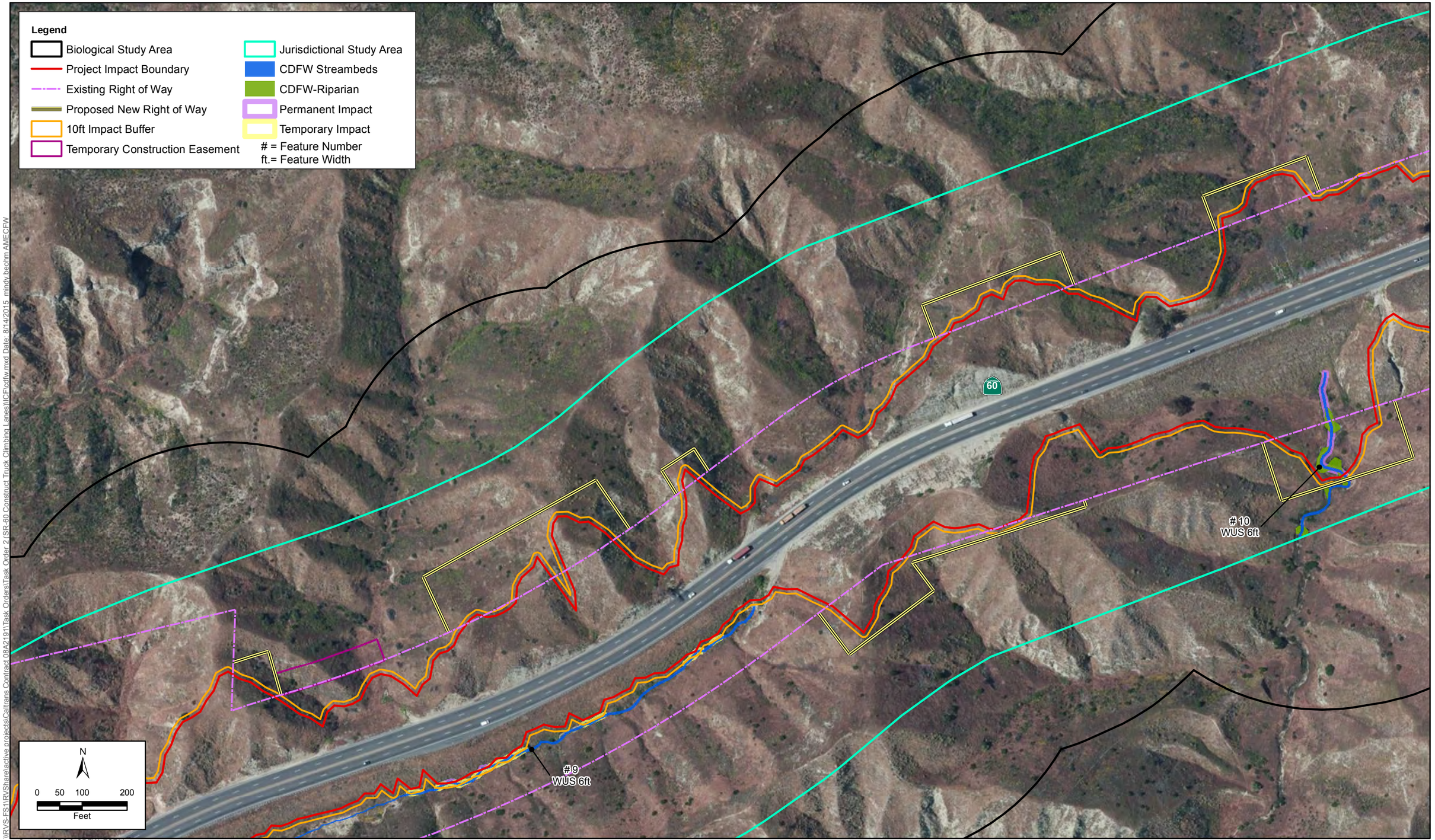

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CDFW Impacts Map Set
State Route 60 Truck Lanes Project

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Legend

- Biological Study Area
- Project Impact Boundary
- Existing Right of Way
- Proposed New Right of Way
- 10ft Impact Buffer
- Temporary Construction Easement
- Jurisdictional Study Area
- CDFW Streambeds
- CDFW-Riparian
- Permanent Impact
- Temporary Impact

# = Feature Number
ft.= Feature Width

#12
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#13
WUS 6ft

#11
WUS 3ft

N

0 50 100 200

Feet

Source: CNPS & CDFW, ESRI Imagery

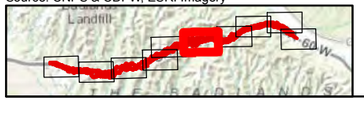

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Figure 2-29: F
CDFW Impacts Map Set
State Route 60 Truck Lanes Project

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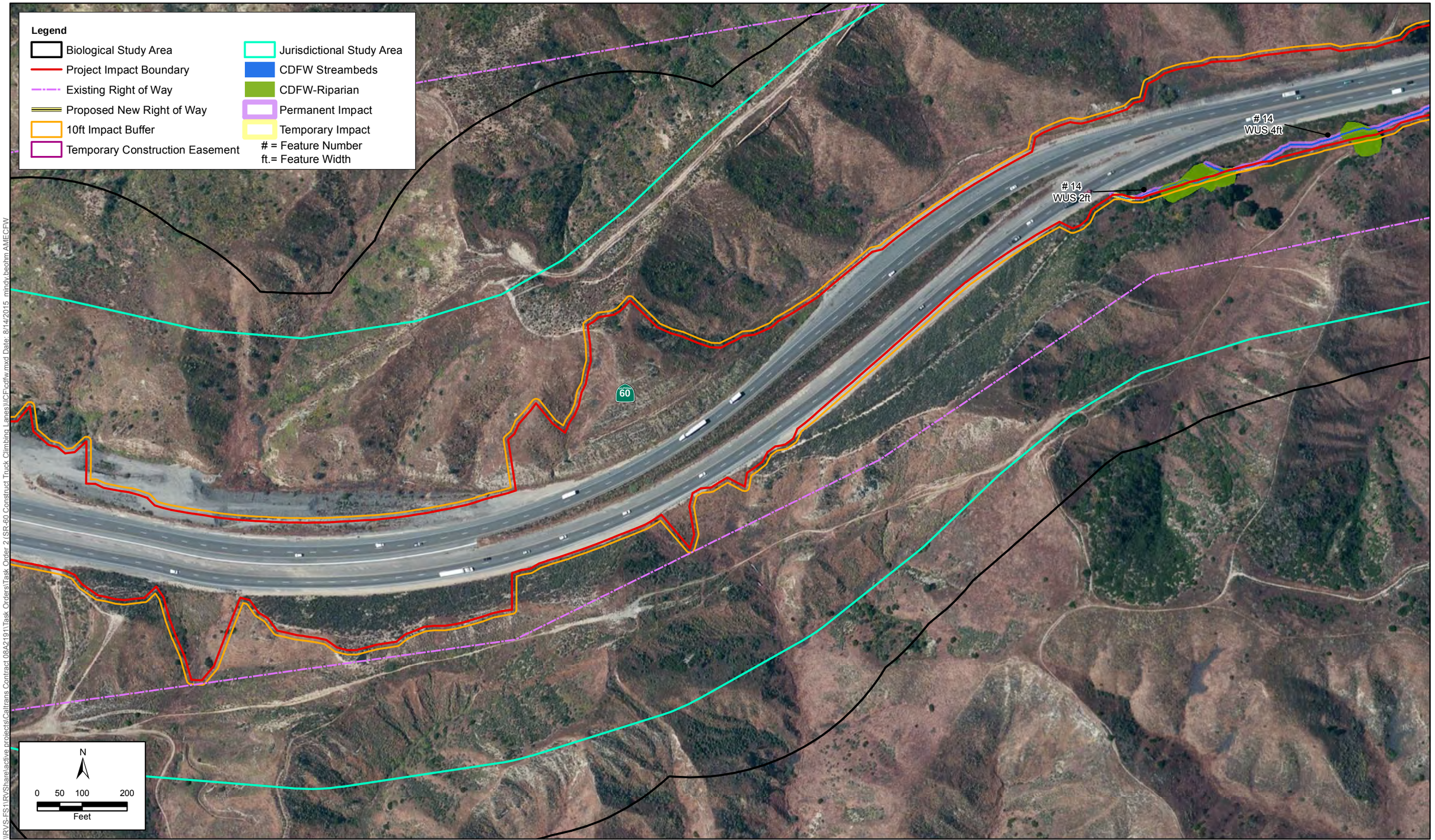

Figure 2-29: G
CDFW Impacts Map Set
State Route 60 Truck Lanes Project

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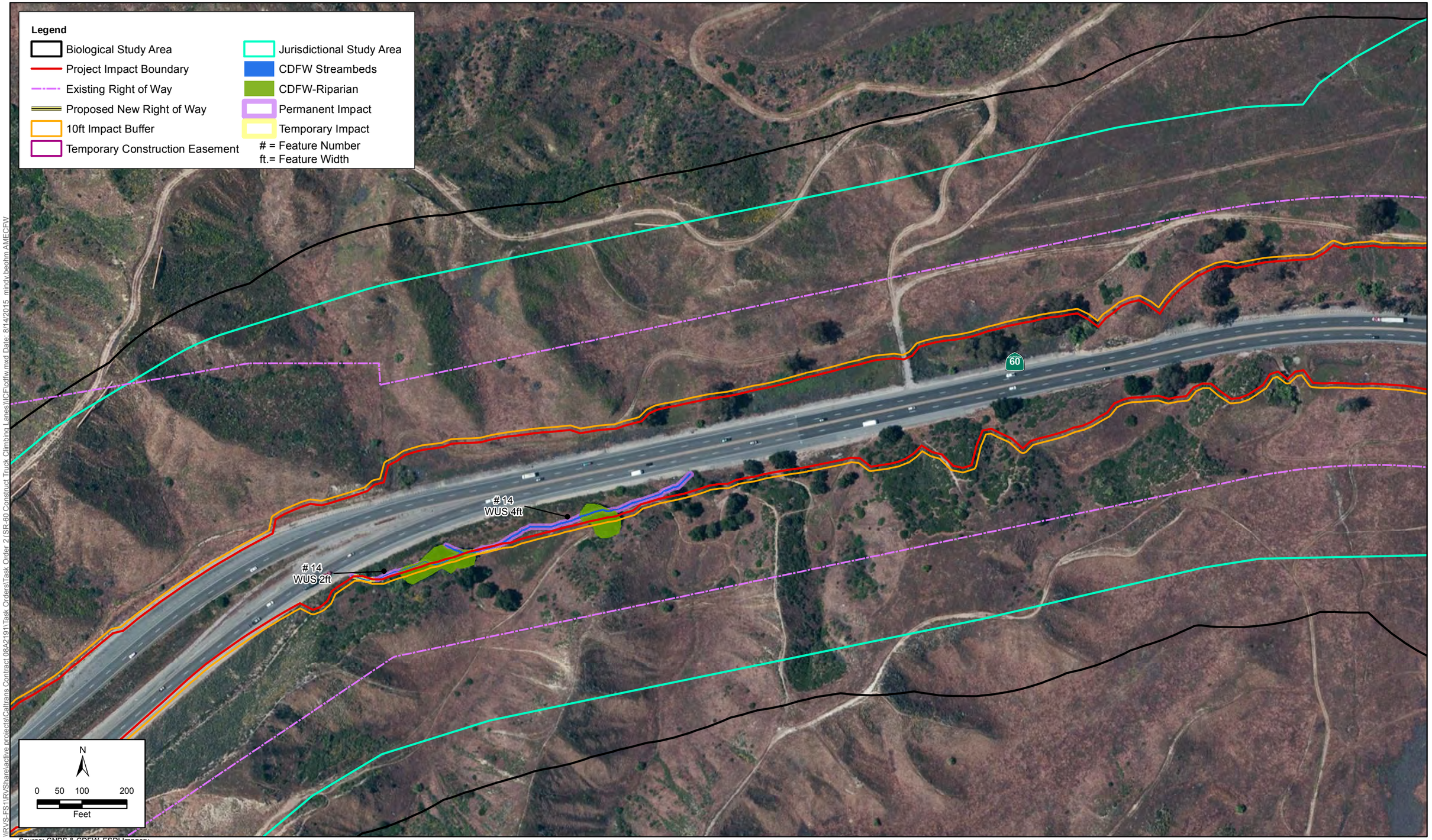

Figure 2-29: H
CDFW Impacts Map Set
State Route 60 Truck Lanes Project

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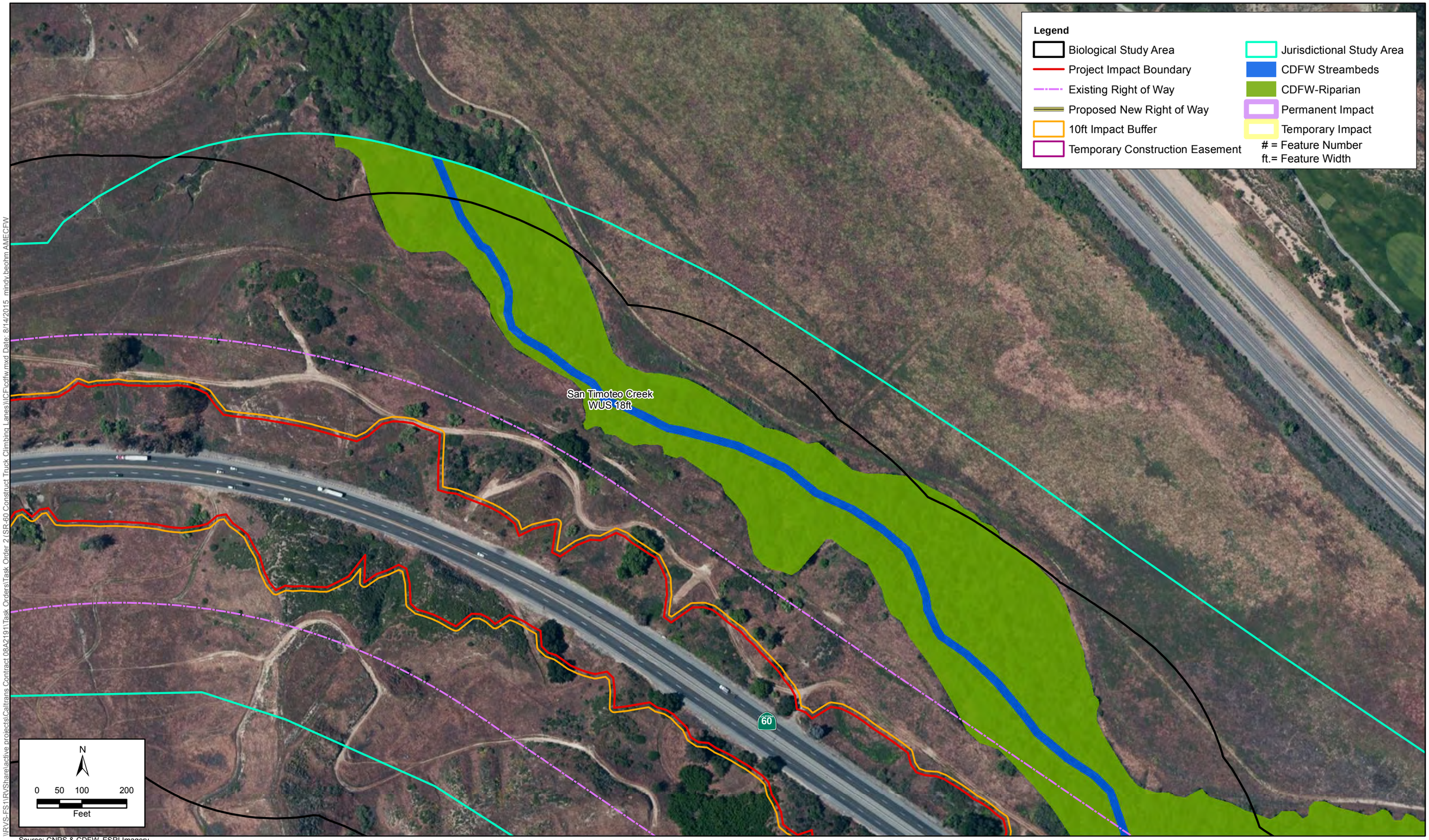

Figure 2-29: I
CDFW Impacts Map Set
State Route 60 Truck Lanes Project

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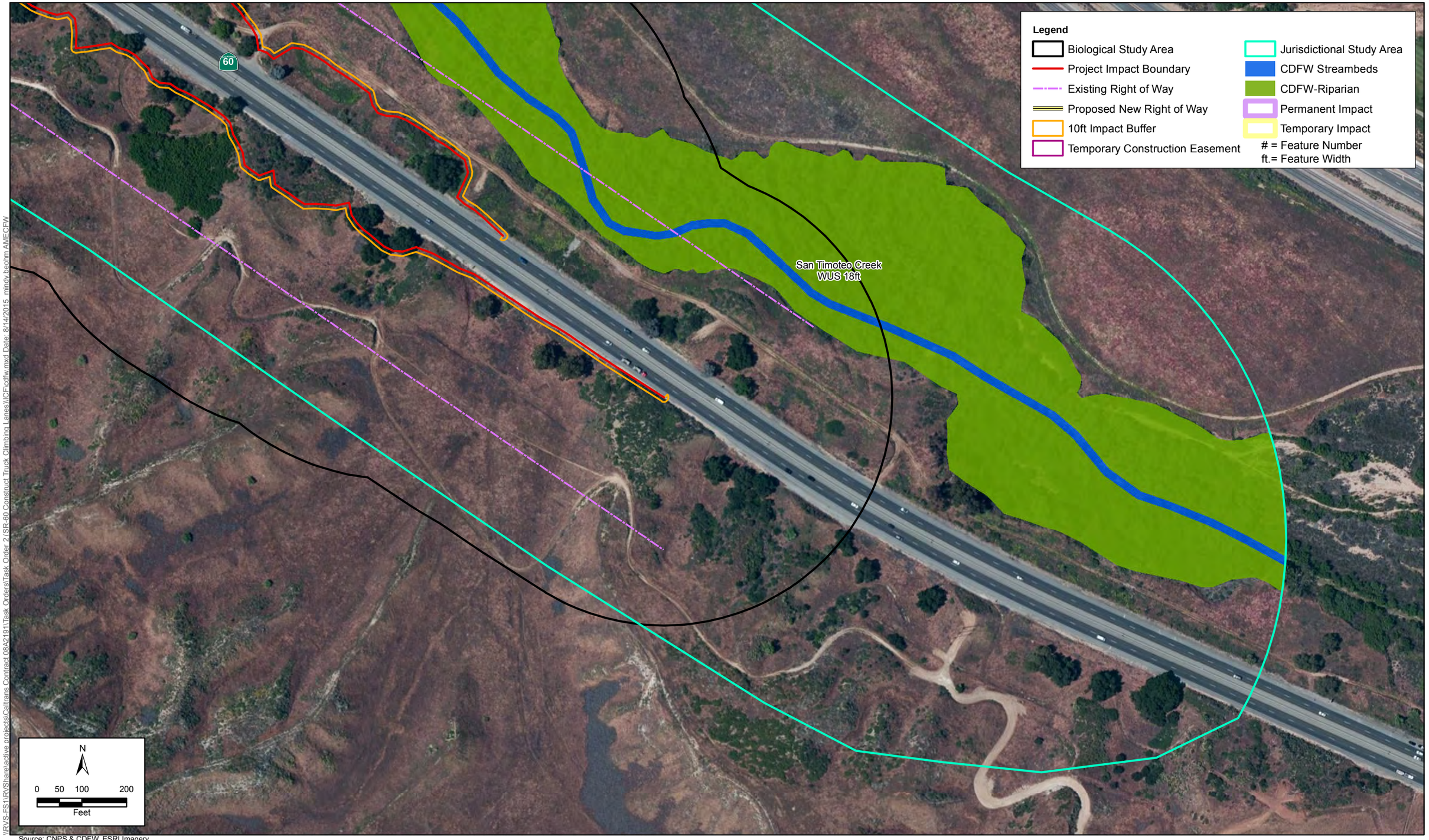

Figure 2-29: J
CDFW Impacts Map Set
State Route 60 Truck Lanes Project

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Table 2-32: Determination of Biologically Equivalent or Superior Preservation for Riverine/Riparian Areas for the State Route 60 Truck Lanes Project

MSHCP Section 6.1.2 (Vol. 1) Requested Information

1. Definition of the project area

The project occurs along SR-60 between the cities of Moreno Valley and Beaumont in Riverside County, California (Figure 2-27). The proposed project is located in the Badlands region of Riverside County on SR-60 from PM 22.1 (Gilman Springs Road) to PM 26.61 (Jack Rabbit Trail). The biological study area (BSA) for the project consists of the impact footprint and a 500-foot buffer (Figure 2-27).

The BSA is on lands mapped on the United States Geological Survey (USGS) El Casco, California 7.5-minute topographic quadrangle. Specifically, the route and survey area are on portions of Sections 1–6, Township 3 South, Range 2 West and Sections 34–35, Township 2 South, Range 2 West. The BSA is located in the Reche Canyon/Badlands Area Plan and the Pass Area Plan of the MSHCP, and it includes portions of four MSHCP criteria cells: 928, 931, 933, and 936 (Figure 2-27).

2. A written project description demonstrating why an avoidance alternative is not possible

Alternative 1: No Build Alternative

The No Build Alternative will maintain the facility in its current condition. No improvements will be implemented at this time; therefore, no capital cost is associated with this alternative. As urban development continues and traffic demand increases, traffic operational characteristics will further deteriorate, resulting in an increase in congestion, vehicle delay, safety issues, and vehicle-operating costs. Therefore, the No Build Alternative will not address or alleviate the forecasted operational and safety issues along this segment of SR-60.

The shoulders of the existing facility are narrow and do not meet the standards in Riverside County. The existing facility does not adequately accommodate the freight and commuter traffic due to steep slopes and mountainous terrain, and existing concrete median barrier. In addition, the narrow shoulders do not accommodate vehicles stopped for emergency use or vehicles veering out of lanes.

Alternative 2: Build Alternative

The project will construct a truck-climbing lane in the eastbound direction, construct a truck-descending lane in the westbound direction, and widen the inside and outside shoulders in both directions to the current standard in Riverside County. Most of the widening for this preferred alternative will be to the outside of the existing roadbed. However, for the portion of the freeway between PM 24.3 and PM 25.7, consideration will be given to widen the median, if feasible. The project will rehabilitate the existing lanes, as well as the inside shoulder, in each direction.

The project will grade a 23-foot section adjacent to the outside shoulder in each direction to permit infiltration of storm water and to prevent falling rocks from entering the traveled way. Shoulder widening will enhance safety along the SR-60 facility. In addition, a slow truck lane will separate slower-moving vehicles from passenger vehicles, thereby enhancing flow of traffic.

The project will generate excavated soils that will need disposal. The disposal of soils will be in accordance with Caltrans standard specifications and regulations. Construction staging will be developed during the design phase. It is anticipated that construction will be staged within the Caltrans right of way and within project limits. Access to all work is anticipated from and within the project limits and Caltrans right of way.

The proposed project will reconstruct the existing concrete median barrier for the entire project.

The project design will include shifting the horizontal alignment within the widened portion to improve design sight distances, where feasible. The project design will include modifying vertical profiles at feasible locations to improve sight distances.

In addition, wildlife crossings will be created to enhance the terrestrial wildlife movement across the SR-60 facility.

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3. A written project description of biological information available for the project site including the results of resource mapping

An NES was prepared for the project, which summarized the project conditions and results of the following studies:

- General Biological Resources Assessment & Habitat Suitability Assessment for Sensitive Species
- Final Delineation of Jurisdictional Waters (AMEC 2013)
- Habitat Assessment and Focused Surveys for the Least Bell's Vireo and Southwestern Willow Flycatcher (AMEC 2013)
- Burrowing Owl Habitat Assessment and Focused Survey (AMEC 2013)
- Habitat Assessment and Focused Survey for the Los Angeles Pocket Mouse (AMEC 2013)

For detailed methods and results for the above-mentioned assessments and surveys, please reference the NES and/or specific reports.

The BSA was created to encompass the project footprint and typical habitats in the immediate project vicinity that may be affected by the proposed project. It generally included the project's permanent footprint and a 500-foot buffer. The BSA is currently undeveloped, with the exception of SR-60, a cell phone tower and associated buildings, and a small number of rural residences in the vicinity. The project route is within the Badlands, which is characterized by erosion resulting in countless gullies, steep ridges, and sparse vegetation in semiarid climates. Wildfires have removed much of the native vegetation, leaving much of the area dominated by non-native annuals or bare ground. Drainages within the project area are ephemeral or sparsely vegetated, with the exception of San Timoteo Creek. Vegetation communities present in the project vicinity include mixed chaparral, oak woodland, annual grassland, coastal sage scrub, valley foothill/riparian scrub, alkali desert scrub, eucalyptus, cropland/vineyard, and southwestern cottonwood-willow riparian forest.[1] These communities are described in detail in the NES.

Jurisdictional Waters

AMEC conducted a wetlands delineation and assessment of jurisdictional waters, the results of which are summarized in the NES. The effects on riparian/riverine areas within the BSA were calculated according to the regulatory authority of the USACE and CDFW. The Jurisdictional Study Area (JSA) is defined as 500 feet from the centerline for a majority of the proposed project, except near San Timoteo Creek, where it extends outward 800 feet. There are 15 jurisdictional drainages within the JSA. The proposed project will result in permanent impacts on 0.258 acre and temporary impacts on 0.067 acre of jurisdictional non-wetland waters of the U.S. subject to USACE and RWQCB jurisdiction. The proposed project will result in permanent impacts on 0.258 acre and temporary impacts on 0.067 acre of CDFW unvegetated streambeds subject to CDFW jurisdiction. In addition, permanent impacts will occur on 0.166 acre CDFW riparian habitat, and temporary impacts will occur on 0.057 acre CDFW riparian habitat.

Least Bell's Vireo (LBV) and Southwestern Willow Flycatcher (SWWF)

Based on repeated detections of singing male LBVs in the same general areas, eight LBV territories are assumed to occur in or immediately adjacent to the BSA within San Timoteo Creek. One of these territories was confirmed to have a pair of LBVs, with at least one begging fledgling, on June 28, 2013. The project area is not within LBV designated critical habitat.

No SWWF were detected within the BSA. On May 23 and June 5, single willow flycatchers were detected, one on each date. These dates are within the normal period of spring migration of the species in southern California, and none of the birds were found on subsequent surveys. Therefore, these birds were migrants, likely of more northerly subspecies (*E.t. adastus* or *E.t. brewsteri*), and not southwestern willow flycatchers (subspecies *E.t. extimus*).

Burrowing Owl

No burrowing owls or burrowing owl sign were detected during surveys, but because suitable habitat is present within the BSA, a pre-construction survey for burrowing owls will be conducted within 30 days of project ground disturbance.

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Los Angeles Pocket Mouse (LAPM)

No LAPM were captured during the surveys. LAPM do not currently occupy the MSHCP-designated LAPM survey areas within the project footprint and vicinity.

4. Quantification of unavoidable impacts on riparian/riverine areas and vernal pools associated with the project, including direct and indirect effects

Riparian/riverine areas are defined as "lands which contain habitat dominated by trees, shrubs, persistent emergents, or emergent mosses and lichens, which occur close to or which depend upon soil moisture from a nearby fresh water source; or areas with fresh water flow during all or a portion of the year" (MSHCP Volume I, Section 6.1.2). The effects on riparian/riverine areas within the BSA were calculated to be consistent with the regulatory authority of CDFW. As previously mentioned, there are 15 drainages mapped within the JSA subject to CDFW jurisdiction. The proposed project will result in permanent impacts on 0.258 acre and temporary impacts on 0.067 acre of riverine unvegetated streambed. In addition, permanent impacts will occur on 0.166 acre and temporary impacts will occur on 0.057 acre of riparian habitat. The CDFW jurisdictional delineation may be revised subject to review and verification by CDFW during the Lake and Streambed Alteration Agreement process.

No vernal pools occur on the project site, and there is no suitable habitat for fairy shrimp to occur.

5. A written description of project design features and mitigation measures that reduce indirect effects, such as edge treatments, landscaping, elevation difference, minimization and/or compensation through restoration or enhancement

A variety of measures have been incorporated into the project to avoid, minimize, and mitigate for direct and indirect impacts on sensitive species and habitats. Measure **WET-1** will ensure the "Construction Guidelines" provided in MSHCP Volume I, Section 7.5.3, as well as standard BMPs in MSHCP Volume I, Appendix C, will avoid and/or minimize impacts on sensitive species, sensitive habitats, jurisdictional waters, and riparian/riverine resources occurring adjacent to the existing roadway.

The project will comply with MSHCP Section 6.1.4, *Guidelines Pertaining to Urban/Wildlands Interface*, which addresses indirect effects associated with locating development in proximity to the MSHCP Conservation Area (refer to measure **WET-2**).

Permanent impacts on riparian/riverine habitat and federal/state jurisdictional waters are proposed to be mitigated through the purchase of credits or permittee-responsible creation/preservation at a 3:1 ratio to compensate for the permanent loss of 0.166 acre of riparian habitat and 0.258 acre of unvegetated streambed subject to CDFW jurisdiction. It should be noted that the 0.258 acre of unvegetated streambed is inclusive of 0.258 acre of USACE non-wetland waters of the U.S. Therefore, the total mitigation for impacts on 0.166 acre of riparian habitat and 0.258 acre of CDFW streambed/USACE non-wetland waters is 1.272 acres (refer to measure **WET-5**).

6. A finding demonstrating that although the proposed project would not avoid impacts, with proposed design and compensation measures, the project would be biologically equivalent or superior to that which would occur under an avoidance alternative without these measures.

The proposed project will directly affect riparian/riverine habitat within the 10 drainages during project implementation and may result in temporary indirect impacts (e.g., noise during construction) on LBV occupying San Timoteo Creek. Although the proposed project will not avoid impacts, with the proposed design and compensation measures (**WET-5**), the project will be biologically equivalent or superior to that which would occur under an avoidance alternative without these measures. Temporary indirect effects on riparian/riverine areas adjacent to the project site will be minimized through the implementation of **WET-3** and **WET-4**.

Temporary impacts on riparian/riverine areas will be restored at a 1:1 ratio. LBV are expected to continue to occupy areas in the BSA where LBV are present, which is limited to riparian habitat within San Timoteo Creek. The project will mitigate for temporary impacts through restoration and creation of on-site riparian/riverine areas, and will also create wildlife crossings, as per the requirements of the MSHCP Volume 1, Section 7, to ensure the connectivity of the landscape for various wildlife species. A Habitat Mitigation and Monitoring Plan (HMMP) will be prepared at least

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60-days prior to ground disturbance that will detail the restoration techniques, identify success criteria, and provide for adaptive management techniques. This will provide riparian/riverine habitat that is of equivalent or better quality to the affected habitat and is contiguous with existing and anticipated conservation areas.
7a. Effects on Conserved Habitats
The purpose of the riparian/riverine procedures described in Section 6.1.2 of the MSHCP is to ensure that the biological functions and values of riparian/riverine areas throughout the MSHCP Plan Area are maintained. By maintaining the biological functions and values of riparian/riverine areas, habitat values for species inside the MSHCP Conservation Area are also maintained. MSHCP Volume I, Section 6.1.2 states that "those impacts that are unavoidable shall be mitigated such that the lost functions and values as they relate to Covered Species are replaced as set forth under the Determination of Biologically Equivalent or Superior Preservation." Implementation of the project measures will improve and retain existing biological resource values and are judged to be equivalent or superior to the unavoidable impact on riparian/riverine areas at the project site.
7b. Effects on Section 6.1.2 Riparian/Riverine Species
As mentioned in Item 4, there will be effects on riparian/riverine habitat, including occupied LBV habitat adjacent to the project area. BMPs will be implemented to minimize potential impacts during construction (measure **WET-1**) and ensure that impacts on water quality beyond the project site are minimized to the greatest extent feasible. BMPs will be coordinated with RWQCB, USACE, and CDFW during the Section 401 Clean Water Act, Section 404 Clean Water Act, and Section 1602 Streambed Alteration permitting processes, respectively.
7c. Effects on riparian linkages and function of the MSHCP Conservation Area
Effects will occur at the project site on the Reche Canyon/Badlands Area Plan, Subunit 3, Criteria Cell #928 and 931, and on the Pass Area Plan, which contains a portion of Proposed Core 3, is within Subunit 1, and includes Criteria Cell #933 and 936. The effects on these areas will be attributed to the extension of the culverts that will directly affect riparian linkages and functions. However, with the extension, there will be adherence to BMPs and construction guidelines (MSHCP Section 7.5.3) and improvements to wildlife crossings, which will mitigate impacts through avoidance and minimization measures, as outlined in the NES and MSHCP Consistency Determination documents.
7d. Effects on public/quasi-public (PQP) lands
A portion of the proposed project area is anticipated to result in impacts to lands designated by the MSHCP as public/quasi-public (PQP) land. The impacted PQP lands in the Project impact area are owned by the Riverside County Regional Park and Open Space District (also known as the Riverside County Parks Department). On October 21, 2015, Caltrans met with a Riverside County Parks Department representative to review the proposed project's potential impacts on public/quasi-public (PQP) lands within the MSHCP, owned by Riverside County Parks Department. Per requirements set forth in the MSHCP Section 6.5, Volume 1, Caltrans will continue to coordinate with Riverside County Parks Department to acquire replacement land with the same characteristics as the land impacted, at a minimum 1:1 ratio.
Source: Determination of Biologically Equivalent or Superior Preservation (DBESP), March 2014, Revised July 2015, Re-revised April 2016.

As discussed in the final DBESP prepared for the project and approved by the Wildlife Agencies (see Table 3-32 above), measures will be implemented to avoid, minimize, and/or mitigate direct and indirect impacts on sensitive species, sensitive habitats, jurisdictional waters, riparian/riverine resources, and PQP lands, and to ensure consistency with the MSHCP.

Measure **WET-1** will ensure that the "Construction Guidelines" provided in MSHCP Volume I, Section 7.5.3—as well as standard BMPs in MSHCP Volume I, Appendix C (Page IC-1 through IC-3)—will avoid and/or minimize impacts on sensitive species, sensitive habitats, jurisdictional waters, and riparian/riverine resources occurring adjacent to the existing roadway, and that impacts on water quality beyond the project site are minimized to the greatest extent feasible.

The project will also comply with MSHCP Section 6.1.4, *Guidelines Pertaining to Urban/Wildlands Interface*, which addresses indirect effects associated with locating development in proximity to the MSHCP Conservation Area (refer to measure **WET-2**). In addition, temporary indirect effects on riparian/riverine areas adjacent to the project site will be minimized through the implementation of **WET-3** and **WET-4**.

Although the proposed project will not avoid impacts, implementation of mitigation measure **WET-5** would improve and retain existing biological resource values and is determined by the Wildlife Agencies—in their September 2, 2015 and October 13, 2015 consistency determination letters—to be biologically equivalent or superior to that which would occur under an avoidance alternative without these measures. Specifically, it was concluded that the riparian/riverine restoration and creation that is part of measure **WET-5** will provide riparian/riverine habitat that is of equivalent or better quality to the affected habitat and is contiguous with existing and anticipated conservation areas.

It has been concluded—and affirmed by the Wildlife Agencies in the April 25, 2016 final DBESP (see Table 3-32 above)—that implementation of the project measures will improve and retain existing biological resource values and would be equivalent or superior to the unavoidable impact on riparian/riverine areas at the project site.

Based on the above discussion impacts on waters and riparian resources would be less than significant under CEQA and not adverse under NEPA.

2.3.2.4 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

The following avoidance and minimization measures would be incorporated to further limit potential impacts on discussed species.

WET-1: Plans for water pollution and erosion control will be prepared (refer to measure WQ-3). The plans will describe temporary erosion control measures sediment and hazardous materials control, dewatering or diversion structures, fueling and equipment management practices, and use of plant material. Plans will be reviewed and approved by Caltrans prior to construction (refer to MSHCP Volume I, Section 7.5.3). The following measures will be included:

a) Water pollution control drawings will be developed and implemented (MSHCP Volume I, Appendix C) and will ensure that no fluids or sediment from construction will enter into fenced ESAs (refer to measure WQ-4).

b) New surface flows will be treated prior to reaching waterways.

c) "[Temporary] sediment and erosion control measures will be implemented until such time soils are determined to be successfully stabilized" (refer to MSHCP Volume I, Section 7.5.3).

d) As described in MSHCP Volume 1, Section 7.5.3 and Appendix C, "erodible materials [will] not be deposited into watercourses. Brush, loose soils, or other similar debris materials [will] not be stockpiled within stream channels or on adjacent banks."

e) "Construction that cannot be conducted without placing equipment or personnel in riparian vegetation areas should be timed to avoid the breeding season of [riparian-associated species] identified in MSHCP Global Species Objective No. 7" (refer to MSHCP Volume I, Appendix C). The active breeding season of riparian-associated species is defined in the MSHCP as March 1 through June 30.

f) "When streamflows must be diverted, the diversions [will] be conducted using sandbags or other methods requiring minimal instream impacts. Silt fencing or other sediment trapping materials [will] be installed at the downstream end of construction activity to minimize the transport of sediments off site. Settling ponds where sediment is collected [will] be cleaned out in a manner that prevents the sediment from reentering the stream. Care [will] be exercised when removing silt fences, as feasible, to prevent debris or sediment from returning to the stream" (refer to MSHCP Volume I, Section 7.5.3, and MSHCP Volume I, Appendix C). "Short-term diversions will consider effects on wildlife" (refer to MSHCP Volume I, Section 7.5.3).

g) "Equipment storage, fueling, and staging areas [will] be located on nonsensitive upland habitat types with minimal risks of direct discharge into riparian areas or other sensitive habitat types" (refer to MSHCP Volume I, Section 7.5.3, and MSHCP Volume I, Appendix C). "These designated areas will be located in such a manner as to prevent any runoff from entering sensitive habitat. Necessary precautions will be taken to prevent the release of cement or other toxic substances into surface waters. Project-related spills of hazardous materials [will] be reported to appropriate entities, including, but not limited to, the applicable jurisdictional city, USFWS, CDFW, and the RWQCB, and [will] be cleaned up immediately and contaminated soils removed to approved disposal areas" (refer to MSHCP Volume I, Appendix C).

h) "All equipment maintenance, staging, and dispensing of fuel, oil, coolant, or any other toxic substances will occur only in designated areas within the proposed grading limits of the project site. These designated areas [will] be clearly marked and located in such a manner as to contain runoff" (refer to MSHCP Volume I, Section 7.5.3).

WET-2: For consistency under the MSHCP and as discussed in the DBESP prepared for the project, the project will comply with MSHCP Section 6.1.4, *Guidelines Pertaining to Urban/Wildlands Interface* (pages 6-42 through 6-46), which addresses indirect effects associated with developments in proximity to MSHCP Conservation Areas. These guidelines include requirements for addressing indirect effects on drainage and indirect effects associated with toxics, lighting, noise, and landscape design.

WET-3: In accordance with the MSHCP, "the limits of disturbance, including the upstream, downstream, and lateral extents [on either side of any stream adjacent to the project impact footprint], will be clearly defined and marked in the field. [Biological] monitoring personnel will review the limits of disturbance prior to initiation of construction activities" (refer to MSHCP Volume I, Section 7.5.3, and MSHCP Volume I, Appendix C). This includes installing ESA fencing during construction to ensure avoidance of jurisdictional areas and riparian habitat.

WET-4: "During construction, the placement of equipment within a stream or on adjacent banks or adjacent upland habitats occupied by [MSHCP] covered species that are outside of the project footprint will be avoided" (MSHCP Volume I, Section 7.5.3). "The placement of equipment and personnel within the stream channel or on sand and gravel bars, banks, and adjacent upland habitats used by target species of concern" will also be avoided (MSHCP Volume I, Appendix C).

The following mitigation measure would be incorporated to address impacts on riparian/riverine habitat and federal and state jurisdictional waters and would ensure that potential impacts are reduced to levels that would be less than significant under CEQA and not adverse under NEPA.

WET-5: To mitigate permanent impacts on riparian/riverine habitat and federal and state jurisdictional waters, credits, in the form of habitat creation/restoration, will be purchased by Caltrans from an approved mitigation bank in the MSHCP plan area (such as the Riverside-Corona Resource Conservation District [RCRCD] in-lieu fee program) prior to construction at a ratio of 3:1 to compensate for the permanent loss of 0.166 acre of riparian habitat and 0.258 acre of unvegetated streambed subject to CDFW jurisdiction. It should be noted that the 0.258 acre of unvegetated CDFW streambed is inclusive of 0.258 acre of USACE non-wetland waters of the U.S. Therefore, the total mitigation for impacts on 0.166 acre of riparian habitat and 0.258 acre of CDFW streambed/USACE non-wetland waters is 1.272 acres. The priority for purchasing credits will be given to lands that occur within the Criteria Cells adjacent to the project site; however, if none are available, credits will be purchased elsewhere in the MSHCP plan area. If credits in the RCRCD mitigation bank are no longer available, Caltrans will develop an equivalent strategy for permittee-sponsored mitigation in coordination with USFWS, CDFW, and RCA.

Ephemeral drainages and riparian habitat (riparian/riverine areas) that are temporarily affected during construction will be restored to their original grade and revegetated with native vegetation habitat that was originally present at a 1:1 ratio. A Habitat Mitigation and Monitoring Plan (HMMP) will be prepared at least 60 days prior to ground disturbance that will detail the restoration techniques, identify success criteria, and provide for adaptive management techniques. This will provide riparian/riverine habitat that is of equivalent or better quality to the affected habitat and is contiguous with existing and anticipated conservation areas. The amount of impact on riparian/riverine habitat and federal and state jurisdictional waters will be confirmed with USFWS, CDFW, and RCA following the completion of final design (i.e., 100 percent design plans) for the project to ensure that impacts on these resources are fully addressed.

USACE, RWQCB, and CDFW may require additional mitigation during the aquatic permitting process; however, mitigation for permanent and temporary impacts described in **WET-5** meet the minimum requirements that are sufficient to offset impacts on jurisdictional waters. Final measures under CWA Sections 401 and 404 and California Fish and Game Code 1602 will be determined during the aquatic permit process. Any measures included in these permits shall be implemented.

2.3.3 Plant Species

2.3.3.1 REGULATORY SETTING

The U.S. Fish and Wildlife Service (USFWS) and California Department of Fish and Wildlife (CDFW) have regulatory responsibility for the protection of special-status plant species. "Special-status" species are selected for protection because they are rare and/or subject to population and habitat declines. Special status is a general term for species that are provided varying levels of regulatory protection. The highest level of protection is given to threatened and endangered species; these are species that are formally listed or proposed for listing as endangered or threatened under the Federal Endangered Species Act (FESA) and/or the California Endangered Species Act (CESA). Please see the Threatened and Endangered Species section in this document for detailed information about these species.

This section of the document discusses all the other special-status plant species, including CDFW species of special concern, USFWS candidate species, and California Native Plant Society (CNPS) rare and endangered plants.

The regulatory requirements for FESA can be found at United States Code 16 (USC), Section 1531, et seq. See also 50 Code of Federal Regulations (CFR) Part 402. The regulatory requirements for CESA can be found at California Fish and Game Code, Section 2050, et seq. Department projects are also subject to the Native Plant Protection Act, found at California Fish and Game Code, Section 1900–1913, and the California Environmental Quality Act (CEQA), CA Public Resources Code, Sections 2100–21177.

2.3.3.2 AFFECTED ENVIRONMENT

On March 17, 2014, Caltrans approved the NES, which describes the existing biological environment and how the project alternatives affect that environment. The NES summarizes technical documents (e.g., focused species studies, wetland assessments, biological assessments) related to and effects on biological resources in the Biological Study Area (BSA) for use in the environmental document.

The NES identifies 14 special-status plant species known to occur within the region of the BSA. These species include three special-status plant species that are federally or state-listed as threatened or endangered, and 11 unlisted special-status plant species.

Six of the 11 unlisted special-status plant species identified in Table 2-33 have suitable habitat present based on the elevations and vegetation communities present within the BSA: Jaeger's milk-vetch (*Astragalus pachypus* var. *jaegeri*), Plummer's mariposa-lily (*Calochortus plummerae*), Parry's spineflower (*Chorizanthe parryi* var. *parryi*), Robinson's pepper-grass (*Lepidium virginicum* var. *robinsonii*), mud nama (*Nama stenocarpum*), and San Bernardino aster (*Symphyotrichum defoliatum*). To date, focused surveys have not been conducted for rare plants. Results of the focused surveys will be available prior to project construction.

For the remaining five unlisted special-status plant species identified in Table 2-33, it was determined that no suitable habitat is present within the BSA, based on elevations and vegetation

communities documented within the BSA. These species are Davidson's Saltscale (*Atriplex serenana* var. *davidsonii*), round-leaved filaree (*California* [*Erodium*] *macrophylla*), smooth tarplant (*Centromadia pungens* ssp. *laevis*), Coulter's goldfields (*Lasthenia glabrata* ssp. *coulteri*), and Wright's trichocoronis (*Trichocoronis wrightii* var. *wrightii*). Therefore, these five species would not be affected by the project, and no further discussion is included.

Table 2-33: Special-Status Plant Species Occurring or Potentially Occurring in the BSA and Vicinity

Scientific Name	Common Name	Status[1]	Habitat and Distribution	Habitat Present/ Absent[2]	Rationale
Ambrosia pumila	San Diego ambrosia	F/FE S/NL CNPS/1B.1 MSHCP/S	Sandy loam or clay, often in disturbed areas, sometimes alkaline in chaparral, coastal scrub, valley and foothill grassland, and vernal pools. Elevation of 20–415 meters.	P	Suitable habitat is present within BSA; BSA not in an MSHCP survey area.
Astragalus pachypus var. jaegeri	Jaeger's milk-vetch	F/None S/SP CNPS/1B.1 MSHCP/C	Coastal scrub, chaparral, valley and foothill grassland, cismontane woodland. Dry ridges and valleys and open sandy slopes; often in grassland and oak-chaparral. Elevation of 365–915 meters.	P	Suitable habitat is present within BSA.
Atriplex serenana var. *davidsonii*	Davidson's saltscale	F/None S/SP CNPS/1B.2 MSHCP/S	Coastal bluff scrub, coastal scrub in alkaline soil. Elevation of 3–250 meters.	A	Suitable habitat not present within BSA; BSA not in an MSHCP survey area.
Berberis nevinii	Nevin's barberry	F/FE S/SE CNPS/1B.1 MSHCP/S	Sandy or gravelly soils in chaparral, cismontane woodland, coastal scrub, and riparian scrub. Elevation of 70–825 meters.	P	Suitable habitat present within BSA; BSA not in an MSHCP survey area.
Brodiaea filifolia	Thread-Leaved brodiaea	F/FT S/SE CNPS/1B.1 MSHCP/S	Clay substrates in chaparral (openings), cismontane woodland, coastal scrub, playas, valley and foothill grassland, and vernal pools. Elevation of 25–1,120 meters.	A	No suitable habitat in BSA; BSA no in an MSHCP survey area.
California (Erodium) macrophylla	Round-leaved filaree	F/None State/SP CNPS/1B.1 MSHCP/S	Cismontane woodland, valley and foothill grassland. Clay soils. Elevation of 15–1,200 meters.	A	No suitable habitat in BSA; BSA not in an MSHCP survey area.

Table 2-33: Special-Status Plant Species Occurring or Potentially Occurring in the BSA and Vicinity

Scientific Name	Common Name	Status[1]	Habitat and Distribution	Habitat Present/ Absent[2]	Rationale
Calochortus plummerae	Plummer's mariposa-lily	F/None S/SP CNPS/4.2 MSHCP/P	Chaparral, cismontane woodland, coastal scrub, lower montane coniferous forest, valley and foothill grassland. Elevation of 100–1,700 meters.	P	Suitable habitat present within BSA.
Centromadia pungens ssp. *laevis*	Smooth tarplant	F/None State/SP CNPS/1B.1 MSHCP/S	Alkaline areas in chenopod scrub, meadows, playas, riparian woodland, valley and foothill grassland below 480 meters (1,600 feet) in elevation.	A	Suitable habitat not present within BSA; BSA not in an MSHCP survey area.
Chorizanthe parryi var. *parryi*	Parry's spineflower	F/None S/SP CNPS/1B.1 MSHCP/P	Dry, sandy soils in chaparral or coastal sage scrub at 40 to 1, Elevation of 750 meters (100 to 5 at elevation of 700 feet).	P	Suitable habitat present within BSA.
Eriastrum densifolium ssp. *sanctorum*	Santa Ana River woolly-star	F/FE S/SE CNPS/1B.1 MSHCP/S	Sandy or gravelly soils in chaparral and coastal scrub (alluvial fan). Elevation of 91–610 meters.	P	Suitable habitat in BSA; BSA no in an MSHCP survey area.
Lasthenia glabrata ssp. coulteri	Coulter's goldfields	F/None S/SP CNPS/1B.1 MSHCP/S	Annual herb usually found on alkaline soils in marshes, playas, vernal pools, and valley and foothill grassland below 1,400 meters (4,600 feet) in elevation.	A	Suitable habitat not present within BSA; BSA not in an MSHCP survey area.
Lepidium virginicum var. *robinsonii*	Robinson's pepper-grass	F/None S/SP CNPS/4.3 MSHCP/ not included	Chaparral, coastal scrub. 1–885 meters.	P	Suitable habitat present.
Nama stenocarpum	Mud nama	F/None S/SP CNPS/2B.2 MSHCP/S	Annual or perennial herb of lake shores, riverbanks, and similar intermittently wet areas at 5 to 500 meters (20 to 1,600 feet) in elevation.	P	Suitable habitat present within BSA; BSA not in an MSHCP survey area.

Table 2-33: Special-Status Plant Species Occurring or Potentially Occurring in the BSA and Vicinity

Scientific Name	Common Name	Status[1]	Habitat and Distribution	Habitat Present/ Absent[2]	Rationale
Symphyotrichum defoliatum	San Bernardino aster	F/None S/SP CNPS/1 B MSHCP/not included	Meadows and seeps, marshes and swamps, coastal scrub, cismontane woodland, lower montane coniferous forest, grassland. Vernally mesic grassland or near ditches, streams and springs; disturbed areas. 2–2,040 meters.	P	Suitable habitat present within BSA.
Trichocoronis wrightii var. *wrightii*	Wright's trichocoronis	F/None S/SP CNPS/2 MSHCP/S	Marshes and swamps, riparian forest, meadows and seeps, vernal pools. Mud flats of vernal lakes, drying river beds, alkali meadows; 5 to 460 meters (20 to 1,500 feet) in elevation.	A	Suitable habitat not present within BSA; BSA not in an MSHCP survey area.
Navarretia fossalis	Spreading navarretia	F/FT S/SP CNPS/1B.1 MSHCP/S	Vernal pools, chenopod scrub, marshes and swamps, playas. San Diego hardpan and claypan vernal pools; in swales & vernal pools, often surrounded by other habitat types. 30–665 meters.	A	Suitable habitat present within BSA; BSA not in an MSHCP survey area.
Atriplex coronata var. *notatior*	San Jacinto Valley crownscale	F/FE S/SP CNPS/1B.1 MSHCP/S	Playas, valley and foothill grassland, vernal pools. Alkaline areas in the San Jacinto River Valley. 140–500 meters.	A	Suitable habitat not present within BSA; BSA not in an MSHCP survey area.

Table 2-33: Special-Status Plant Species Occurring or Potentially Occurring in the BSA and Vicinity

Scientific Name	Common Name	Status[1]	Habitat and Distribution	Habitat Present/ Absent[2]	Rationale
Dodecahema leptoceras	Slender-horned spineflower	F/FE S/SE CNPS/1B.1 MSHCP/S	Gravel soils of Temecula arkose deposits in openings in chamise chaparral in the Vail Lake Area, or on sandy soils in openings in alluvial scrub in floodplain terraces and benches that receive overbank deposits every 50 to 100 years from generally large washes or rivers.	A	Suitable habitat not present within BSA; BSA not in an MSHCP survey area.

Notes:

[1] Status:

F: Federal Classification

- FE Federal Endangered
- FT Federal Threatened
- MBTA Migratory Bird Treaty Act
- BCC Bird of Conservation Concern

S: California Classification

- SE State Endangered
- ST State Threatened
- FP Fully Protected
- CSC California Species of Special Concern. Refers to species with vulnerable or seriously declining populations.
- WL California Watch List Species. Refers to species with potentially vulnerable or declining populations.
- SP Special Plant. Refers to any other plant/plant community monitored by the CNDDB, regardless of its legal or protection status.

CNPS: California Native Plant Society Classifications

- 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.
- 3 Plants about which more information is needed – a CNPS review list.
- 4 Plants of Limited Distribution - A Watch List
- .1 Seriously threatened in CA (over 80% of occurrences threatened/high degree and immediacy of threat).
- .2 Moderately threatened in CA (20-80% occurrences threatened/moderate degree and immediacy of threat).
- .3 Not very threatened in CA (<20% of occurrences threatened/low degree and immediacy of threat or no current threats).

MSHCP: Western Riverside County MSHCP Status

- S Species is adequately conserved under the MSHCP, but surveys are required within indicated habitats and/ or survey areas.
- C Species is adequately conserved under the MSHCP.
- P Species is covered but considered inadequately conserved pending completion of MSHCP specified requirements.
- 2 Habitat Present/Absent
- P Present – general habitat is present and species is/may be present.
- A Absent – no further work needed.

Source: Natural Environment Study, March 2014.

2.3.3.3 ENVIRONMENTAL CONSEQUENCES

Alternative 1 – No Build Alternative
Under the No Build Alternative, there would be no changes to the design or operation of the existing facility. Because the existing conditions of the facility would remain unchanged, no direct impacts would occur on any non-listed special-status plant species.

Alternative 2 – Build Alternative (Preferred Alternative)
There are nine special-status plant species identified in Table 2-33 that are federally or state-listed as endangered or threatened. These species are discussed further in Section 2.3.5, *Threatened and Endangered Species*.

There are potential direct impacts on Jaeger's milk-vetch, Plummer's mariposa-lily, Parry's spineflower, Robinson's pepper-grass, mud nama, and San Bernardino aster, if these species are present within the project area. Potential direct impacts would occur during ground disturbance activities, including during vegetation clearing, staging, and placement of equipment and vehicles on the project site. Potential indirect impacts may occur on areas adjacent to the project area from generation of dust, increased risk of fire, and the introduction and spread of invasive plants (refer to Section 2.3.6 for further details on invasive species).

Of these species, Jaeger's milk-vetch and mud nama are MSHCP-covered species and were conserved by the MSHCP when the Plan was implemented. Because both of these species are afforded full coverage under the MSHCP, project consistency with the MSHCP would ensure that potential direct and indirect impacts are less than significant under CEQA and not substantial under NEPA.

The remaining four species with a potential to occur are not covered under the MSHCP. Plummer's mariposa lily and Robinson's peppergrass have a California Rare Plant Ranking of 4.2 and 4.3, respectively. It is expected that the potential direct and indirect impacts on these species would be minimal (if present in the project area) because they have low sensitivity and would not occur in numbers that would be biologically substantial. Accordingly, even if these species are present, impacts would be less than significant under CEQA and not substantial under NEPA. If these species are determined to be present based on preconstruction surveys, implementation of Measure **PS-1** and Measures **NC-1**, **NC-2**, **NC-4** through **NC-8**, and **NC-11** would minimize the project's potential impact on these species.

Of the six unlisted special-status plant species that have a potential to occur, only Parry's spineflower and San Bernardino aster would require avoidance and minimization measures for potential impacts on these species (if the species are determined to be present). Parry's spineflower and San Bernardino aster have a California Rare Plant Ranking of 1B.1, which signifies species that are rare, threatened, or endangered in California. Impacts on Parry's spineflower or San Bernardino aster would be biologically substantial due to the species' rarity.

A focused survey for Parry's spineflower and San Bernardino aster will be conducted prior to construction. If the focused survey determines that Parry's spineflower and/or San Bernardino aster are present within the project area, the species will be avoided and each plant location will be marked with ESA fencing as described in Measure **NC-1**.

If avoidance is not feasible, depending on the project schedule, (1) plants will be relocated by a qualified botanist to suitable habitat areas adjacent to the project area or other areas deemed appropriate by CDFW, or (2) mature seeds will be collected during the appropriate blooming period prior to the commencement of ground disturbance activities, as deemed appropriate by a qualified botanist. Mature seeds would be collected and stored in a manner to remain viable and dispersed in suitable habitat located within the BSA or within temporary impact areas upon the completion of all construction activities. If the focused survey determines that Parry's spineflower or San Bernardino aster is not present, no additional action beyond the preconstruction survey will be required. Based on the above discussion impacts on these species would be less than significant under CEQA and not substantial under NEPA.

2.3.3.4 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

The following avoidance and minimization measure would be incorporated to further limit potential impacts on these species to the maximum extent possible. Additionally, implementation of Measures **NC-1**, **NC-2**, **NC-4** through **NC-8**, and **NC-11** in Section 2.3.1.3 would further minimize or avoid potential impacts on these species.

PS-1: a) A focused survey for Parry's spineflower and San Bernardino aster will be conducted prior to construction. If the focused survey determines that Parry's spineflower and/or San Bernardino aster are present within the project area, the species will be avoided and each plant location will be marked with ESA fencing as described in NC-1.

b) If avoidance is not feasible, depending on the project schedule, (1) plants will be relocated by a qualified botanist to suitable habitat areas adjacent to the project area or other areas deemed appropriate by CDFW, or (2) mature seeds will be collected during the appropriate blooming period prior to the commencement of ground disturbance activities, as deemed appropriate by a qualified botanist. Mature seeds would be collected and stored in a manner to remain viable and dispersed in suitable habitat located within the BSA or within temporary impact areas upon the completion of all construction activities. If the focused survey determines that Parry's spineflower or San Bernardino aster is not present, no additional action beyond the preconstruction survey will be required.

2.3.4 Animal Species

2.3.4.1 REGULATORY SETTING

Many state and federal laws regulate impacts on wildlife. The U.S. Fish and Wildlife Service (USFWS), the National Oceanic and Atmospheric Administration's National Marine Fisheries Service (NOAA Fisheries Service), and the California Department of Fish and Wildlife (CDFW) are responsible for implementing these laws. This section discusses potential impacts and permit requirements associated with animals not listed or proposed for listing under the federal or state Endangered Species Act. Species listed or proposed for listing as threatened or endangered are discussed in Section 2.3.5 below. All other special-status animal species are discussed here, including CDFW fully protected species and species of special concern, and USFWS or NOAA Fisheries Service candidate species.

Federal laws and regulations relevant to wildlife include the following:

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

State laws and regulations relevant to wildlife include the following:

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

Local laws, regulations, and habitat conservation plans relevant to wildlife:

- Western Riverside County Multiple Species Habitat Conservation Plan
- Habitat Conservation Plan for the Stephens' Kangaroo rat in Western Riverside County

2.3.4.2 AFFECTED ENVIRONMENT

On March 27, 2014, Caltrans approved the NES, which describes the existing biological environment and how the project alternatives affect that environment. A Bat Habitat Suitability Assessment Report was also completed in August 2015. The NES identifies 27 unlisted special-status animal species known to occur within the region of the BSA.

Of those 27 species, the following 25 species are identified as being present or potentially present in the BSA (Table 2-34): Cooper's hawk (*Accipiter cooperii*), Southern California rufous-crowned sparrow (*Aimophila ruficeps canescens*), golden eagle (*Aquila chrysaetos*), Belding's orange-throated whiptail (*Aspidoscelis hyperythra beldingi*), coastal whiptail (*Aspidoscelis tigris stejnegeri*), burrowing owl (*Athene cunicularia*), ferruginous hawk (*Buteo regalis*), Northwestern San Diego pocket mouse (*Chaetodipus fallax fallax*), northern red diamond rattlesnake (*Crotalus ruber ruber*), white-tailed kite (*Elanus leucurus*), California horned lark (*Eremophilia alpestris actia*), California (western) mastiff bat (*Eumops perotis californicus*), yellow-breasted chat (*Icteria virens*), loggerhead shrike (*Lanius ludovicianus*), western yellow bat (*Lasiurus xanthinus*), San Diego black-tailed jackrabbit (*Lepus californicus*

bennettii), San Diego desert woodrat (*Neotoma lepida intermedia*), southern grasshopper mouse (*Onychomys torridus ramona*), Los Angeles pocket mouse (*Perognathus longimembris brevinasus*), Coast (San Diego) horned lizard (*Phrynosoma coronatum blainvillii*), purple martin (*Progne subis*), yellow warbler (*Setophaga petechia*), western spadefoot (*Spea hammondii*), Lawrence's goldfinch (*Spinus lawrenci*), and American badger (*Taxidea taxus*).

In addition to these species, the project's Bat Habitat Suitability Assessment Report[5] identified bat species with potential to occur in the BSA and indicated that suitable habitat exists within the BSA for bat roosting (e.g., culverts). These species include: Pallid bat (*Antrozous pallidus*), pocketed free-tailed bat (*Nyctinomops femorosaccus*), Townsend's big-eared bat (*Corynorhinus townsendii*), Western mastiff bat (*Eumops perotis californicus*), Western yellow bat (*Lasiurus xanthinus*), big brown bat (*Eptesicus fuscus*), hoary bat (*Lasiurus cinereus*), California myotis (*Myotis californicus*), long-legged myotis (*Myotis volans*), Western pipistrelle (*Pipistrellus hesperus*), Mexican free-tailed bat (*Tadarida brasiliensis*), Yuma myotis (*Myotis yumanensis*), silver-haired bat (*Lasionycteris noctivagans*), western small-footed myotis (*Myotis ciliolabrum*), and little brown bat (*Myotis lucifugus*). Of the identified species, Townsend's big-eared bat is the only state-listed as threatened and endangered species and is discussed further in Section 2.3.5.

Table 2-34: Special-Status Animal Species Occurring or Potentially Occurring in the BSA and Vicinity

Scientific Name	Common Name	Status[1]	Habitat and Distribution	Habitat Present/ Absent[2]	Rationale
Accipiter cooperii	Cooper's hawk	F/MBTA S/WL MSHCP/C	Woodland, chiefly of open, interrupted, or marginal type. Prefers nest sites in riparian, deciduous trees, as in canyon bottoms on river flood-plains; but also uses live oaks, etc.	P	Species occurs in BSA
Agelaius tricolor	Tricolored blackbird	F/BCC S/CSC MSHCP/C	Freshwater marsh, marsh and swamp, swamp, wetland	A	Suitable habitat not present within BSA.
Aimophila ruficeps canescens	Southern California Rufous-crowned sparrow	F/MBTA S/WL MSHCP/C	Resident in coastal sage scrub & sparse mixed chaparral. Frequents relatively steep, often rocky hillsides with grass & forb patches.	P	Species occurs in BSA
Aquila chrysaetos	Golden eagle	F/BCC S/FP MSHCP/C	Rolling foothills, mountain areas, sage-juniper flats, and desert. Cliff-walled canyons provide nesting habitat in most parts of range; also, large trees in open areas.	P	Suitable habitat is present, however this species was not observed in the BSA.

5 Sapphos Environmental, Inc. 2015. Construct Truck Climbing Lane in the East Bound Direction and Truck Descending Lane in the West Bound Direction of State Route 60 Project Bat Habitat Suitability Assessment Report. August.

Table 2-34: Special-Status Animal Species Occurring or Potentially Occurring in the BSA and Vicinity

Scientific Name	Common Name	Status[1]	Habitat and Distribution	Habitat Present/ Absent[2]	Rationale
Aspidoscelis hyperythra beldingi	Belding's orange-throated whiptail	F/None S/SSC MSHCP/C	Inhabits low-elevation coastal scrub, chaparral, and valley-foothill hardwood habitats. Prefers washes & other sandy areas with patches of brush & rocks.	P	Suitable habitat is present within BSA.
Aspidoscelis tigris stejnegeri	Coastal whiptail	F/None S/None MSHCP/C	Found in deserts & semiarid areas with sparse vegetation and open areas. Also found in woodland & riparian areas. Ground may be firm soil, sandy, or rocky.	P	Suitable habitat is present within BSA
Athene cunicularia	Burrowing owl	F/MBTA S/CSC MSHCP	Great basin grassland, great basin grassland scrub, Mojavean desert scrub, Sonoran desert scrub, valley and foothill grassland	P	Suitable habitat present. No burrowing owls were detected during focused surveys.
Buteo regalis	Ferruginous hawk	F/BCC S/WL MSHCP/C	Open grasslands, sagebrush flats, desert scrub. Low foothills & fringes of pinyon-juniper habitats.	P	Wintering habitat only, does not breed in our area.
Chaetodipus fallax fallax	Northwestern San Diego pocket mouse	F/None S/CSC MSHCP/C	Found in sandy herbaceous areas, usually associated with rocks or coarse gravel grasslands, and sagebrush.	P	Suitable habitat present within BSA. Not captured by Los Angeles Pocket Mouse surveys, but those were limited to specific designated survey areas.
Crotalus ruber ruber	Northern red-diamond rattlesnake	F/None S/CSC MSHCP/C	Chaparral, woodland, grassland & desert areas. Occurs in rocky areas & dense vegetation. Needs rodent burrows, cracks in rocks or surface cover objects.	P	Species occurs in BSA.
Elanus leucurus	White-tailed kite	F/MBTA S/FP MSHCP/C	Low foothills or valley areas within oaks, riparian areas, or marshes near open grasslands for foraging.	P	Species occurs in BSA.
Eremophilia alpestris actia	California horned lark	F/MBTA S/CSC MSHCP/C	Open grasslands and fields, agricultural area, open montane grasslands.	P	Suitable habitat present in the BSA.

Table 2-34: Special-Status Animal Species Occurring or Potentially Occurring in the BSA and Vicinity

Scientific Name	Common Name	Status[1]	Habitat and Distribution	Habitat Present/ Absent[2]	Rationale
Eumops perotis californicus	California (Western) mastiff bat	F/None S/CSC MSHCP/ not included	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.	P	Suitable habitat present in the BSA.
Icteria virens	Yellow-breasted Chat	F/MBTA S/CSC MSHCP/C	Summer resident; inhabits riparian thickets of willow & other brushy tangles near watercourses.	P	Species occurs in the BSA.
Lanius ludovicianus	Loggerhead shrike	F/BCC S/CSC MSHCP/C	Broken woodlands, savannah, pinyon-juniper, Joshua tree & riparian woodlands, desert oases, scrub & washes. Prefers open country for hunting, with perches for scanning & fairly dense shrubs & brush for nesting.	P	Suitable habitat is present within the BSA.
Lasiurus xanthinus	Western yellow bat	F/None S/CSC MSHCP/ not included	Found in valley foothill riparian, desert riparian, desert wash, and palm oasis habitats. Roosts in trees, particularly palm trees. Forages over water and among trees.	P	Suitable habitat is present within the BSA.
Lepus californicus bennettii	San Diego black-tailed jackrabbit	F/None S/CSC MSHCP/C	Variety of habitats including herbaceous and desert scrub areas, early stages of open forest and chaparral. Most common in relatively open habitats.	P	Suitable habitat is present within the BSA. BSA not in an MSHCP survey area.
Neotoma lepida intermedia	San Diego desert woodrat	F/None S/CSC MSHCP/C	Coastal scrub, moderate to dense canopies preferred. Particularly abundant in rock outcrops & rocky cliffs & slopes.	P	Species occurs in the BSA.
Onychomys torridus ramona	Southern grasshopper mouse	F/None S/CSC MSHCP/ not included	Desert areas, especially scrub habitats with friable soils for digging. Prefers low to moderate shrub cover. Feeds almost exclusively on arthropods.	P	Suitable habitat present.
Perognathus longimembris brevinasus	Los Angeles pocket mouse	F/None S/CSC MSHCP/S	Lower elevation grasslands & coastal sage communities. Open ground with fine sandy soils.	P	Suitable habitat present, but none were detected by focused surveys in the designated survey areas.

Table 2-34: Special-Status Animal Species Occurring or Potentially Occurring in the BSA and Vicinity

Scientific Name	Common Name	Status[1]	Habitat and Distribution	Habitat Present/ Absent[2]	Rationale
Phrynosoma (coronatum) blainvillii	Coast (San Diego) horned lizard	F/None S/CSC MSHCP/C	Frequents a wide variety of habitats. Most common in lowlands along sandy washes with scattered low bushes for cover, open areas for sunning, patches of loose soil for burial.	P	Suitable habitat present.
Plegadis chihi	White-faced ibis	F/MBTA S/WL MSHCP/C	Winters in locally wet meadows, shallow freshwater marshes, ponds, lakes, rivers, flooded fields, and estuaries.	A	Suitable habitat not present within the BSA.
Progne subis	Purple Martin	F/MBTA S/CSC MSHCP/C	Inhabits woodlands, low elevation coniferous forest of Douglas-fir, Ponderosa pine & Monterey pine. Nests primarily in old woodpecker cavities, also in human-made structures. Nests often located in tall, isolated tree/snag.	P	Suitable habitat is present within the BSA, but this species is likely extirpated from the area.
Setophaga petechia	Yellow warbler	F/BCC S/CSC MSHCP/C	Riparian woodlands	P	Species occurs in BSA.
Spea hammondii	Western spadefoot	F/None S/CSC MSHCP/C	Grasslands and occasionally hardwood woodlands, requires pools for breeding; burrows during dry season.	P	Suitable habitat may be present within BSA, pools in compacted soils of roads often used.
Spinus lawrencei	Lawrence's goldfinch	F/BCC S/None MSHCP/ not included	Breeds in open oak or other arid woodland and chaparral, near water. Rarely breeds along immediate coast. Typically habitats include valley foothill hardwood, valley foothill hardwood-conifer. Occurs in desert riparian, palm oasis, pinyon-juniper, and lower montane habitats in southern California. Nearby herbaceous habitats are often used for feeding.	P	Species occurs within the BSA.

Table 2-34: Special-Status Animal Species Occurring or Potentially Occurring in the BSA and Vicinity

Scientific Name	Common Name	Status[1]	Habitat and Distribution	Habitat Present/ Absent[2]	Rationale
Taxidea taxus	American badger	F/None S/CSC MSHCP/ not included	Most abundant in drier open stages of most shrub, forest, and herbaceous habitats, with friable soils & open, uncultivated ground.	P	Suitable habitat present within the BSA.

Notes:

[1] Status:

F: Federal Classification

FE - Federal Endangered
FT - Federal Threatened
MBTA - Migratory Bird Treaty Act
BCC - Bird of Conservation Concern

S: California Classification

SE - State Endangered
ST - State Threatened
FP - Fully Protected
CSC - California Species of Special Concern. Refers to species with vulnerable or seriously declining populations.
WL - California Watch List Species. Refers to species with potentially vulnerable or declining populations.
SP - Special Plant. Refers to any other plant/plant community monitored by the CNDDB, regardless of its legal or protection status.

CNPS: California Native Plant Society Classifications

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.
3 - Plants about which more information is needed – a CNPS review list.
4 - Plants of Limited Distribution - A Watch List
.1 Seriously threatened in CA (over 80% of occurrences threatened/high degree and immediacy of threat).
.2 Moderately threatened in CA (20-80% occurrences threatened/moderate degree and immediacy of threat).
.3 Not very threatened in CA (<20% of occurrences threatened/low degree and immediacy of threat or no current threats).

MSHCP: Western Riverside County MSHCP Status

S - Species is adequately conserved under the MSHCP, but surveys are required within indicated habitats and/ or survey areas.
C - Species is adequately conserved under the MSHCP.
P - Species is covered but considered inadequately conserved pending completion of MSHCP specified requirements.

[2] Habitat Present/Absent

P - Present – general habitat is present and species is/may be present.
A - Absent – no further work needed.

Source: Natural Environment Study, March 2014

2.3.4.3 ENVIRONMENTAL CONSEQUENCES

With the exception of burrowing owl and Los Angeles pocket mouse (LAPM), all of the listed MSHCP species are fully covered by participation in the MSHCP. Fully covered species under the MSHCP do not have MSHCP survey requirements, are considered adequately conserved due to species objectives being met by the MSHCP, and are provided take authorizations under MSCHP permits and the Implementation Agreement with the assumption that the project will comply with all required MSHCP avoidance, minimization, and mitigation measures. Because these species are fully covered and adequately conserved, and with the project being a covered

activity, any potential impacts are fully addressed under the MSHCP; therefore, they will not be discussed further at the species level in this section but are instead addressed by animal group.

Burrowing owl and LAPM are not federally or state-listed as threatened or endangered and are not adequately covered by the MSHCP. Special survey areas and procedures are in place for these two species. Potential project-related effects on these two species are detailed further in their respective sections below.

California (Western) mastiff bat, western yellow bat, southern grasshopper mouse, Lawrence's goldfinch, and American badger are also identified in Table 2-34 as being present or potentially present in the BSA, but are not covered by the MSHCP. As these species are non-listed special-status species, discussion of each is provided in the section below.

Alternative 1 – No Build Alternative

The No Build Alternative assumes that the project would not occur and that existing conditions of the project area would remain unchanged. No construction impacts would occur under this alternative. There would be no direct or indirect impacts on wildlife species under this alternative. Also, under this alternative, no wildlife crossing would be implemented, and wildlife crossing improvements associated with the Build Alternative (Preferred Alternative) would not be implemented.

Alternative 2 – Build Alternative (Preferred Alternative)

Construction of the Build Alternative (Preferred Alternative) has the potential to directly and indirectly affect wildlife species. Direct impacts include removal of vegetation and habitat, and noise and vibrations during construction. Indirect impacts include potential increased dust, increased risk of fire, trash, and introduction of invasive species (see Section 2.3.6). The section below address impacts on wildlife and the measures that would be taken to ensure that all impacts are avoided and minimized.

Burrowing Owl

The project site is within an MSHCP additional survey area for western burrowing owl and was found to contain potentially suitable habitat for the burrowing owl in the form of annual grasslands present within the BSA. A focused burrowing owl survey was completed during the nesting/breeding period for this species. The burrowing owl was not detected within the BSA during the spring 2013 focused surveys. Because the burrowing owl is a highly mobile species with the potential to move onto the project site prior to construction, potential effects on the species as a result of the project are possible. Potential direct impacts on this species would include direct loss of habitat and injury or death due to collapse of occupied burrows during project activities. Potential indirect impacts may include habitat avoidance adjacent to the project site from construction-related noise, vibrations, and dust; potential fuel spills from construction equipment; increased risk of fire; possible night lighting during construction; and disturbances from equipment or personnel outside designated construction areas. If burrowing owl is present, any of these potential direct and indirect impacts would be potentially significant under CEQA and adverse under NEPA.

In compliance with MSHCP requirements, a pre-construction survey for burrowing owls will be conducted within 30 days prior to ground disturbing activities. In addition, potential effects on

wintering birds are also possible, so species-specific surveys would be conducted year-round. Should burrowing owls be detected, a burrowing owl management plan will be prepared, as stipulated in measure **AS-8**. At that time, Caltrans will coordinate with the Wildlife Agencies for additional guidance (per CDFW and USFWS letters dated September 2, 2015 and October 13, 2015).

If burrowing owls are present during construction of the project, implementation of measures **NC-1**, **NC-2**, **NC-3**, **NC-4**, **NC-6**, and **AS-1** through **AS-6** would ensure that impacts are avoided by monitoring and protecting this species. Implementation of measure **NC-11** would ensure that impacts are minimized by ensuring the limits of disturbance are well defined and limiting the placement of construction equipment adjacent to sensitive areas. Implementation of the identified measures would also ensure consistency with the MSHCP.

Based on the discussion above, impacts on burrowing owl would be considered less than significant under CEQA and not adverse under NEPA.

Los Angeles Pocket Mouse (LAPM)

The MSHCP has designated specific areas where surveys for LAPM are required, and two of those areas occur in the vicinity of the project footprint.

A focused habitat assessment for LAPM was conducted on May 14 and 16, 2013. The habitat assessment determined that suitable habitat for LAPM is present within the BSA. Focused surveys were performed from June 24–30, 2013 and no LAPM were captured during the trapping effort. It was concluded that LAPM do not occupy the MSHCP designated LAPM survey areas within the project footprint and vicinity. The project is not expected to result in impacts under CEQA or adverse impacts under NEPA.

Bird Protection

Potential nesting of raptors and other migratory or special-status bird species listed in Table 2-34 may occur during the bird breeding season. Potential impacts may include direct loss of habitat and could include injury to or death of bird species caused by vegetation removal and project activities. Indirect impacts may include habitat avoidance due to construction-related noise, vibrations, and dust; potential fuel spills from construction equipment; increased risk of fire; possible night lighting during construction; and disturbances from equipment or personnel outside designated construction areas.

To protect raptors and other nesting birds covered by the MBTA and the California Fish and Game Code, and for compliance with the MSHCP Incidental Take Permit Condition 5, any initial construction activities such as site preparation, clearing and grubbing, vegetation removal or trimming, or grading will occur outside of the nesting bird season (February 15 through September 15). In the event that initial groundwork cannot be conducted outside the bird breeding season, focused preconstruction nesting bird surveys will be conducted no more than three days prior to any construction or ground-disturbing activities.

During the period from February 1 through February 15, the surveys would focus on areas suitable for raptor nesting. Should nesting birds be found, an exclusionary buffer will be established by the biologist. The buffer will be up to 500 feet in diameter for raptors and 300 feet

in diameter for passerines. This buffer will be clearly marked in the field by construction personnel under guidance of the biologist, and construction or clearing will not be conducted within this zone until the biologist determines that the young have fledged or the nest is no longer active. Exceptions to this protocol apply to clearing of coastal sage scrub (including disturbed) judged to be potentially suitable habitat for (and/or occupied by) coastal California gnatcatcher and located within MSHCP criteria areas and public/quasi-public lands. For these areas, the habitat removal restriction is from March 1 through August 15 (per CDFW and USFWS letters dated September 2, 2015 and October 13, 2015); no vegetation removal can be conducted within this timeframe. In addition, for riparian-riverine vegetation occupied by riparian-riverine Purpose Species (species identified in MSHCP Volume 1, Section 6.1.2), vegetation removal cannot occur from March 1 through September 15. Should construction occur during the nesting season (February 15 through September 15) and a listed species or active nests are found, avoidance and minimization measures will be implemented in consultation with USFWS, CDFW, and RCA. In addition, exclusionary nest buffers will be implemented to include 300 feet for passerines and 500 feet for raptors. The buffer will be delineated by a qualified biological monitor. This buffer will be clearly marked in the field by construction personnel under guidance of a qualified biological monitor. While nesting birds are active, the biological monitor will ensure that construction-related activities do not encroach into the buffer zone until the young have fledged or the nest is no longer active. Exceptions to this protocol apply to clearing of coastal sage scrub (including disturbed) judged to be potentially suitable habitat for (and/or occupied by) coastal California gnatcatcher and located within MSHCP criteria areas and public/quasi-public lands. Project-related removal of coastal sage scrub shall not occur from March 1 through August 15. In addition, for riparian-riverine vegetation occupied by riparian-riverine Purpose Species (species identified in MSHCP Volume 1, Section 6.1.2), vegetation removal cannot occur from March 1 through September 15.

Implementation of measures **NC-1**, **NC-2**, **NC-3**, **NC-4**, **NC-6**, and **AS-2** through **AS-6** would ensure that impacts are avoided to the extent practicable by monitoring and protecting these species. In their letter dated September 2, 2015, the Wildlife Agencies outline requirements in the protection of nesting birds, including the coastal California gnatcatcher. These requirements were found by the Wildlife Agencies to be consistent with terms of the MSHCP permit and they are included in measure **AS-2**. Implementation of measure **NC-11** would ensure that the limits of disturbance are well defined and limit the placement of construction equipment adjacent to sensitive areas.

Accordingly, the project's potential impacts on nesting raptors and other migratory or special-status bird species listed in Table 2-34 would be less than significant under CEQA and not substantial under NEPA.

American Badger

Potential effects on American badger are possible because potential badger habitat exists within the project disturbance limits and BSA. Potential impacts may include direct loss of habitat and could include injury to or death of badgers caused by den removal/collapse during project activities. Indirect impacts may include habitat avoidance due to construction-related noise, vibrations, and dust; potential fuel spills from construction equipment; increased risk of fire; possible night lighting during construction; and disturbances from equipment or personnel outside designated construction areas.

Implementation of measures for other special-status species (i.e., **NC-1**, **NC-2**, **NC-3**, **NC-4**, **NC-6**, and **AS-1** through **AS-5**) would ensure that impacts are avoided to the extent practicable by monitoring and protecting this species. Implementation of measure **NC-11** would ensure that the limits of disturbance are well defined and limit the placement of construction equipment adjacent to sensitive areas.

Based on the discussion above, if badger are present, these potential direct and indirect impacts would not be substantial to the species as a whole and would not be significant under CEQA or adverse under NEPA.

Southern Grasshopper Mouse

Potential effects on southern grasshopper mouse are possible because potential southern grasshopper mouse habitat exists within the BSA. Potential impacts may include direct injury to or death of southern grasshopper mouse caused by vegetation removal or collapse of burrows during project activities. Indirect impacts include burrow abandonment and habitat avoidance near the edges of the project area due to construction-related noise, vibrations, and dust; potential fuel spills from construction equipment; increased risk of fire; possible night lighting during construction; and disturbances from equipment or personnel outside designated construction areas.

Implementation of measures for other special-status species (i.e., **NC-1**, **NC-2**, **NC-3**, **NC-6**, and **AS-3** through **AS-5**) would ensure that impacts are avoided to the extent practicable by monitoring and protecting this species. Implementation of measure **NC-11** would ensure that impacts are minimized by ensuring the limits of disturbance are well defined and limiting the placement of construction equipment adjacent to sensitive areas.

Based on the discussion above, if this species is present these potential direct and indirect impacts would not be substantial to the species as a whole and would not be significant under CEQA or adverse under NEPA.

Bat Species

Potential effects on bats and bat habitat are possible as a result of the project. A coarse-scale bat habitat evaluation was performed and determined that potential bat roosting habitat exists within the project limits in the form of various culvert structures. The project has the potential to directly affect bat species by temporarily removing potential roosting structures (i.e., up to eight culverts) and trees that could be used by bats during construction. Indirect effects on bat species include noise, dust, and encroachment on roosting and/or maternity roost habitat. If large bat colonies are present within potential roosting habitat (i.e., culverts or trees), these potential direct and indirect impacts could potentially be substantial. To ensure mortality of bats does not occur and to document the extent of bat habitation in the project limits and directly adjacent lands, a qualified, agency-approved bat biologist will perform a detailed field review of the potential bat habitat structures identified in the project limits defined in the August 2015 Bat Habitat Suitability Report. For structures confirmed to be potentially suitable for bat roosting/nursery, exit counts and acoustic surveys will be performed in spring/summer prior to construction to determine whether a structure supports a nursery or roost and by which species. For locations confirmed to be occupied by bats, the bat biologist will provide a report detailing both in text and graphically where exclusion devices will need to be placed, the timing for exclusion work, the

timeline and methodology needed to exclude the bats, and any additional avoidance and minimization measures that will be required to lessen impacts to less than significant levels.

Implementation of measures **NC-1**, **NC-2**, **NC-3**, **NC-4**, **NC-6**, and **AS-3** through **AS-6** would ensure that impacts are avoided to the extent practicable by monitoring and protecting these species. Implementation of measure **NC-11** would ensure that impacts are minimized by ensuring the limits of disturbance are well defined and limiting the placement of construction equipment adjacent to sensitive areas.

Based on the above discussion, impacts on these species would be less than significant under CEQA and not substantial under NEPA.

Small Mammals

Northwestern San Diego pocket mouse, San Diego black-tailed jackrabbit, and San Diego desert woodrat were all determined to have suitable habitat within the BSA and are all covered species under the MSHCP.

Potential impacts may include direct injury to or death of small mammals due to vegetation removal and project activities, or indirect impacts such as burrow/nest damage or abandonment and habitat avoidance due to construction activities including noise, vibrations, dust, potential fuel spills from construction equipment, increased risk of fire, possible night lighting during construction, and activities of equipment or personnel outside designated construction areas. These species are fully covered by the MSHCP. The MSHCP requires that certain standard measures be incorporated for each covered species. The project would incorporate these standard measures.

Implementation of measures **NC-1**, **NC-2**, **NC-3**, **NC-4**, **NC-6**, and **AS-3** through **AS-5** (implemented for other species) would ensure that impacts are avoided to the extent practicable by monitoring and protecting these species. Implementation of measure **NC-11** would ensure that impacts are minimized by ensuring the limits of disturbance are well defined and limiting the placement of construction equipment adjacent to sensitive areas.

Based on the discussion above, impacts on these species are fully addressed and would not be considered significant under CEQA or adverse under NEPA.

Reptiles and Amphibians

Belding's orange-throated whiptail, coastal whiptail, northern red-diamond rattlesnake, Coast (San Diego) horned lizard, and western spadefoot were all determined to have suitable habitat within the BSA. All of these species are covered under the MSHCP.

The project has the potential to affect these species through direct injury or mortality or through direct removal of habitat. Indirect effects include noise, vibrations, dust, lighting, and disturbance. These species are fully covered by the MSHCP. The MSHCP requires that certain standard measures be incorporated for each covered species. The project would incorporate these standard measures.

Implementation of measures **NC-1**, **NC-2**, **NC-3**, **NC-4**, **NC-6**, and **AS-3** through **AS-5** (implemented for other species) would ensure that impacts are avoided to the extent practicable by monitoring and protecting these species. Implementation of measure **NC-11** would ensure that impacts are minimized by ensuring the limits of disturbance are well defined and limiting the placement of construction equipment adjacent to sensitive areas.

Based on the discussion above, impacts on these species are fully addressed and would not be considered significant under CEQA or adverse under NEPA.

2.3.4.4 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

The following avoidance and minimization measures would address impacts on associated animal species. Additionally, implementation of avoidance measures **NC-1** and **NC-2** in Section 2.3.1.3 would further limit potential impacts on these species.

The following avoidance measures would be incorporated to address impacts on associated animal species:

AS-1: A qualified biologist will survey for American badger concurrent with the pre-construction survey for burrowing owl and nesting bird surveys. If badgers are detected, the biologist will passively relocate badgers out of the work area prior to construction, if feasible. If a den is discovered during construction and/or passive relocation is not feasible, the project proponent will avoid the den and disturbance of the species, if feasible, until the qualified biologist determines the den is no longer active. Dens that are determined to be inactive by the qualified biologist will be collapsed by hand to prevent occupation of the burrow between the time of the survey and construction activities.

AS-2: To protect raptors and other nesting birds covered by the MBTA and the California Fish and Game Code, and for compliance with the MSHCP Incidental Take Permit Condition 5, the following will be implemented:

a) Any initial construction activities such as site preparation, clearing and grubbing, vegetation removal or trimming, or grading will occur outside of the nesting bird season (February 15 through September 15). In the event that initial groundwork cannot be conducted outside the bird breeding season, focused preconstruction nesting bird surveys will be conducted no more than three days prior to any construction or ground-disturbing activities. During the period from February 1 through February 15, the surveys would focus on areas suitable for raptor nesting.

b) Should nesting birds be found, an exclusionary buffer will be established by the biologist. The buffer will be up to 500 feet in diameter for raptors and 300 feet in diameter for passerines. This buffer will be clearly marked in the field by construction personnel under guidance of the biologist, and construction or clearing will not be conducted within this zone until the biologist determines that the young have fledged or the nest is no longer active. Exceptions to this protocol apply to clearing of coastal sage scrub (including disturbed) judged to be potentially suitable habitat for (and/or occupied by) coastal California gnatcatcher and located within MSHCP criteria areas and public/quasi-public lands. For these

areas, the habitat removal restriction is from March 1 through August 15 (per CDFW and USFWS letters dated September 2, 2015 and October 13, 2015); no vegetation removal can be conducted within this timeframe. In addition, for riparian-riverine vegetation occupied by riparian-riverine Purpose Species (species identified in MSHCP Volume 1, Section 6.1.2), vegetation removal cannot occur from March 1 through September 15. Should construction occur during the nesting season (February 15 through September 15) and a listed species or active nests are found, avoidance and minimization measures will be implemented in consultation with USFWS, CDFW, and RCA. In addition, exclusionary nest buffers will be implemented to include 300 feet for passerines and 500 feet for raptors. The buffer will be delineated by a qualified biological monitor. This buffer will be clearly marked in the field by construction personnel under guidance of a qualified biological monitor. While nesting birds are active, the biological monitor will ensure that construction-related activities do not encroach into the buffer zone until the young have fledged or the nest is no longer active. Exceptions to this protocol apply to clearing of coastal sage scrub (including disturbed) judged to be potentially suitable habitat for (and/or occupied by) coastal California gnatcatcher and located within MSHCP criteria areas and public/quasi-public lands. Project-related removal of coastal sage scrub shall not occur from March 1 through August 15. In addition, for riparian-riverine vegetation occupied by riparian-riverine Purpose Species (species identified in MSHCP Volume 1, Section 6.1.2), vegetation removal cannot occur from March 1 through September 15.

AS-3: The qualified project biologist will monitor daytime and nighttime construction activities for the duration of the project to ensure that practicable measures are being employed and avoid incidental disturbance of habitat and species of concern within or outside the project footprint (MSHCP Volume I, Section 7.5.3).

Note: Special attention will be provided to ensure that the environmentally sensitive area (ESA) fencing is maintained daily through construction, animals are flushed out of immediate construction, grading, and grubbing areas, and that all trenches/excavation sites or other wildlife entrapment hazards have escape ramps for wildlife in place.

AS-4: In accordance with MSHCP Volume I, Appendix C, to avoid attracting predators of the special-status species, the project site will be kept as clean of debris as possible. All food related trash items will be enclosed in sealed containers and regularly removed from the site(s). Waste, dirt, rubble, or trash will not be deposited in the Conservation Area or on native habitat.

AS-5: All work performed in all areas functioning or with potential to function as a wildlife crossing or linkage (e.g., undercrossings, culverts, pipes) will be monitored by a qualified biologist. Unnecessary equipment and personnel will not be maintained, used, or stored in these locations in order to prevent obstructions to wildlife movement and to maintain function of these areas for wildlife movement and connectivity.

AS-6: To ensure mortality of bats does not occur and to document the extent of bat habitation in the project limits and directly adjacent lands, the following items will be performed, at a minimum:

a) A qualified, agency-approved bat biologist will perform a detailed field review of the potential bat habitat structures identified in the project limits defined in the August 2015 Bat Habitat Suitability Report. For structures confirmed to be potentially suitable for bat roosting/nursery, exit counts and acoustic surveys will be performed in spring/summer prior to construction to determine whether a structure supports a nursery or roost and by which species.

i) For locations confirmed to be occupied by bats, the bat biologist will provide a report detailing both in text and graphically where exclusion devices will need to be placed, the timing for exclusion work, the timeline and methodology needed to exclude the bats, and any additional avoidance and minimization measures that will be required to lessen impacts to less than significant levels.
ii) Monitoring activities and schedule will be included in the report, including frequency of monitoring, which structures would need to be monitored, and reporting requirements.
iii) Details on placement of man-made roosting habitat panels (if applicable), including design, placement location, and timing of placement, will be included in the report. If required, these panels must be placed at least nine months prior to the exclusion or eviction of the bats.
iv) Measures to include bat habitat (e.g., panels, crevices) within new wildlife crossing structures will be implemented, if practicable, into the project design in coordination with a qualified bat biologist and CDFW. These measures will be incorporated into the bat report (referenced in item i above), which will be reviewed and approved by CDFW.

The following minimization measure would be incorporated to address impacts on associated animal species:

AS-7 Noise reduction measures will be implemented when working near or adjacent to all natural communities and linkages or potential linkages in accordance with MSHCP Section 6.1.4, which states, "Proposed noise generating land uses affecting the MSHCP Conservation Area shall incorporate setbacks, berms or walls to minimize the effects of noise on MSHCP Conservation Area resources pursuant to applicable rules, regulations and guidelines related to land use noise standards. For planning purposes, wildlife within the MSHCP Conservation Area should not be subject to noise that would exceed residential noise standards."

The following mitigation measure would be incorporated to address impacts on associated animal species:

AS-8: An MSHCP pre-construction survey for burrowing owls will be conducted within 30 days prior to ground disturbance in suitable habitat areas. The surveys will be conducted prior to construction regardless of the time of year construction commences.

If burrowing owls are found, a project-specific mitigation plan will be developed and authorized through consultation with RCA, CDFW, and USFWS, as outlined in MSHCP Table 9.2, Section 6.3.2, and Appendix D, Summary of MSHCP Species Survey Requirements. The project-specific mitigation plan will include the following, at a minimum:

a) Focused Survey for Burrowing Owl: Performed following the MSHCP protocol between the window of March 1 through August 31 and in the survey season prior to scheduled construction. The survey will include the project footprint and up to a 300-foot buffer if performed between February 1 and August 31. Focused surveys for wintering burrowing owl will also be conducted during the non-breeding season (September 1 through January 31).
b) Preconstruction Survey for Burrowing Owl: Performed within 30 days prior to ground disturbance regardless of whether the species is found during the focused survey. The survey area would be the project footprint and at least a 100-foot buffer.
c) Protocol for Presence: Steps necessary for handling the presence of burrowing owl (if found during either of the two surveys), which may include full avoidance, if feasible, or passive relocation by a qualified ornithologist.
d) The burrowing owl management plan will incorporate regular documentation and reporting requirements to ensure the plan is being followed and is successfully implemented.
e) Agency Approval: The burrowing owl management plan will need approval by RCA, USFWS, and CDFW prior to construction commencement.

2.3.5 Threatened and Endangered Species

2.3.5.1 REGULATORY SETTING

The primary federal law protecting threatened and endangered species is the Federal Endangered Species Act (FESA): 16 United States Code (USC) Section 1531, et seq. See also 50 Code of Federal Regulations (CFR) Part 402. This act and later amendments provide for the conservation of endangered and threatened species and the ecosystems upon which they depend. Under Section 7 of this act, federal agencies, such as the Federal Highway Administration (FHWA), are required to consult with the U.S. Fish and Wildlife Service (USFWS) and the National Oceanic and Atmospheric Administration's National Marine Fisheries Service (NOAA Fisheries Service) to ensure that they are not undertaking, funding, permitting, or authorizing actions likely to jeopardize the continued existence of listed species or destroy or adversely modify designated critical habitat. Critical habitat is defined as geographic locations critical to the existence of a threatened or endangered species. The outcome of consultation under Section 7 may include a Biological Opinion with an Incidental Take statement, a Letter of Concurrence and/or documentation of a No Effect finding. Section 3 of FESA defines take as "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture or collect or any attempt at such conduct."

California has enacted a similar law at the state level, the California Endangered Species Act (CESA), California Fish and Game Code Section 2050, et seq. CESA emphasizes early consultation to avoid potential impacts on rare, endangered, and threatened species and to develop appropriate planning to offset project-caused losses of listed species populations and their essential habitats. The California Department of Fish and Wildlife (CDFW) is the agency responsible for implementing CESA. Section 2081 of the Fish and Game Code prohibits "take" of any species determined to be an endangered species or a threatened species. Take is defined in Section 86 of the Fish and Game Code as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill." CESA allows for take incidental to otherwise lawful development projects; for these actions an incidental take permit is issued by the CDFW. For species listed under both the FESA and CESA requiring a Biological Opinion under Section 7 of the FESA, the CDFW may also authorize impacts on CESA species by issuing a Consistency Determination under Section 2080.1 of the California Fish and Game Code.

Another federal law, the Magnuson-Stevens Fishery Conservation and Management Act of 1976, was established to conserve and manage fishery resources found off the coast, as well as anadromous species and Continental Shelf fishery resources of the United States, by exercising (A) sovereign rights for the purposes of exploring, exploiting, conserving, and managing all fish within the exclusive economic zone established by Presidential Proclamation 5030, dated March 10, 1983, and (B) exclusive fishery management authority beyond the exclusive economic zone over such anadromous species, Continental Shelf fishery resources, and fishery resources in special areas.

2.3.5.2 AFFECTED ENVIRONMENT

Caltrans approved the March 27, 2014 Natural Environment Study.

Caltrans coordinated with John M. Taylor of USFWS on January 8, 2013. On January 9, 2013, a species list request was sent to USFWS. The USFWS List of Federally Endangered, Threatened, Proposed, and Candidate Species and their Critical Habitat that May Occur in the Vicinity of the SR-60 Truck Lanes Project letter dated February 6, 2013 can be found in Section 3.1.4, *Agency Correspondence and Documentation*. On April 19, 2016 Caltrans received an e-mail confirming the 2013 USFWS Species list remains valid (see Section 3.1.4, *Agency Correspondence and Documentation*).

USFWS has been consulted with to help determine the best locations for wildlife crossings to help comply with the requirements of the MSHCP. Further coordination with USFWS has been initiated as a part of the MSHCP compliance stage of the project, and in compliance with the requirement of the formal Section 7 Consultation process. USFWS would also be coordinated with to help determine the locations of wildlife crossings and associated fencing. See Section 3.1.4, *Agency Correspondence and Documentation*, for the draft locations, descriptions, and costs. Proposed wildlife crossing locations are discussed in the MSHCP discussion in Section 2.3.4, *Animal Species*.

The project would not require consultation with the National Marine Fisheries Service, as this project would not affect fisheries or essential fish habitat.

Seven special-status plant species—Nevin's barberry (*Berberis nevinii*), San Diego ambrosia (*Ambrosia pumila*), Santa Ana River woolly-star (*Eriastrum densifolium* ssp. *sanctorum*), thread-leaved brodiaea *(Brodiaea filifolia*), San Jacinto Valley crownscale (*Atriplex coronata* var. *notatior*), slender-horned spineflower (*Dodecahema leptoceras*), and spreading navarretia (*Navarretia fossalis*)—identified in Table 2-33 are federally or state-listed as endangered or threatened. There is no suitable habitat present within the BSA for San Jacinto Valley crownscale, spreading navarretia, thread-leaved brodiaea, or slender-horned spineflower based on elevation, soils, and vegetation communities documented within the BSA. There is suitable habitat for Nevin's barberry, San Diego ambrosia, and Santa Ana River woolly-star based on elevations, soils, and vegetation communities. In addition, the BSA for the project is not in an MSHCP survey area for any of the above-listed species (MSHCP Volume I, Sections 6.1.3 and 6.3.2). Therefore, no focused surveys are required for these species.

Six animal species listed as threatened or endangered were determined to have potentially suitable habitat present within the BSA: San Bernardino kangaroo rat (*Dipodomys merriami parvus*), Stephens' kangaroo rat (*Dipodomys stephensi*), Southwestern willow flycatcher (*Empidonax traillii extimus*), coastal California gnatcatcher (*Polioptila californica californica*), least Bell's vireo (*Vireo bellii pusillus*), and Townsend's big-eared bat (*Corynorhinus townsendii*). Of these species, all but the San Bernardino kangaroo rat were deemed to have suitable habitat within the BSA.

Table 2-35: Threatened & Endangered Species Occurring or Potentially Occurring in the BSA and Vicinity

Scientific Name	Common Name	Status[1]	Habitat and Distribution	Habitat Present/ Absent[2]	Rationale
Dipodomys merriami parvus	San Bernardino kangaroo rat	F/FE S/CSC MSHCP/S	Alluvial scrub vegetation on sandy loam substrates characteristic of alluvial fans and floodplains.	A	Although there is an MSHCP survey area at the east edge of the BSA, there is no suitable habitat within the BSA.
Dipodomys stephensi	Stephens' kangaroo rat	F/FE S/ST MSHCP/C	Found in plant communities transitional between grassland and coastal sage scrub, with perennial vegetation cover of less than 50%.	P	Suitable habitat present within the BSA.
Empidonax traillii extimus	Southwestern willow flycatcher	F/FE S/SE MSHCP/S	Rare and local breeder in extensive riparian areas of dense willows or (rarely) tamarisk, usually with standing water.	P	Suitable habitat present. Not detected by focused surveys. Single willow flycatchers were detected on two dates within the normal spring migration period of the full species. They did not stay & were therefore presumed to be migrants of more northerly subspecies.
Polioptila californica californica	Coastal California gnatcatcher	F/FT S/CSC MSHCP/C	Obligate, permanent resident of sage scrub and sometimes chaparral.	P	Suitable habitat present within the BSA.
Vireo bellii pusillus	Least Bell's vireo	F/FE S/SE MSHCP/S	Riparian forests and willow thickets.	P	Based on repeated detections of singing male LBVs in the same general area during focused surveys, biologists believe that there were eight LBV territories in or immediately adjacent to the BSA. Breeding confirmed in one territory.

Table 2-35: Threatened & Endangered Species Occurring or Potentially Occurring in the BSA and Vicinity

Scientific Name	Common Name	Status[1]	Habitat and Distribution	Habitat Present/ Absent[2]	Rationale
Corynorhinus townsendii	Townsend's Big-eared Bat	S/ST	Roosts in open cavities, caves, and buildings throughout western North America.	P	Suitable habitat present within the BSA in culverts.

Notes:

[1] Status:

F: Federal Classification

FE - Federal Endangered

FT - Federal Threatened

S: California Classification

SE - State Endangered

ST - State Threatened

FP - Fully Protected

CSC - California Species of Special Concern. Refers to species with vulnerable or seriously declining populations.

WL - California Watch List Species. Refers to species with potentially vulnerable or declining populations.

SP - Special Plant. Refers to any other plant/plant community monitored by the CNDDB, regardless of its legal or protection status.

CNPS: California Native Plant Society Classifications

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.

3 - Plants about which more information is needed – a CNPS review list.

4 - Plants of Limited Distribution - A Watch List

.1 Seriously threatened in CA (over 80% of occurrences threatened/high degree and immediacy of threat).

.2 Moderately threatened in CA (20-80% occurrences threatened/moderate degree and immediacy of threat).

.3 Not very threatened in CA (<20% of occurrences threatened/low degree and immediacy of threat or no current threats).

MSHCP: Western Riverside County MSHCP Status

S - Species is adequately conserved under the MSHCP, but surveys are required within indicated habitats and/ or survey areas.

C - Species is adequately conserved under the MSHCP.

P - Species is covered but considered inadequately conserved pending completion of MSHCP specified requirements.

[2] Habitat Present/Absent

P - Present – general habitat is present and species is/may be present.

A - Absent – no further work needed.

Source: Natural Environment Study, March 2014.

2.3.5.3 ENVIRONMENTAL CONSEQUENCES

Alternative 1 – No Build Alternative

The No Build Alternative assumes that the project would not occur and that existing conditions of the project area would remain unchanged. No construction impacts would occur under this alternative. There would be no impacts on threatened or endangered wildlife species under this alternative. Also, under this alternative, wildlife crossing improvements associated with the Build Alternative (Preferred Alternative) would not be implemented.

Alternative 2 – Build Alternative (Preferred Alternative)

Construction of the Build Alternative (Preferred Alternative) has the potential to directly and indirectly affect threatened and endangered wildlife species. Direct impacts include removal of vegetation and habitat during initiation of construction work. Indirect impacts include construction noise and vibrations, potential increased dust, increased risk of fire, trash, and introduction of invasive species (see Section 2.3.6). The sections below address impacts on threatened and endangered wildlife and the measures that would be taken to ensure that all impacts are avoided and minimized.

With the exception of Townsend's big eared bat, all of the above-listed species are adequately conserved by participation in the MSHCP due to species objectives being met by the MSHCP (via consistency with the MSHCP requirements addressed in Appendix C, *Standard Best Management Practices*; Section 7.5.3, *Construction Guidelines*; and Section 6.1.4, *Guidelines Pertaining to Urban/Wildlands Interface* of the MSHCP) and are provided take authorizations under MSHCP permits and the Implementation Agreement. Because these species are adequately conserved and with the project being a covered activity, any potential impacts are already fully addressed through consistency with the MSHCP. The sections below address impacts on threatened and endangered species and the measures that would be taken to ensure that all impacts are avoided and minimized.

Threatened and Endangered Plant Species

Because no suitable habitat is present, the San Jacinto Valley crownscale, slender-horned spineflower, spreading Navarretia, and thread-leaved brodiaea are considered not present within the project area and, accordingly, they would not be affected by the project.

Nevin's barberry, Santa Ana River woolly-star, and San Diego ambrosia have suitable habitat within the BSA but there are no MSHCP survey areas identified for these species within the BSA; therefore, there are no survey requirements for these species under the MSHCP and these species are afforded coverage under the Plan. Due to this MSHCP designation, no further agency coordination or measures are required. Caltrans has determined that, under FESA, the project "May Affect, Likely to Adversely Affect" Nevin's barberry, Santa Ana River woolly-star, and San Diego ambrosia, if these species are present.

It has been determined by Caltrans that there would be "No Effect" under FESA on San Jacinto Valley crownscale, slender-horned spineflower, spreading navarretia, and thread-leaved brodiaea.

San Bernardino Kangaroo Rat

This small, burrowing mammal is state-listed and federally listed as endangered. Its favored habitat is alluvial scrub vegetation on sandy loam substrates characteristic of alluvial fans and floodplains. It is covered under the MSHCP; however, no suitable habitat is present within the BSA. Caltrans has determined, in accordance with Section 7 of the FESA, that there would be "No Effect" on this species.

Stephens' Kangaroo Rat (SKR)

This small, burrowing mammal is state-listed as threatened and federally listed as endangered. Its favored habitat is grasslands with sparse sage scrub. It is a covered species under the MSHCP.

The species also has a Habitat Conservation Plan in the project area (SKRHCP). The Biological Opinion issued by USFWS on November 19, 2015 for this project included specific reference to the status of the SKR and the effects of implementing the SKR HCP and MSHCP being addressed in Biological Opinions dated May 2, 1996 and June 22, 2004, respectively.

Permanent impacts on 15.39 acres and temporary impacts on 3.56 acres of grassland habitat could include direct injury to or death of SKR due to vegetation removal and project activities. Indirect impacts include burrow damage or abandonment of habitat adjacent to the project area, and habitat avoidance due to construction activities such as noise, vibrations, dust, potential fuel spills from construction equipment, increased risk of fire, possible night lighting during construction, and activities of equipment or personnel outside designated construction areas. A total of 7.75 acres of permanent and 1.83 acres of temporary impacts on grassland habitat would occur within the SKRHCP fee area (although public works projects are exempt from mitigation fees in this fee area). Based on the potential for SKR take, Caltrans identified a determination of "May Affect, Likely to Adversely Affect" for SKR in the Natural Environment Study approved for this project.

Final Section 7 consultation for the project dated November 19, 2015 resulted in an Incidental Take Statement for SKR, which defines limits and thresholds for impacts on suitable SKR habitat. The November 19, 2015 Incidental Take Statement authorizes disturbance of up to 9.58 acres of suitable SKR habitat and also prescribes Reasonable and Prudent Measures, which require monitoring and reporting requirements outlined in measures **T&E-2a, T&E-2b,** and **T&E-3** below.

As stated in the Biological Opinion for this project, project activities will result in impacts on approximately 9.58 acres of SKR habitat (non-native grassland)—7.75 acres permanently and 1.83 temporarily. Up to 9.58 acres of habitat capable of supporting SKR may be disturbed and subjected to impacts associated with the proposed Project. If this take threshold is reached, Caltrans will ensure any operations causing such take will cease and reinitiate consultation.

Based on the results of the conclusion of formal Section 7 consultation with USFWS, the Biological Opinion dated November 19, 2015 concluded that implementation of the project will not result in an appreciable reduction in the number, distribution, or reproduction of the SKR subspecies as a whole, and is thus not likely to result in jeopardy to SKR.

Based on the discussion above, impacts on SKR would be considered less than significant under CEQA and not adverse under NEPA.

As indicated in measures **T&E-2a, T&E-2b,** and **T&E-3,** in conjunction with monitoring the impact of the incidental take, the progress of construction of the project and its impact on the species must be reported to the USFWS Palm Springs office as specified in the incidental take statement [50 CFR § 402.14(i)(3)]. Additionally, implementation of measures **NC-1**, **NC-2**, **NC-3**, **NC-4**, **NC-6**, and **AS-3** through **AS-5** would avoid impacts by protecting, monitoring, and limiting impacts and measure **NC-11** would minimize impacts by ensuring that the limits of disturbance are well defined and would limit the placement of construction equipment adjacent to sensitive areas.

Coastal California Gnatcatcher (CAGN)

This small, resident bird is federally listed as threatened. Its favored habitat is coastal sage scrub. It is a covered species under the MSHCP.

Permanent impacts on 49.29 acres and temporary impacts on 23.21 acres of coastal sage scrub habitat (outside of the nesting season) would include direct loss of habitat and could include injury to or death of CAGN during vegetation removal and project activities. Indirect impacts may include habitat avoidance within areas adjacent to the project area due to construction-related noise, vibrations, dust, potential fuel spills from construction equipment, increased risk of fire, possible night lighting during construction, and activities of equipment or personnel outside designated construction areas. Based on the potential for CAGN take, Caltrans identified a determination of "May Affect, Likely to Adversely Affect" for CAGN in the Natural Environment Study approved for this project.

Based on the results of the conclusion of formal Section 7 consultation with USFWS, the Biological Opinion dated November 19, 2015 concluded that implementation of the project will not result in jeopardy to CAGN.

Because this species is afforded full coverage under the MSHCP, project consistency with the MSHCP would ensure that potential direct and indirect impacts are less than significant under CEQA and not substantial under NEPA.

Implementation of measures **NC-1**, **NC-2**, **NC-3**, **NC-4**, **NC-6**, and **AS-2** through **AS-5** would ensure that impacts on CAGN are avoided by protecting, monitoring, and limiting impacts. Implementation of measure **NC-11** would ensure that impacts on CAGN are minimized by ensuring the limits of disturbance are well defined and limiting the placement of construction equipment adjacent to sensitive areas.

Southwestern Willow Flycatcher (SWWF)

SWWF is a subspecies of willow flycatcher. It has been federally listed as endangered by USFWS since 1995, and was state-listed as an endangered species by CDFW in 1992. SWWF is a migratory songbird occurring in this region only during the breeding season (late May to early August). It is the only subspecies of willow flycatcher that breeds in Southern California. This species breeds in riparian habitat along rivers, streams, and other wetlands.

Focused surveys for SWWF were conducted in 2013 to determine the presence of SWWF within the BSA. No SWWF were detected within the BSA. On May 23 and June 5, 2013, single willow flycatchers were detected, one on each date. These dates are within the normal period of spring migration of the species in Southern California, and none of the birds were found on subsequent surveys. Therefore, it was concluded that these birds were migrants, likely of more northerly subspecies (*E.t. adastus* or *E.t. brewsteri*) and not SWWF (subspecies *E.t. extimus*).

Because SWWF was determined to be absent during the focused survey, no impacts on the species are anticipated. Caltrans has determined, in accordance with Section 7 of the FESA, there would be "No Effect" on SWWF.

Least Bell's Vireo (LBV)

LBV was listed as an endangered species by the state and federal agencies in 1980 and 1986[6], respectively, and critical habitat was designated in 1994[7]. LBV is a small migratory songbird that nests in Southern California. This species is a summer resident of Southern California. It breeds in willow thickets and other dense, low riparian growths in lowlands and lower portions of canyons. Approximately 38,000 acres of critical habitat was designated for LBV in 1994. The critical habitat occurs in 10 areas throughout Santa Barbara, Ventura, Los Angeles, San Bernardino, Riverside, and San Diego counties. No designated critical habitat occurs in the project BSA.

Focused surveys for LBV were conducted in 2013 to determine the presence of LBV within the BSA. Based on repeated detections of singing male LBVs in the same general areas, it is anticipated that there were eight LBV territories in or immediately adjacent to the project area. One of these territories was confirmed to have a pair of LBVs and at least one fledgling on June 28, 2013. LBV only occur within San Timoteo Creek within the vicinity of the project area.

No direct impacts on LBV would occur because the project footprint occurs outside of the occupied habitat within San Timoteo Creek. The project may result in potential indirect impacts on LBV habitat in the project vicinity. Temporary indirect impacts include construction-related impacts such as noise, vibrations, dust, potential fuel spills from construction equipment, increased risk of fire, possible night lighting during construction, and activities of equipment or personnel outside designated construction areas as well as operation impacts such as on adjacent habitats caused by storm water runoff, traffic, and litter. Construction may indirectly affect riparian/riverine habitats permanently through enhancing the germination and proliferation of non-native invasive plant species. Invasive plant species are those that out-compete native plants; they are of particular concern. These indirect impacts affect LBV through the contribution to the degradation of potential LBV habitat.

Based on the discussion above, impacts on LBV would be considered less than significant under CEQA and not adverse under NEPA.

LBV is an MSHCP species, and project-related take of this species and its habitat would be authorized through formal Section 7 consultation with USFWS and through compliance with the MSHCP. Based on the potential for temporary indirect effects and with the implementation of avoidance measures described below, Caltrans identified a determination of "May Affect, Likely to Adversely Affect" for LBV in the Natural Environment Study approved for this project.

In addition, based on the results of the conclusion of formal Section 7 consultation with USFWS, the Biological Opinion dated November 19, 2015 concluded that implementation of the project will not result in jeopardy to LBV.

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6 USFWS, 1986. Endangered and Threatened Wildlife and Plants; Determination of Endangered Status for the Least Bell's Vireo. 50 CFR Part 17, 51 Fed. Reg. No. 85 (May 2, 1986), pp. 16474-16481.

7 USFWS, 1994. Endangered and Threatened Wildlife and Plants; Designation of Critical Habitat Status for the Least Bell's Vireo. 50 CFR Part 17, 59 Fed. Reg. No. 22 (February 2, 1994), pp. 4845-4867.

Implementation of measures **T&E-1**, **NC-1**, **NC-2**, **NC-3**, **NC-4**, **NC-6**, and **AS-2** through **AS-5** would ensure that impacts on LBV are avoided by protecting, monitoring, and limiting impacts. Implementation of measure **NC-11** would ensure that impacts on LBV are minimized by ensuring the limits of disturbance are well defined and limiting the placement of construction equipment adjacent to sensitive areas.

Townsend's Big-eared Bat

Per the project's Bat Habitat Suitability Assessment Report (August 2015), Townsend's big-eared bat has potential to occur in the BSA within culverts identified as potentially providing bat roosting habitat. Townsend's big-eared bat is not federally listed and is not covered under the MSHCP. However, it is a state candidate for threatened status and a California Species of Special Concern. The species was noted in the report to have been recorded outside of the U.S. Geological Survey 7.5-minute nine-quadrangle search area for the project, and suitable habitat for this species was determined to exist within the BSA. It was also noted that this species has been documented to roost singly in corrugated metal culverts such as the ones present within the BSA and project limits.

Potential effects on Townsend's big-eared bat and potential roosting habitat for the species are possible as a result of the project. The project has the potential to directly affect Townsend's big-eared bat through direct temporary removal of potential roosting habitat during construction, which could cause harm to or mortality of individuals and temporarily remove roosting habitat. Indirect effects on bat species include noise, dust, and encroachment on roosting and/or maternity roost habitat. If the species is determined to be present, California Endangered Species Act permitting and coordination with CDFW would be required prior to construction.

Implementation of measures **NC-1**, **NC-2**, **NC-3**, **NC-4**, **NC-6**, and **AS-3** through **AS-6** would ensure that impacts are avoided by protecting, monitoring, and limiting impacts. Implementation of measure **NC-11** would ensure that indirect impacts are minimized by ensuring the limits of disturbance are well defined and limiting the placement of construction equipment adjacent to sensitive areas.

Based on the discussion above, impacts would be considered less than significant under CEQA and not adverse under NEPA.

MSHCP Participation and Formal Section 7 Consultation

A FESA Section 7 consultation with USFWS was completed on November 19, 2015 in the form of a Biological Opinion because of potential impacts on federally listed species and because the project is a covered activity in the MSHCP. Per Section 14.9 of the MSHCP Implementation Agreement, USFWS would ensure, in a biological opinion, that the project is consistent with the terms and conditions of the MSHCP. Any reasonable and prudent measure issued by USFWS in the biological opinion would be consistent with the MSHCP and the Implementation Agreement to the maximum appropriate extent. USFWS has also determined through formal consultation that the project scope, analysis, surveys, avoidance and minimization measures, and conclusions are consistent with the MSHCP and has issued an Incidental Take Statement accompanied by Reasonable and Prudent Measures for SKR, which have been incorporated into this document and into the measures listed below in Section 2.3.5.4.

2.3.5.4 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

The following minimization measures will be implemented to reduce the potential for impacts on any threatened and endangered species. Additionally, Measures **NC-1** through **NC-6**, **NC-10**, and **NC-11** in Section 2.3.1.3 and Measures **AS-2** through **AS-7** in Section 2.3.4.4 would be implemented and would minimize or avoid potential impacts on threatened and endangered species.

T&E-1: Pre-construction focused LBV surveys will be conducted in any suitable habitat within 500 feet of the project footprint within three days prior to construction to determine if LBV are nesting within the buffer area. If any nesting LBV are found during focused surveys, measure **AS-2(b)** will be implemented to ensure complete avoidance of any nesting individuals.

T&E-2: To monitor the impact of the incidental take, the progress of the action and its impact on the species must be reported to the USFWS Palm Springs office as specified in the incidental take statement [50 CFR § 402.14(i)(3)]. As required by USFWS in the Biological Opinion dated November 19, 2015, compliance with the established take threshold for all SKR habitat associated with the project shall be monitored and reported. In order to ensure compliance, the following will be implemented:

a) A Biological Monitor shall be present during project activities to survey all annual grassland subject to disturbance. Once the Biological Monitor has determined that permanent and temporary impacts on annual grasslands have reached 60 percent of anticipated disturbance (6 acres), Caltrans shall map all grasslands disturbed with a sub-meter global positioning system (GPS) weekly.

b) Reports, including base-station corrected GPS files, will be submitted to USFWS at the end of every week until ground disturbance has encompassed all areas subject to disturbance.

T&E-3: The USFWS Palm Springs office shall be notified within 3 working days if any endangered or threatened species is found dead or injured as a direct or indirect result of project implementation. Any incidents of dead or injured endangered or threatened species shall be documented with the date, time, location, and any other pertinent information. Dead animals will be marked appropriately, photographed, and left on site. Injured animals will be transported to a qualified veterinarian, and USFWS will be notified regarding the final disposition of any treated animals that survive.

2.3.6 Invasive Species

2.3.6.1 REGULATORY SETTING

On February 3, 1999, President William J. Clinton signed Executive Order (EO) 13112 requiring federal agencies to combat the introduction or spread of invasive species in the United States. The order defines invasive species as "any species, including its seeds, eggs, spores, or other biological material capable of propagating that species, that is not native to that ecosystem whose introduction does or is likely to cause economic or environmental harm or harm to human health." Federal Highway Administration (FHWA) guidance issued August 10, 1999 directs the use of the State's invasive species list maintained by the California Invasive Species Council to define the invasive species that must be considered as part of the National Environmental Policy Act (NEPA) analysis for a proposed project.

2.3.6.2 AFFECTED ENVIRONMENT

Caltrans approved the March 27, 2014 Natural Environment Study. A Natural Environment Study (NES) describes the existing biological environment and how the project alternatives affect that environment. The NES summarizes technical documents (e.g., focused species studies, wetland assessments, biological assessments) related to effects on biological resources in the Biological Study Area (BSA) for use in the environmental document.

The California Department of Food and Agriculture (CDFA), Division of Plant Health and Pest Prevention Services, has listed the noxious weed seed of California. Ratings (A, B, C, or Q) have been designated for noxious species. These ratings reflect CDFA's view of the statewide importance of invasive species, the likelihood that eradication or control efforts would be successful, and the present distribution of the pest within the State. The ratings are policy guidelines that indicate the most appropriate action to take against a pest under general circumstances. Pests designated by Level A are those subject to State- or County Agricultural Commissioner (CAC)-enforced action involving eradication, containment, rejection, or other holding action. Pests designated by Level B are those which the CAC has the discretion to eradicate, contain, control, or perform other holding actions, or are those pests subject to State-endorsed holding action and eradication only when found in a nursery. Pests designated a Level C are those not subject to State-enforced action outside of nurseries, except to retard the spread (at the discretion of the CAC) or to provide for pest cleanliness in nurseries. Pests designated Q are those at the State/County level pending determination of a permanent rating.

The California Exotic Pest Plant Council (CalEPPC) list is based on information submitted by members, land managers, botanists, and researchers throughout the State, as well as published sources. The list highlights non-native plants that are serious problems in wildlands (natural areas that support native ecosystems, including national, State, and local parks, ecological reserves, wildlife areas, national forests, BLM lands, etc.). It includes List A, the most invasive wild land pest plants, which are documented as aggressive invaders that displace natives and disrupt natural habitats. This list includes two sub-lists: List A-1 is composed of widespread pests that are invasive in three Jepson regions, and List A-2 is composed of regional pests invasive in three or fewer Jepson regions. List B is composed of wild land pest plants of lesser invasiveness; invasive pest plants that spread less rapidly and cause a lesser degree of habitat disruption. The List B species may be widespread or regional. Red Alert are those pest plants

with potential to spread explosively and whose infestations currently are small or localized. Annual grasses are those annual grasses that are abundant and widespread in California and pose serious threats to wildlands.

2.3.6.3 ENVIRONMENTAL CONSEQUENCES

Alternative 1 – No Build Alternative

Under the No Build Alternative, there would be no changes to the design or operation of the existing facility. Areas adjacent to the existing facility are already severely degraded and dominated by non-native annuals and bare ground. It is expected that many of the plant species along the facility are also dominated by invasive species. Because the existing conditions of the facility would remain unchanged, the introduction and spread of invasive species would remain the same as under existing conditions.

Alternative 2 – Build Alternative (Preferred Alternative)

The project has the potential to spread invasive species by entering and exiting construction areas with contaminated equipment and vehicles, introduction of disturbance into the project area, the inclusion of invasive species in seed mixtures and mulch, and improper removal and disposal of invasive species so that seed is spread along the highway. Potential indirect effects, such as increased risk of fire, could also promote spread of invasive plants by removing native vegetation and creating conditions conducive to spread of invasive plants. After construction is completed, areas left as bare ground within temporary impact areas would also create favorable conditions for invasive plants and promote the spread of these invasive plants into undisturbed lands adjacent to the project impact area. The spread of invasive species could be biologically substantial to natural open space areas adjacent to the project. Implementation of measures **NC-2**, **NC-4**, **NC-7**, **NC-8**, and **INV-1** would minimize the spread of invasive species during construction of the project. In addition, **INV-2** and **INV-3** would ensure that the potential indirect spread of invasive plants during and after construction activities have ceased would also be minimized. Impacts are considered less than significant under CEQA and not adverse under NEPA.

2.3.6.4 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

The following measures—along with measures **NC-2**, **NC-4**, **NC-7**, and **NC-8** in Section 2.3.1.3—would be implemented to minimize potential impacts related to invasive species and to ensure compliance with EO 13112.

INV–1: Exotic plant species removed during construction will be properly handled to prevent sprouting or regrowth (MSHCP Volume I, Section 7.5.3).

INV-2: Bare soil within the project impact area will be landscaped with Caltrans-approved native seed mix (consistent with **NC-7**) from locally adapted species, where feasible, to preclude the invasion of noxious weeds. None of the species on the California list of invasive species is used by Caltrans for erosion control or landscaping in Riverside County. The use of site-specific materials, which are adapted to local conditions, increases the likelihood that revegetation will be successful and maintains the genetic integrity of the local ecosystem. Arrangements will be made well in advance of

planting for the scheduled planting time. Sufficient time should be allocated for a professional seed company to visit the project site during the appropriate season and collect the native plant seed. If local propagules are not available or cannot be collected in sufficient quantities, materials collected or grown from other sources within Southern California will be substituted. For widespread native herbaceous species that are more likely to be genetically homogenous, site specificity is a less important consideration, and seed from commercial sources may be used.

Seed purity will be certified by planting seed labeled under the California Food and Agricultural Code or that has been tested within a year by a seed laboratory certified by the Association of Official Seed Analysts or by a seed technologist certified by the Society of Commercial Seed Technologists.

INV–3: Construction equipment will be cleaned of mud or other debris that may contain invasive plants and/or seeds and inspected prior to initializing onto the project site. This will reduce the potential of spreading noxious weeds from other sites and introducing them onto the construction site. In compliance with Caltrans' standard BMPs, this may include setting up wash station(s) in upland sites within minimal risk of direct drainage into riparian areas or other sensitive habitats (MSHCP Vol I, Section 7.5.3 and MSHCP Volume I, Appendix C).

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2.4 Cumulative Impacts

2.4.1 Regulatory Setting

Cumulative impacts are those that result from past, present, and reasonably foreseeable future actions, combined with the potential impacts of this proposed project. A cumulative effects assessment looks at the collective impacts posed by individual land use plans and projects. Cumulative impacts can result from individually minor but collectively substantial impacts taking place over a period of time.

Cumulative impacts to resources in the project area may result from residential, commercial, industrial, and highway development, as well as from agricultural development and the conversion to more intensive types of agricultural cultivation. These land use activities can degrade habitat and species diversity through consequences such as displacement and fragmentation of habitats and populations, alteration of hydrology, contamination, erosion, sedimentation, disruption of migration corridors, changes in water quality, and introduction or promotion of predators. They can also contribute to potential community impacts identified for the project, such as changes in community character, traffic patterns, housing availability, and employment.

California Environmental Quality Act (CEQA) Guidelines, Section 15130, describes when a cumulative impact analysis is necessary and what elements are necessary for an adequate discussion of cumulative impacts. The definition of cumulative impacts under CEQA can be found in Section 15355 of the CEQA Guidelines. A definition of cumulative impacts under the National Environmental Policy Act (NEPA) can be found in 40 Code of Federal Regulations (CFR), Section 1508.7 of the Council on Environmental Quality (CEQ) Regulations.

2.4.2 Methodology

The California Department of Transportation (Caltrans), in conjunction with the Federal Highway Administration (FHWA) and U.S. Environmental Protection Agency, developed a guidance document titled, *Guidance for Preparers of Cumulative Impact Analysis* (2005).[1] The following analysis is based on the referenced guidance, which includes an eight-step process:

- Identify the resource to be analyzed
- Define the study area for each resource
- Describe the current health and historical context for each resource
- Identify the direct and indirect impacts of the proposed project
- Identify other reasonable foreseeable actions that might affect each resource
- Assess potential cumulative impacts

[1] California Department of Transportation (Caltrans). 2005. *Guidance for Preparers of Cumulative Impact Analysis*. July 27. http://www.dot.ca.gov/ser/cumulative_guidance/downloads/Approach_and_Guidance.pdf

- Report results
- Assess the need for mitigation

As specified in the guidance, if a proposed project will not cause direct or indirect impacts to a resource, it will not contribute to a cumulative impact on that resource, and need not be evaluated with respect to potential cumulative impacts. As discussed at the beginning of Chapter 2, and in various sections of Chapter 2 of this environmental document, the project would not result in direct or indirect impacts on the following resources and, therefore, no discussion is provided:

- Coastal Zone
- Wild and Scenic Rivers
- Parks and Recreational Facilities
- Farmlands/Timberlands
- Relocations
- Land Use
- Growth
- Environmental Justice
- Community Impacts
- Traffic/Transportation
- Cultural Resources
- Hydrology/Floodplain
- Noise

2.4.3 Resources Evaluated for Potential Cumulative Impacts

The following discussion of potential cumulative impacts is presented by environmental resource area. A list of the reasonably foreseeable projects considered in this analysis is presented in Table 2-1 in Section 2.1.1 of this environmental document. Twenty-one projects in the City of Moreno Valley, twenty-two projects in the City of Beaumont, and one project within the jurisdiction of Riverside County are currently planned within the resource study areas of the project. Based upon available information, 12 of the related projects would be constructed concurrently with the project; therefore, there is potential for cumulative temporary construction impacts resulting from the concurrent execution of multiple projects within the study area. There are 18 listed projects that do not have an identified construction schedule; these projects could also potentially overlap with the project. It should be noted that depending on the Resource Study Area (RSA) defined for each resource, either some or all of these projects could be included in the individual cumulative analyses. In addition, the RSA for certain resources, such as air quality, may cover a larger geographic area that includes more projects than those listed in Section 2.1.1. The following resources have been evaluated for potential cumulative impacts:

- Visual/Aesthetics
- Water Quality
- Paleontology
- Air Quality
- Natural Communities of Special Concern
- Waters of the U.S. and State Streambeds

- Special-Status Plants
- Threatened and Endangered Animals

2.4.3.1 HUMAN ENVIRONMENT

Visual/Aesthetics

The RSA for aesthetics is considered to be a viewshed extending out an approximate one-mile radius from the project. A majority of the project viewshed is within the steep hillsides associated with the San Jacinto Mountains. Views are limited to adjacent slopes and the corridor itself with sight distances being reduced because of the winding nature of the roadway. Occasionally, glimpses of the mountains and valley floor are caught between ridges, but opportunities to appreciate these limited views are minimal because of the challenging drive and limited right of way. Areas adjacent to the project are primarily undeveloped, with no signage or lighting. The viewshed opens up to the cities of Moreno Valley and Beaumont at the western and eastern ends of the project, respectively. Several of the related projects listed in Table 2-1 appear to occur within the project viewshed and their proximity to the project area can be seen in Figure 2-2 (Sheets 1-5) on pages 2-15 to 2-26. These projects include the SR-60/Theodore Street Interchange Project (Map I.D. 1), World Logistics Center (Map I.D. 8), and Hidden Canyon Industrial (Map I.D. 35).

In general, the project would change the visual character of SR-60 through the project area from a smaller-scale roadway with enclosed views to a larger, multi-lane highway with more open views. The overall appearance of the corridor would remain consistent with its existing character as a transportation facility and distant vistas would remain intact; however, it would result in a more urbanized appearance. Project changes would not block scenic vistas and, in some cases, may make these views more available to motorists. The project would not affect views of the surrounding mountains or valley floor or other scenic resources along a scenic highway. The project would result in an overall moderate-low resource change to the project area. However, in combination with a moderate-high viewer sensitivity, the project would result in an overall moderate-high visual impact. Implementation of avoidance and minimization measures **AV-1** through **AV-4** would reduce the effects of large cut/fill slopes, loss of vegetation, and retaining walls, and would reduce the effects of project changes as seen by Highway Users on SR-60. The more urbanized appearance from the wider roadway would remain; however, this change would not affect the overall aesthetic quality of the corridor or visual resources. The change also has the potential to be perceived as beneficial by Highway Users as it allows for expanded views, opportunities for motorists to share their focus between navigating the roadway and corridor views, and/or improved commute time resulting in a positive travel experience.

The project in conjunction with the other planned projects identified above would add urbanizing elements to a more rural area. With the exception of the SR-60/Theodore Street Interchange Project, the development projects would not affect SR-60 or add to a cumulative visual impact on the resources that would be affected by the project. Both the SR-60 improvements and the proposed Theodore Street interchange would result in a more urbanized appearance along SR-60. However, within the overall context of the larger topography and rural setting, these changes would be minor and would not result in a cumulative impact.

The No Build Alternative would result in no contribution to any potential impacts related to visual/aesthetics.

The Build Alternative (Preferred Alternative) is not anticipated to result in substantial cumulative effects under NEPA or substantial cumulative impacts under CEQA related to visual/aesthetics.

2.4.3.2 PHYSICAL ENVIRONMENT

Water Quality

The RSA for water quality includes the San Timoteo Hydrologic Area (HA) (801.60) and San Jacinto HA (802.00). The project would permanently increase the area of paved, impermeable surfaces in the project study area by about 25 acres. This increase in impervious area would result in increased pollutant build-up and wash-off; a greater volume and rate of stormwater runoff could cause or contribute to erosion and off-site pollutant transport. The project would create new slopes or modify existing ones, which would ensure control of surface drainage and minimize surface erosion. The new and modified slopes would also treat runoff by allowing an increased infiltration rate of stormwater flow over the sides of slopes onto ground surfaces treated with special soil amendment utilized for water infiltration. In addition, runoff would be minimized by the implementation of post-construction water quality best management practices (BMPs) required by the Caltrans Municipal Separate Storm Sewer System Permit. These BMPs, which are designed to handle project runoff, in addition to the implementation of avoidance and minimization measures **WQ-1** through **WQ-4,** would sufficiently handle any off-site runoff that may occur and would remove the potential for adverse cumulative effects related to surface runoff and water quality. The project has a low potential to cause adverse water quality problems to surface waters or groundwater in the area.

The project, in conjunction with the projects listed in Table 2-1 and other projects in the San Timoteo Hydrologic Area (HA) (801.60) and San Jacinto HA (802.00), would contribute to an increase in impervious surfaces in the project area, which would result in an increase in stormwater runoff. However, all projects in the San Timoteo HA (801.60) and San Jacinto HA (802.00) are subject to water quality rules and regulations and would be required to be developed in compliance with water quality regulations in a manner that avoids any impacts on water resources. The project is not anticipated to adversely affect receiving waters in the project area, and would not have cumulative impacts on water resource characteristics or beneficial uses. Therefore, the project, when combined with other projects, would not result in substantial adverse cumulative effects related to water quality.

The No Build Alternative would result in no contribution to any potential impacts related to water quality.

The Build Alternative (Preferred Alternative) is not anticipated to result in substantial cumulative effects under NEPA or substantial cumulative impacts under CEQA related to water quality.

Paleontology

The RSA for paleontology includes the potentially sensitive Pliocene- to Pleistocene-age deposits of the San Timoteo Formation mapped in the project study area. Existing fossil

localities nearby in the same rock units present within the project study area have produced scientifically significant vertebrate paleontological resources. On this basis, the non-marine sedimentary rocks of the San Timoteo Formation have high sensitivity or potential to produce scientifically significant fossils. This sensitivity increases with increasing depth below the ground surface.

Paleontological resources are considered to be important if they provide new data on fossil animals, distribution, evolution or other scientifically important information. No fossils were observed during the paleontological reconnaissance of the project site, which is typical because most fossils are subsurface. The fossils previously found in this general area and their proximity to the project suggest the high paleontological sensitivity of the region. Fossils recovered previously from the project study area include an extinct horse (*Equus* sp.), camel, and camelidae.

Paleontological resources are, in general, always undergoing the effects of weathering, tectonic activity, and other formation processes, which put their integrity in a natural gradual state of decline over very large periods of time. Human impacts on paleontological resources have been limited because of a relative lack of development in the area. Nevertheless, any past impacts are permanent. Because of the extensive nature of geologic units with high paleontological sensitivity in the study area, potential effects on paleontological resources would be reduced through the implementation of measures **PA-1** and **PA-2**.

Other projects may contribute to cumulative impacts through possible further environmental degradation by requiring substantial subsurface excavation. Because paleontological resources are site-specific in nature, Caltrans would implement a Paleontological Mitigation Plan that would require monitoring and collecting resources to minimize adverse impacts in the event that construction activities uncover any paleontological resources. With implementation of monitoring and collection measures, the project would not substantially contribute to cumulatively adverse impacts.

The No Build Alternative would result in no contribution to any potential impacts related to paleontological resources.

The Build Alternative (Preferred Alternative) is not anticipated to result in substantial cumulative effects under NEPA or substantial cumulative impacts under CEQA related to paleontological resources through implementation of measures **PA-1** and **PA-2**.

Air Quality

The RSA for the purposes of air quality is the South Coast Air Basin (Basin). The Basin is currently in nonattainment for the State ozone, PM_{10}, and $PM_{2.5}$ standards. Implementation of the project would contribute criteria pollutant emissions to the area during project construction and operation. A number of the individual projects described in Table 2-1 and identified in Figure 2-2, as well as other projects located throughout the Basin, may be under construction simultaneously with the project. Depending on construction schedules and actual implementation of projects in the Basin, generation of fugitive dust and pollutant emissions during construction and operations would result in substantial short-term increases in air pollutants. Each project would be required to comply with SCAQMD's standard construction measures.

The South Coast Air Quality Management District (SCAQMD) has prepared, and periodically updates, the Basin's regional Air Quality Management Plan (AQMP) that sets forth a comprehensive and integrated program that will lead the Basin into compliance with the federal and state air quality standards. The AQMP establishes the transportation conformity emissions budgets for which the area's Regional Transportation Plan (RTP) and Federal Transportation Improvement Program (FTIP) must conform. As such, a transportation project that is properly identified in a conforming RTP and FTIP and adheres to all relevant SCAQMD Rules and regulations (e.g., SCAQMD Rule 403) will be consistent with the region's AQMP.

The project is identified in the SCAG 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Amendment 2 and SCAG 2015 FTIP under project numbers 3TK04MA13 and RIV120201, respectively. The 2012–2035 RTP/SCS Amendment 2 and 2015 FTIP were found to conform to the State Implementation Plan (SIP) by FHWA on December 15, 2014.

Project-level air quality analysis demonstrated that the project would not result in any significant air quality impacts. As discussed above, the project would be consistent with the region's AQMP that is intended to bring the Basin into attainment for all criteria pollutants.[2] Furthermore, the project would comply with all SCAQMD rules and regulations, including Rule 403 (Fugitive Dust Control) and Rule 1108 (Cutback Asphalt), during construction as well as all other adopted AQMP emissions control measures to minimize impacts on local and regional air quality.

Cumulative projects listed in Table 2-1, which include distribution centers, residential, transportation, and industrial development, as well as general growth, will also contribute to additional mobile and stationary emission sources and would further degrade the local air quality, as well as the air quality of the Basin. However, because these projects would be discretionary actions and subject to CEQA, they would be required to incorporate measures to reduce air quality impacts. In addition, any project located within the Basin would be required to comply with SCAQMD rules and regulations to reduce potential emissions.

For the reasons identified above—project-level emissions less than significant; project consistent with AQMP; and project compliance with SCAQMD rules and regulations, including Rule 403 (Fugitive Dust Control) and Rule 1108 (Cutback Asphalt), during construction as well as all

[2] CEQA Guidelines Section 15064(h)(3) states "A lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program (including, but not limited to, water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plan, plans or regulations for the reduction of greenhouse gas emissions) that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area in which the project is located. Such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency. When relying on a plan, regulation or program, the lead agency should explain how implementing the particular requirements in the plan, regulation or program ensure that the project's incremental contribution to the cumulative effect is not cumulatively considerable. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding that the project complies with the specified plan or mitigation program addressing the cumulative problem, an EIR must be prepared for the project."

other adopted AQMP emissions control measures to minimize impacts on local and regional air quality—project emissions would not be cumulatively considerable during short-term construction or long-term operations.

2.4.3.3 BIOLOGICAL ENVIRONMENT

Natural Communities of Special Concern

The RSA used for assessing cumulative effects on natural communities is based on the area plans of the Multiple Species Habitat Conservation Plan (MSHCP) in which the project is located: the Reche Canyon/Badlands Area Plan and the Pass Area Plan. This RSA was selected based on the unique geography, topography, and geology of the project site within Riverside County. In addition, these MSHCP Area Plans were selected based on specific bioregions, vegetation communities, species occurrence, soils, habitat contiguity, biological issues specific to the Plan Area, and how they are configured into the overall MSHCP reserve system.

Natural communities present within the RSA include Mixed Chaparral, Oak Woodland, Annual Grassland, Coastal Sage Scrub, Valley Foothill Riparian/Riparian Scrub, Alkali Desert Scrub, Southwestern Cottonwood-Willow Riparian Forest, and Eucalyptus. Although some of these plant communities are degraded within the RSA (i.e., grasslands and Coastal Sage Scrub), these communities still provide important functions to wildlife in the region including wildlife movement, nesting habitat, cover/shelter, and live-in habitat for many species.

The project would result in permanent and temporary impacts on these vegetation communities. Impacts include the direct, permanent removal and temporary removal of vegetation associated with grading and fill activities and habitat disturbance. Indirect impacts include potential degradation of habitat adjacent to the project area associated with dust, increased risk of fire during construction activities, and introduction of invasive species.

Construction and operation of the Build Alternative (Preferred Alternative) is not expected to further alter any existing linkages and habitat connectivity functions within the RSA. Removal and degradation of these communities is expected to continue as future projects are constructed in the RSA. The cumulative effects of the project in combination with reasonably foreseeable development in the vicinity of these communities may further limit the use of this habitat by wildlife.

There is a potential for the Build Alternative (Preferred Alternative) in conjunction with other projects to contribute to indirect cumulative impacts over the long term, but these indirect effects would not differ from the existing conditions at the project site and would not be anticipated to result in substantial cumulative effects under NEPA or substantial cumulative impacts under CEQA. In addition, consistency with the MSHCP fully addresses these potential cumulative effects through the Plan's identified conservation measures. "The [MSHCP] is designed to preserve sufficient acreage of the sensitive vegetation communities present in western Riverside County" (Volume 5).

Waters of the U.S. and State Streambeds

The RSA for jurisdictional water resources is San Timoteo hydrologic area (HA) and the San Jacinto HA, as the project would occur along the edges of each watershed. Under the Build

Alternative (Preferred Alternative), the project would contribute to the permanent regional loss of 0.258 acre of non-wetland waters of the U.S. and waters of the State, 0.258 acre of California Department of Fish and Wildlife (CDFW) streambeds, and 0.166 acre of CDFW riparian habitat. No wetlands would be affected. Compensatory mitigation for the loss of waters of the U.S., waters of the State, and state streambeds would be negotiated during the aquatic permitting process and would offset the potential cumulative impacts. Permanent impacts on riparian/riverine habitat are proposed to be mitigated through purchase credits. Credits will be purchased or permittee-responsible creation/preservation would be performed, at a 3:1 ratio to compensate for the permanent loss of habitat. The impacts on 0.258 acre of CDFW streambed is inclusive of 0.258 acre of waters of the U.S. and 0.258 acre waters of the State. Therefore, the total mitigation to purchase for impacts on 0.166 acre of riparian habitat, 0.0 acre of wetlands, and 0.258 acre of State streambeds is 1.272 acres. The specific location where credits will be purchased has not been established; however, the purchase of credits will be made prior to the completion of final design.

In addition, avoidance and minimization measures implemented for the project would ensure protection of federal and/or state jurisdictional waters resources adjacent to the project. The incremental loss is not anticipated to result in a cumulatively considerable contribution to the regional loss of federal or state jurisdictional waters, as the affected drainages are ephemeral in nature and provide low functions and value to other biological resources. Therefore, the Build Alternative (Preferred Alternative) is not anticipated to contribute to substantial cumulative impacts under NEPA or significant cumulative impacts under CEQA related to waters of the U.S. or state streambeds. In addition, consistency with the MSHCP through preparation of the Determination of Biologically Equivalent or Superior Preservation (DBESP) (Volume 1 Section 6.1.2) would fully address potential cumulative effects to riparian/riverine resources through its identified compensatory measures.

Special-Status Plants

The RSA used for assessing cumulative effects on special-status plants is based on the area plans of the MSHCP in which the project is located: the Reche Canyon/Badlands Area Plan and the Pass Area Plan. This RSA was selected based on the unique geography, topography, and geology of the project site within Riverside County. In addition, these MSHCP Area Plans were selected based on specific bioregions, vegetation communities, species occurrence, soils, habitat contiguity, biological issues specific to the Plan Area, and how they are configured into the overall MSHCP reserve system.

There are six plant species that would potentially be affected by the project, if present. Impacts on Jaeger's milkvetch and mud nama would not be cumulatively considerable, as these species are covered under the MSHCP and the project would be in compliance with the MSHCP. In addition, although Plummer's mariposa lily and Robinson's peppergrass are not covered under the MSHCP, if these species are present, any potential direct or indirect impacts would not be cumulatively considerable because these species have a low sensitivity and would not occur in numbers in the RSA that are biologically substantial. Potential impacts on Parry's spineflower and San Bernardino aster could make a contribution to the regional decline of these species, if present, because of the rarity of these species within the RSA. However, implementation of **NC-1**, **NC-2**, **NC-4** through **NC-8, NC-11,** and **PS-1** would reduce cumulative impacts to levels that would not be cumulatively considerable.

There would be no cumulative impacts on federally or state-listed plants (San Jacinto Valley crownscale, slender-horned spineflower, or spreading navarretia), because there is no potential for these species to occur on the project site. Therefore, the Build Alternative (Preferred Alternative) is not anticipated to contribute to substantial cumulative impacts under NEPA or substantial cumulative impacts under CEQA related to special-status plants.

Threatened and Endangered Animals

The RSA used for assessing cumulative effects on threatened and endangered animal species is based on the area plans of the MSHCP in which the project is located: the Reche Canyon/Badlands Area Plan and the Pass Area Plan. This RSA was selected based on the unique geography, topography, and geology of the project site within Riverside County. In addition, these MSHCP Area Plans were selected based on specific bioregions, vegetation communities, species occurrence, soils, habitat contiguity, biological issues specific to the Plan Area, and how they are configured into the overall MSHCP reserve system.

There is suitable habitat for Stephens' kangaroo rat (SKR), coastal California gnatcatcher (CAGN), least Bell's vireo (LBV), and Townsend's big-eared bat present in the project RSA. Construction of the Build Alternative (Preferred Alternative) has the potential for direct and indirect permanent and temporary impacts on these species. Impacts on SKR and CAGN include vegetation/habitat removal and may result in injury to or death of species during vegetation removal and project activities. Indirect impacts on SKR, CAGN, LBV, and Townsend's big-eared bat may include habitat avoidance due to construction-related noise, vibrations, dust, potential fuel spills from construction equipment, increased risk of fire, possible night lighting during construction, and activities of equipment or personnel outside designated construction areas.

The cumulative effects of the project in combination with a foreseeable increase in traffic and other proposed projects may incrementally cause further impediment to wildlife movement within drainages and culverts. Removal of potential habitat for these species is expected to continue as future projects are constructed in the region. The MSHCP is designed to mitigate for impacts on covered species from covered activities and habitat on a regional scale. Through participation in the MSHCP, as a covered activity, and with the implementation of avoidance, minimization, and mitigation measures for the above-listed species, no substantial cumulative impacts are anticipated to occur on threatened and endangered species in the RSA. In addition, consistency with the MSHCP would fully address potential cumulative effects through its identified conservation measures for covered species that are listed as threatened or endangered. "Implementation of the MSHCP will benefit the covered species by preserving their habitat in order to address their life cycle needs (Volume 5)."

Non-listed Special-Status Animals

The RSA used for assessing cumulative effects on non-listed special-status animal species is based on the area plans of the MSHCP in which the project is located: the Reche Canyon/Badlands Area Plan and the Pass Area Plan. This RSA was selected based on the unique geography, topography, and geology of the project site within Riverside County. In addition, these MSHCP Area Plans were selected based on specific bioregions, vegetation communities, species occurrence, soils, habitat contiguity, biological issues specific to the Plan Area, and how they are configured into the overall MSHCP reserve system.

The Build Alternative (Preferred Alternative) would permanently remove potentially suitable habitat for non-listed special-status animal species, including burrowing owl, Los Angeles pocket mouse, migratory birds, American badger, southern grasshopper mouse, and bat species. Construction of the Build Alternative (Preferred Alternative) has the potential for direct and indirect permanent and temporary impacts on these species. Impacts include vegetation/habitat removal and may result in injury to or death of species during vegetation removal and project activities. Indirect impacts may include habitat avoidance due to construction-related noise, vibrations, dust, potential fuel spills from construction equipment, increased risk of fire, possible night lighting during construction, and activities of equipment or personnel outside designated construction areas.

Removal of potential habitat for these species is expected to continue as future projects are constructed in the region. However, because these species are still regionally common and the degree of contribution to this impact would be limited, affecting only a small number of individuals (if at all), the project would not make a cumulatively considerable contribution to the regional decline in these species.

The cumulative effects of the project in combination with a foreseeable increase in traffic and roadway widening may incrementally cause further impediment to wildlife movement and wildlife behavior near the project area and wildlife movement within drainages, culverts, and designated wildlife crossings. The MSHCP is designed to mitigate for impacts on covered species and habitat on a regional scale. Through participation in the MSHCP and implementation of the avoidance, minimization, and mitigation measures identified above, no substantial cumulative effects are anticipated to occur on present special-status and MSHCP-covered species. Consistency with the MSHCP will benefit the covered species by preserving their habitat in order to address their life cycle needs (Volume 5), thereby fully addressing potential cumulative impacts.

The Build Alternative (Preferred Alternative) is not anticipated to contribute to substantial cumulative impacts under NEPA or significant cumulative impacts under CEQA related to non-listed special status animals. In addition, consistency with the MSHCP would fully address potential cumulative effects through the conservation measures identified in the MSHCP.

2.5 Climate Change (CEQA)

Climate change refers to long-term changes in temperature, precipitation, wind patterns, and other elements of the earth's climate system. An ever-increasing body of scientific research attributes these climatological changes to greenhouse gas (GHG) emissions, particularly those generated from the production and use of fossil fuels.

While climate change has been a concern for several decades, the establishment of the Intergovernmental Panel on Climate Change (IPCC) by the United Nations and World Meteorological Organization in 1988 has led to increased efforts devoted to GHG emissions reduction and climate change research and policy. These efforts are primarily concerned with the emissions of GHGs generated by human activity including carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), tetrafluoromethane, hexafluoroethane, sulfur hexafluoride (SF_6), HFC-23 (fluoroform), HFC-134a (s, s, s, 2-tetrafluoroethane), and HFC-152a (difluoroethane).

In the U.S., the main source of GHG emissions is electricity generation, followed by transportation. In California, however, transportation sources (including passenger cars, light-duty trucks, other trucks, buses, and motorcycles make up the largest source of GHG-emitting sources. The dominant GHG emitted is CO_2, mostly from fossil fuel combustion.

There are typically two terms used when discussing the impacts of climate change: "Greenhouse Gas Mitigation" and "Adaptation." "Greenhouse Gas Mitigation" is a term for reducing GHG emissions to reduce or "mitigate" the impacts of climate change. "Adaptation" refers to the effort of planning for and adapting to impacts resulting from climate change (such as adjusting transportation design standards to withstand more intense storms and higher sea levels)[1].

There are four primary strategies for reducing GHG emissions from transportation sources: 1) improving the transportation system and operational efficiencies, 2) reducing travel activity, 3) transitioning to lower GHG-emitting fuels, and 4) improving vehicle technologies/efficiency. To be most effective, all four strategies should be pursued cooperatively.[2]

Regulatory Setting

STATE

With the passage of several pieces of legislation including State Senate and Assembly bills and Executive Orders, California launched an innovative and proactive approach to dealing with GHG emissions and climate change.

Assembly Bill 1493 (AB 1493), Pavley, Vehicular Emissions: Greenhouse Gases, 2002: This bill requires the California Air Resources Board (ARB) to develop and implement regulations to

1 http://climatechange.transportation.org/ghg_mitigation/

2 http://www.fhwa.dot.gov/environment/climate_change/mitigation/

reduce automobile and light truck GHG emissions. These stricter emissions standards were designed to apply to automobiles and light trucks beginning with the 2009-model year.

Executive Order (EO) S-3-05 (June 1, 2005): The goal of this EO is to reduce California's GHG emissions to 1) year 2000 levels by 2010, 2) year 1990 levels by 2020, and 3) 80 percent below the year 1990 levels by 2050. In 2006, this goal was further reinforced with the passage of Assembly Bill 32.

Assembly Bill 32 (AB 32), Núñez and Pavley, The Global Warming Solutions Act of 2006: AB 32 sets the same overall GHG emissions reduction goals as outlined in EO S-3-05, while further mandating that ARB create a scoping plan and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases."

Executive Order S-20-06 (October 18, 2006): This order establishes the responsibilities and roles of the Secretary of the California Environmental Protection Agency (Cal/EPA) and state agencies with regard to climate change.

Executive Order S-01-07 (January 18, 2007): This order set forth the low carbon fuel standard for California. Under this EO, the carbon intensity of California's transportation fuels is to be reduced by at least 10 percent by 2020.

Senate Bill 97 (SB 97) Chapter 185, 2007, Greenhouse Gas Emissions: This bill required the Governor's Office of Planning and Research (OPR) to develop recommended amendments to the California Environmental Quality Act (CEQA) Guidelines for addressing GHG emissions. The amendments became effective on March 18, 2010.

Senate Bill 375 (SB 375), Chapter 728, 2008, Sustainable Communities and Climate Protection: This bill requires the California Air Resources Board (CARB) to set regional emissions reduction targets from passenger vehicles. The Metropolitan Planning Organization (MPO) for each region must then develop a "Sustainable Communities Strategy" (SCS) that integrates transportation, land-use, and housing policies to plan for the achievement of the emissions target for their region.

Senate Bill 391 (SB 391) Chapter 585, 2009 California Transportation Plan: This bill requires the State's long-range transportation plan to meet California's climate change goals under AB 32.

FEDERAL

Although climate change and GHG reduction are a concern at the federal level, currently no regulations or legislation have been enacted specifically addressing GHG emissions reductions and climate change at the project level. Neither the United States Environmental Protection Agency (U.S. EPA) nor the Federal Highway Administration (FHWA) has issued explicit

guidance or methods to conduct project-level GHG analysis.[3] FHWA supports the approach that climate change considerations should be integrated throughout the transportation decision-making process—from planning through project development and delivery. Addressing climate change mitigation and adaptation up front in the planning process will assist in decision-making and improve efficiency at the program level, and will inform the analysis and stewardship needs of project-level decision-making. Climate change considerations can be integrated into many planning factors, such as supporting economic vitality and global efficiency, increasing safety and mobility, enhancing the environment, promoting energy conservation, and improving the quality of life.

The four strategies outlined by FHWA to lessen climate change impacts correlate with efforts that the state is undertaking to deal with transportation and climate change; these strategies include improved transportation system efficiency, cleaner fuels, cleaner vehicles, and a reduction in travel activity.

Climate change and its associated effects are also being addressed through various efforts at the federal level to improve fuel economy and energy efficiency, such as the "National Clean Car Program" and EO 13514 – *Federal Leadership in Environmental, Energy and Economic Performance*.

Executive Order 13514 (October 5, 2009): This order is focused on reducing greenhouse gases internally in federal agency missions, programs and operations, but also directs federal agencies to participate in the Interagency Climate Change Adaptation Task Force, which is engaged in developing a national strategy for adaptation to climate change.

U.S. EPA's authority to regulate GHG emissions stems from the U.S. Supreme Court decision in *Massachusetts v. EPA* (2007). The Supreme Court ruled that GHGs meet the definition of air pollutants under the existing Clean Air Act and must be regulated if these gases could be reasonably anticipated to endanger public health or welfare. Responding to the Court's ruling, U.S. EPA finalized an endangerment finding in December 2009. Based on scientific evidence it found that six greenhouse gases constitute a threat to public health and welfare. Thus, it is the Supreme Court's interpretation of the existing Act and EPA's assessment of the scientific evidence that form the basis for EPA's regulatory actions. U.S. EPA in conjunction with NHTSA issued the first of a series of GHG emission standards for new cars and light-duty vehicles in April 2010.[4]

The U.S. EPA and the National Highway Traffic Safety Administration (NHTSA) are taking coordinated steps to enable the production of a new generation of clean vehicles with reduced GHG emissions and improved fuel efficiency from on-road vehicles and engines. These next steps include developing the first-ever GHG regulations for heavy-duty engines and vehicles, as well as additional light-duty vehicle GHG regulations.

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[3] To date, no national standards have been established regarding mobile source GHGs, nor has U.S. EPA established any ambient standards, criteria or thresholds for GHGs resulting from mobile sources.

[4] http://www.c2es.org/federal/executive/epa/greenhouse-gas-regulation-faq

The final combined standards that made up the first phase of this national program apply to passenger cars, light-duty trucks, and medium-duty passenger vehicles, covering model years 2012 through 2016. The standards implemented by this program are expected to reduce GHG emissions by an estimated 960 million metric tons and 1.8 billion barrels of oil over the lifetime of the vehicles sold under the program (model years 2012–2016).

On August 28, 2012, U.S. EPA and NHTSA issued a joint Final Rulemaking to extend the National Program for fuel economy standards to model year 2017 through 2025 passenger vehicles. Over the lifetime of the model year 2017-2025 standards this program is projected to save approximately four billion barrels of oil and two billion metric tons of GHG emissions.

The complementary U.S. EPA and NHTSA standards that make up the Heavy-Duty National Program apply to combination tractors (semi trucks), heavy-duty pickup trucks and vans, and vocational vehicles (including buses and refuse or utility trucks). Together, these standards will cut greenhouse gas emissions and domestic oil use significantly. This program responds to President Barack Obama's 2010 request to jointly establish greenhouse gas emissions and fuel efficiency standards for the medium- and heavy-duty highway vehicle sector. The agencies estimate that the combined standards will reduce CO2 emissions by about 270 million metric tons and save about 530 million barrels of oil over the life of model year 2014 to 2018 heavy duty vehicles.

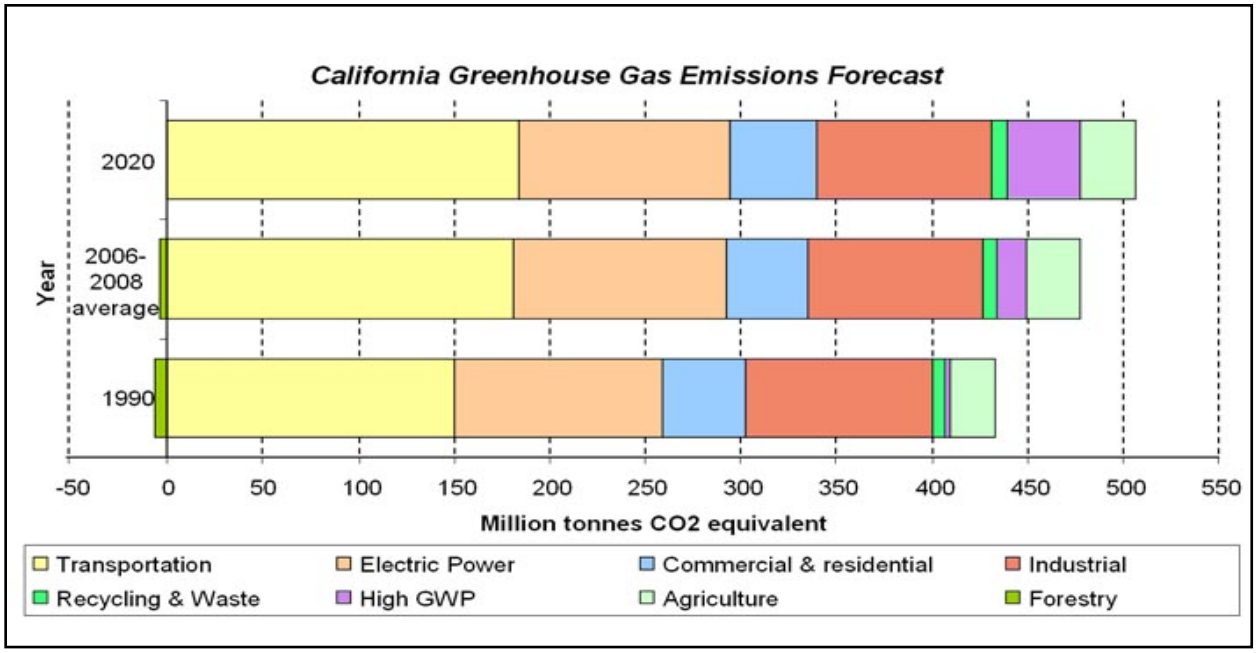
Project Analysis

An individual project does not generate enough GHG emissions to significantly influence global climate change. Rather, global climate change is a cumulative impact. This means that a project may contribute to a potential impact through its *incremental* change in emissions when combined with the contributions of all other sources of GHG.[5] 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. To gather sufficient information on a global scale of all past, current, and future projects to make this determination is a difficult, if not impossible, task.

The AB 32 Scoping Plan mandated by AB 32 includes the main strategies California will use to reduce GHG emissions. As part of its supporting documentation for the Draft Scoping Plan, the ARB released the GHG inventory for California (forecast last updated: October 28, 2010). The forecast is an estimate of the emissions expected to occur in 2020 if none of the foreseeable measures included in the Scoping Plan were implemented. The base year used for forecasting emissions is the average of statewide emissions in the GHG inventory for 2006, 2007, and 2008.

[5] This approach is supported by the AEP: *Recommendations by the Association of Environmental Professionals on How to Analyze GHG Emissions and Global Climate Change in CEQA Documents* (March 5, 2007), as well as the South Coast Air Quality Management District (Chapter 6: The CEQA Guide, April 2011) and the U.S. Forest Service (Climate Change Considerations in Project Level NEPA Analysis, July 13, 2009).

Figure 2-30: California Greenhouse Gas Forecast



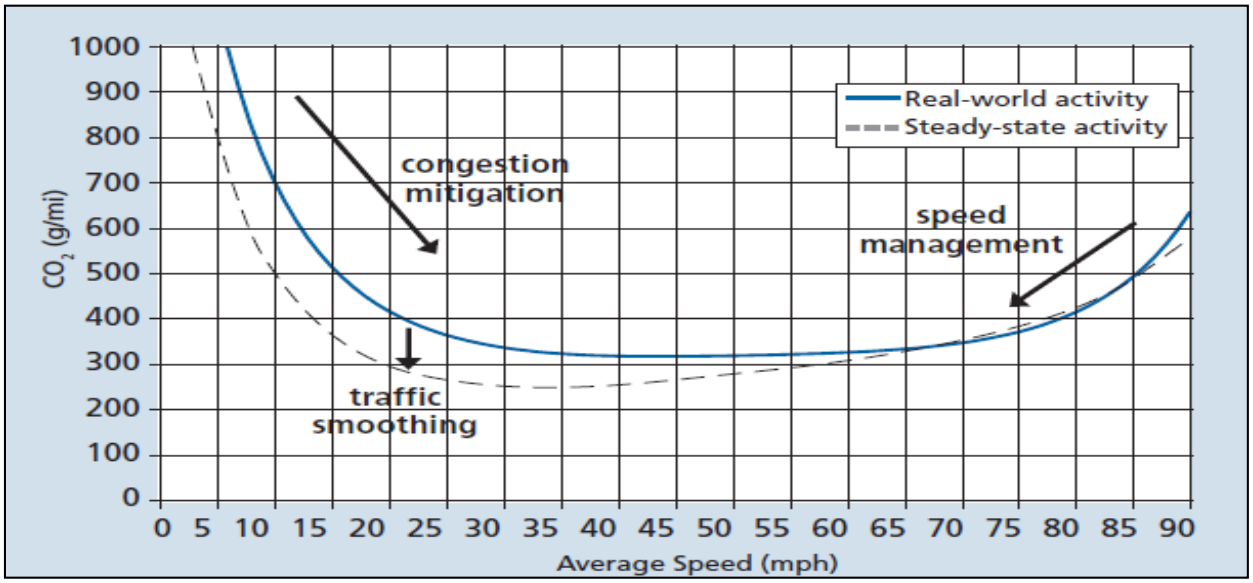
Source: http://www.arb.ca.gov/cc/inventory/data/forecast.htm

The Department and its parent agency, the Transportation Agency, have taken an active role in addressing GHG emission reduction and climate change. Recognizing that 98 percent of California's GHG emissions are from the burning of fossil fuels and 40 percent of all human made GHG emissions are from transportation, the Department has created and is implementing the Climate Action Program at Caltrans that was published in December 2006.[6]

One of the main strategies in the Department's Climate Action Program to reduce GHG emissions is to make California's transportation system more efficient. The highest levels of carbon dioxide (CO_2) from mobile sources, such as automobiles, occur at stop-and-go speeds (0–25 miles per hour) and speeds over 55 miles per hour; the most severe emissions occur from 0–25 miles per hour (see Figure 2-31 below). To the extent that a project relieves congestion by enhancing operations and improving travel times in high congestion travel corridors GHG emissions, particularly CO_2, may be reduced.

6 Caltrans Climate Action Program is located at the following web address: http://www.dot.ca.gov/hq/tpp/offices/ogm/key_reports_files/State_Wide_Strategy/Caltrans_Climate_Action_Program.pdf

Figure 2-31: Possible Effect of Traffic Operation Strategies in Reducing On-Road CO_2 Emission[7]



State Route 60 (SR-60) has been identified as a primary goods movement route within the region. Within the limits of the project, SR-60 is a four-lane freeway with two 12-foot lanes in each direction, with a concrete median barrier separating the eastbound and westbound traffic. Truck percentages of 16 percent of total traffic volumes—as measured in Annual Average Daily Traffic (AADT) in both the opening year (2020) and the design horizon year (2040)—traverse this portion of SR-60, which features extended climbs and descents on long stretches, potentially creating conflicts between autos and trucks and resulting in degradation of operational performance and potential safety hazards. A truck-climbing lane, descending lane, and standard shoulders would improve operational characteristics and safety by creating an additional lane that can separate vehicle flow in one direction. Other Alternatives to reduce congestion without adding vehicle capacity, such as improved transit service, were not addressed because of the rural nature of the project area. Also, not building the truck lanes would not meet the goals of this project to improve operational performance and improve traffic flow on the regional transportation system.

Under the project conditions as shown in Table 2-36, vehicle volumes during operation are expected to be unchanged from no-build conditions within the same forecast years. Vehicle volumes for both no-build and build conditions are expected to increase by over 100 percent from 2013 to 2040. Although projected volumes between no-build and build conditions are not expected to change, changes in vehicle speeds would result in changes in GHG emissions. At Opening Year 2020 and Horizon Year 2040, the anticipated increases in travel speeds are expected to result in a reduction in GHG emissions under project build conditions when compared to no-build conditions. Please refer to Chapter 1 for further discussion of improvements to traffic due to this project.

[7] Traffic Congestion and Greenhouse Gases: Matthew Barth and Kanok Boriboonsomsin (TR News 268 May-June 2010)<http://onlinepubs.trb.org/onlinepubs/trnews/trnews268.pdf>

Table 2-36: Traffic Data and Emissions Estimates

Years	2013	2020			2040		
Alternatives	Baseline/ Existing	1 (No Build)	2		1 (No Build)	2	
			Mixed Flow	Truck Lane		Mixed Flow	Truck Lane
Annual Average Daily Traffic (AADT)	46,000	58,700	49,300	9,400	107,100	90,000	17,100
Vehicle Miles Traveled (VMT)	202,400	258,280	258,280		471,240	471,240	
Annual Estimate of CO_2e in Metric Tons	39,886	45,024	44,359		62,850	57,740	

Source: District 8 Caltrans Office of Traffic Forecast, February 2016; see appendix for this Environmental Document for emissions modeling outputs.

Note 1: The Original Draft IS/EA used then-current EMFAC2011 emission factors, while this Environmental Document uses current CT-EMFAC2014 emissions factors. CT-EMFAC2014 became in effect on December 14, 2015.

Note 2: Due to the use of CT-EMFAC 2014 emissions factors, two data rows in the Recirculated Draft IS/EA ("CO2 Emissions without Pavley +LCFS" and "CO2 Emissions with Pavley +LCFS") were replaced with the current data row "Annual Estimate of CO2e in Metric Tons." EMFAC2014 does not provide "with Pavley and low carbon fuel standards (LCFS)" and "without Pavley and LCFC" CO2 emissions. This change has no effect on project-related GHG emissions, as ALL emissions are "Pavley + LCFS." There is no way for a project to generate "without Pavley + LCFC" emissions, since Pavley and LCFS are incorporated in the underlying vehicle emissions standards and fuel blend standards.

As shown in Table 2-36, the modeled regional CO_2 emissions in the future years (2020 and 2040) would be higher in years 2020 and 2040 than those for the baseline year (2013). At opening year (2020) and horizon year (2040), modeled CO_2 emissions under the Build Alternative (Preferred Alternative) would be marginally lower than those under the No Build Alternative. These results are attributable to the fact that project improvements would result in an increase in travel speeds under the Build Alternative (Preferred Alternative) compared with the No Build Alternative. As shown earlier in Figure 2-31, grams/mile GHG emissions factors are a function of travel speed. As such, changes in travel speeds will lead to changes in GHG emissions.

It is important to note that these CO_2 emissions estimates are useful only for comparison between project alternatives. The estimates are not necessarily an accurate reflection of what the true CO_2 emissions would be because CO_2 emissions are dependent on other factors that are not part of the model, such as the fuel mix,[8] rate of acceleration, and the aerodynamics and efficiency of the vehicles.

The project is listed in the Southern California Association of Governments (SCAG) 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Amendment 2 under project number 3TK04MA13. The 2012–2035 RTP/SCS includes strategies to reduce VMT and associated per capita energy consumption from the transportation sector as well as mitigation measures related to energy that are designed to reduce consumption and increase the use and availability of renewable sources of energy in the region. Potential mitigation programs

[8] EMFAC model emission rates are for direct engine-out CO_2 emissions only, not the full fuel cycle. Fuel-cycle emission rates can vary dramatically, depending on the amount of additives, such as ethanol, and the source of the fuel components.

identified in the 2012–2035 RTP/SCS to reduce GHG emissions include increased construction of infrastructure and automobile fuel efficiency to accommodate increased use of alternative-fuel motor vehicles as well as coordinating transportation, land use, and air quality planning to reduce VMT, energy use, and GHG emissions.

The SCS is a required element of the RTP. The SCS integrates land use and transportation strategies necessary to achieve GHG emissions reduction targets set by CARB. On September 23, 2010, ARB mandated a SCAG regional 8 percent per capita reduction target for the planning year 2020, and a conditional reduction target of 13 percent for year 2035. As part of the 2012–2035 RTP/SCS, SCAG has identified strategies to improve mobility, reduce delay (and related GHG emissions), and improve safety on major truck corridors. The improvements proposed for this project are consistent with these SCAG SCS strategies to reduce GHG emissions related to goods movement.

CONSTRUCTION EMISSIONS

Greenhouse gas emissions for transportation projects can be divided into those produced during construction and those produced during operations. Construction GHG emissions include emissions produced as a result of material processing, emissions produced by on-site construction equipment, and emissions arising from traffic delays due to construction. These emissions will be produced at different levels throughout the construction phase; their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases.

In addition, with innovations such as longer pavement lives, improved traffic management plans, and changes in materials, the GHG emissions produced during construction can be mitigated to some degree by longer intervals between maintenance and rehabilitation events.

While construction emissions of criteria pollutants are considered temporary emissions, this is not the case with GHG emissions because of the cumulative nature of GHGs, which remain in the earth's atmosphere long after the time of emission. As detailed in the CalEEMod modeling output sheets provided in Appendix A of the Air Quality Report, approximately 4,623 metric tons of CO_2 emissions associated with project construction would endure in the atmosphere with construction of the Build Alternative (Preferred Alternative).

The implementation of the exhaust emission control measures identified previously to address criteria pollutant construction emissions (measures AIR-1 through AIR-10 in Section 2.2.6) would also avoid and/or minimize any impacts related to project GHG emissions during short-term construction.

CEQA CONCLUSION

As discussed above, both the future with project and future no build show increases in CO_2 emissions over the existing levels; however, future build condition CO_2 emissions would be lower than the future no build condition emissions. In addition, as discussed above, there are also limitations with EMFAC and with assessing what a given CO_2 emissions increase means for climate change. Therefore, it is Caltrans' determination that in the absence of further regulatory

or scientific information related to greenhouse gas emissions and CEQA significance, it is too speculative to make a determination regarding significance of the project's direct impact and its contribution on the cumulative scale to climate change. However, Caltrans is firmly committed to implementing measures to help reduce the potential effects of the project. These measures are outlined in the following section.

Greenhouse Gas Reduction Strategies

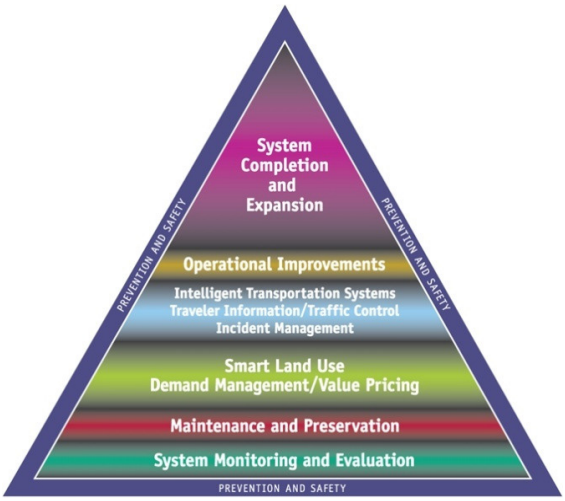


Figure 2-32: Mobility Pyramid

The Department continues to be involved on the Governor's Climate Action Team as the ARB works to implement Executive Orders S-3-05 and S-01-07 and help achieve the targets set forth in AB 32. Many of the strategies the Department is using to help meet the targets in AB 32 come from then-Governor Arnold Schwarzenegger's Strategic Growth Plan for California. The Strategic Growth Plan targeted a significant decrease in traffic congestion below 2008 levels and a corresponding reduction in GHG emissions, while accommodating growth in population and the economy. The Strategic Growth Plan relies on a complete systems approach to attain CO_2 reduction goals: system monitoring and evaluation, maintenance and preservation, smart land use and demand management, and operational improvements as shown in Figure 2-32: The Mobility Pyramid.

The Department is supporting efforts to reduce vehicle miles traveled by planning and implementing smart land use strategies: job/housing proximity, developing transit-oriented communities, and high-density housing along transit corridors. The Department works closely with local jurisdictions on planning activities, but does not have local land use planning authority. The Department assists efforts to improve the energy efficiency of the transportation sector by increasing vehicle fuel economy in new cars, light and heavy-duty trucks; the Department is doing this by supporting ongoing research efforts at universities, by supporting legislative efforts to increase fuel economy, and by participating on the Climate Action Team. It is important to note, however, that control of fuel economy standards is held by the U.S. EPA and ARB.

The Department is also working towards enhancing the State's transportation planning process to respond to future challenges. Similar to requirements for regional transportation plans under Senate Bill (SB) 375 (Steinberg 2008), SB 391(Liu 2009) requires the State's long-range transportation plan to meet California's climate change goals under Assembly Bill (AB) 32.

The California Transportation Plan (CTP) is a statewide, long-range transportation plan to meet our future mobility needs and reduce greenhouse gas (GHG) emissions. The CTP defines performance-based goals, policies, and strategies to achieve our collective vision for California's future, statewide, integrated, multimodal transportation system.

The purpose of the CTP is to provide a common policy framework that will guide transportation investments and decisions by all levels of government, the private sector, and other transportation stakeholders. Through this policy framework, the CTP 2040 will identify the statewide transportation system needed to achieve maximum feasible GHG emission reductions while meeting the State's transportation needs.

Table 2-37 summarizes the Departmental and statewide efforts that the Department is implementing to reduce GHG emissions. More detailed information about each strategy is included in the Climate Action Program at Caltrans (December 2006).

Table 2-37: Climate Change/CO_2 Reduction Strategies

Strategy	Program	Partnership		Method/Process	Estimated CO_2 Savings Million Metric Tons (MMT)	
		Lead	Agency		2010	2020
Smart Land Use	Intergovernmental Review (IGR)	Caltrans	Local governments	Review and seek to mitigate development proposals	Not Estimated	Not Estimated
	Planning Grants	Caltrans	Local and regional agencies & other stakeholders	Competitive selection process	Not Estimated	Not Estimated
	Regional Plans and Blueprint Planning	Regional Agencies	Caltrans	Regional plans and application process	0.975	7.8
Operational Improvements & Intelligent Transportation System (ITS) Deployment	Strategic Growth Plan	Caltrans	Regions	State ITS; Congestion Management Plan	0.07	2.17
Mainstream Energy & GHG into Plans and Projects	Office of Policy Analysis & Research; Division of Environmental Analysis	Interdepartmental effort		Policy establishment, guidelines, technical assistance	Not Estimated	Not Estimated
Educational & Information Program	Office of Policy Analysis & Research	Interdepartmental, CalEPA, ARB, CEC		Analytical report, data collection, publication, workshops, outreach	Not Estimated	Not Estimated
Fleet Greening & Fuel Diversification	Division of Equipment	Department of General Services		Fleet Replacement B20 B100	0.0045	0.0065 0.045 0.0225
Non-vehicular Conservation Measures	Energy Conservation Program	Green Action Team		Energy Conservation Opportunities	0.117	0.34
Portland Cement	Office of Rigid Pavement	Cement and Construction Industries		2.5% limestone cement mix 25% fly ash cement mix > 50% fly ash/slag mix	1.2 0.36	4.2 3.6
Goods Movement	Office of Goods Movement	Cal EPA, ARB, BT&H, MPOs		Goods Movement Action Plan	Not Estimated	Not Estimated
Total					2.72	18.18

Caltrans Director's Policy 30 (DP-30) Climate Change (June 22, 2012): is intended to establish a Department policy that will ensure coordinated efforts to incorporate climate change into Departmental decisions and activities.

Caltrans Activities to Address Climate Change (April 2013)[9] provides a comprehensive overview of activities undertaken by Caltrans statewide to reduce greenhouse gas emissions resulting from agency operations.

The following measures will be incorporated into the development of the project to reduce the GHG emissions and potential climate change impacts from the project:

- In accordance with Caltrans' Standard Specifications, the contractor must comply with all local Air Pollution Control District's (APCD) rules, ordinances, and regulations for air quality restrictions
- Use of minimum feasible amount of GHG-emitting construction materials
- Use of cement blended with the maximum feasible amount of flash or other materials that reduce GHG emissions from cement production
- Use of lighter-colored pavement where feasible
- Recycle construction debris to maximum extent feasible

Adaptation Strategies

"Adaptation strategies" refer to how the Department and others can plan for the effects of climate change on the state's transportation infrastructure and strengthen or protect the facilities from damage. Climate change is expected to produce increased variability in precipitation, rising temperatures, rising sea levels, variability in storm surges and intensity, and the frequency and intensity of wildfires. These changes may affect the transportation infrastructure in various ways, such as damage to roadbeds from longer periods of intense heat; increasing storm damage from flooding and erosion; and inundation from rising sea levels. These effects will vary by location and may, in the most extreme cases, require that a facility be relocated or redesigned. There may also be economic and strategic ramifications as a result of these types of impacts to the transportation infrastructure.

At the federal level, the Climate Change Adaptation Task Force, co-chaired by the White House Council on Environmental Quality (CEQ), the Office of Science and Technology Policy (OSTP), and the National Oceanic and Atmospheric Administration (NOAA), released its interagency task force progress report on October 28, 2011[10], outlining the federal government's progress in expanding and strengthening the Nation's capacity to better understand, prepare for, and respond to extreme events and other climate change impacts. The report provides an update on actions in key areas of federal adaptation, including: building resilience in local communities, safeguarding

[9] http://www.dot.ca.gov/hq/tpp/offices/orip/climate_change/projects_and_studies.shtml

[10] http://www.whitehouse.gov/administration/eop/ceq/initiatives/adaptation

critical natural resources such as freshwater, and providing accessible climate information and tools to help decision-makers manage climate risks.

Climate change adaptation must also involve the natural environment as well. Efforts are underway on a statewide-level to develop strategies to cope with impacts to habitat and biodiversity through planning and conservation. The results of these efforts will help California agencies plan and implement mitigation strategies for programs and projects.

On November 14, 2008, then-Governor Arnold Schwarzenegger signed EO S-13-08, which directed a number of state agencies to address California's vulnerability to sea level rise caused by climate change. This EO set in motion several agencies and actions to address the concern of sea level rise.

In addition to addressing projected sea level rise, the California Natural Resources Agency (Resources Agency) was directed to coordinate with local, regional, state and federal public and private entities to develop The California Climate Adaptation Strategy (Dec 2009)[11], which summarizes the best-known science on climate change impacts to California, assesses California's vulnerability to the identified impacts, and then outlines solutions that can be implemented within and across state agencies to promote resiliency.

The strategy outline is in direct response to EO S-13-08 that specifically asked the Resources Agency to identify how state agencies can respond to rising temperatures, changing precipitation patterns, sea level rise, and extreme natural events. Numerous other state agencies were involved in the creation of the Adaptation Strategy document, including the California Environmental Protection Agency; Business, Transportation and Housing; Health and Human Services; and the Department of Agriculture. The document is broken down into strategies for different sectors that include: Public Health; Biodiversity and Habitat; Ocean and Coastal Resources; Water Management; Agriculture; Forestry; and Transportation and Energy Infrastructure. As data continues to be developed and collected, the state's adaptation strategy will be updated to reflect current findings.

The National Academy of Science was directed to prepare a Sea Level Rise Assessment Report[12] to recommend how California should plan for future sea level rise. The report was released in June 2012 and included:

- Relative sea level rise projections for California, Oregon and Washington taking into account coastal erosion rates, tidal impacts, El Niño and La Niña events, storm surge and land subsidence rates.
- The range of uncertainty in selected sea level rise projections.

[11] http://www.energy.ca.gov/2009publications/CNRA-1000-2009-027/CNRA-1000-2009-027-F.PDF

[12] *Sea Level Rise for the Coasts of California, Oregon, and Washington: Past, Present, and Future* (2012) is available at http://www.nap.edu/catalog.php?record_id=13389.

- A synthesis of existing information on projected sea level rise impacts to state infrastructure (such as roads, public facilities and beaches), natural areas, and coastal and marine ecosystems.
- A discussion of future research needs regarding sea level rise.

In 2010, interim guidance was released by The Coastal Ocean Climate Action Team (CO-CAT) as well as Caltrans as a method to initiate action and discussion of potential risks to the states infrastructure due to projected sea level rise. Subsequently, CO-CAT updated the Sea Level Rise guidance to include information presented in the National Academies Study.

All state agencies that are planning to construct projects in areas vulnerable to future sea level rise are directed to consider a range of sea level rise scenarios for the years 2050 and 2100 to assess project vulnerability and, to the extent feasible, reduce expected risks and increase resiliency to sea level rise. Sea level rise estimates should also be used in conjunction with information on local uplift and subsidence, coastal erosion rates, predicted higher high water levels, storm surge and storm wave data.

All projects that have filed a Notice of Preparation as of the date of EO S-13-08, and/or are programmed for construction funding from 2008 through 2013, or are routine maintenance projects may, but are not required to, consider these planning guidelines. The project is outside the coastal zone and direct impacts to transportation facilities due to projected sea level rise are not expected.

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

Currently, the Department is working to assess which transportation facilities are at greatest risk from climate change effects. However, without statewide planning scenarios for relative sea level rise and other climate change effects, the Department has not been able to determine what change, if any, may be made to its design standards for its transportation facilities. Once statewide planning scenarios become available, the Department will be able review its current design standards to determine what changes, if any, may be needed to protect the transportation system from sea level rise.

Climate change adaptation for transportation infrastructure involves long-term planning and risk management to address vulnerabilities in the transportation system from increased precipitation and flooding; the increased frequency and intensity of storms and wildfires; rising temperatures; and rising sea levels. The Department is an active participant in the efforts being conducted in response to EO S-13-08 and is mobilizing to be able to respond to the National Academy of Science Sea Level Rise Assessment Report.

Chapter 3 Comments and Coordination

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Chapter 3 Comments and Coordination

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

3.1 Consultation and Coordination with Public Agencies

Consultation and coordination with public agencies and Native American tribes are summarized below.

3.1.1 Air Quality

On December 3, 2013, Southern California Association of Governments (SCAG) Transportation Conformity Working Group (TCWG) determined that the project is exempt from all air emissions analyses pending on the concurrence from the Federal Highway Administration (FHWA). On December 9, 2013, TCWG received via email the concurrence from FHWA. Subsequently, TCWG/FHWA reaffirmed the project as an Exempt Project on February 25, 2014 based on a November 19, 2013 memo provided by Caltrans Environmental Engineering affirming the purpose and need, project alternatives (Build and No Build), and project description and location. This memo also included layout plans and a copy of the 2010 U.S. Census Urbanized Area Map. Copies of the November 19, 2013 Caltrans Environmental Engineering memo, December 3, 2013 TCWG determination, December 9, 2013 FHWA email, and February 25, 2014 meeting minutes are included in Section 3.1.4.

3.1.2 Native American and Section 106 Coordination (Cultural Resources)

Consultation with interested parties, including Native American groups and historical organizations, was conducted beginning in May 2013. Native American coordination was conducted through the following correspondence:

The Native American Heritage Commission (NAHC) was contacted by letter on May 28, 2013, requesting information regarding sacred lands and a list of Native American organizations/individuals to contact.

The NAHC responded on June 3, 2013, stating that a search of the Sacred Lands File failed to indicate the presence of Native American cultural resources in the immediate project area. A list of Native American individuals/organizations was provided by the NAHC for additional consultation.

Initial consultation letters were mailed on August 13, 2013 to individuals and tribal representatives on the list provided by the NAHC. Follow-up consultation calls were made on October 8 and 15, 2013 (see Attachment D of the April 2014 Historic Properties Survey Report [HPSR]). The following organizations/individuals were contacted:

- Carla Rodriguez, Chairwoman, San Manuel Band of Mission Indians
- Ann Brierty, Cultural Resources Department, San Manuel Band of Mission Indians
- Daniel McCarthy, Director Cultural Resources Department, San Manuel Band of Mission Indians
- Steven Estrada, Environmental Director, Santa Rosa Band of Mission Indians
- William Madrigal Jr., Cultural Heritage Coordinator, Morongo Band of Mission Indians
- Sam Dunlap, Cultural Resources Director, Gabrielino Tongva Nation
- Goldie Walker, Chairwoman, Serrano Nation of Mission Indians
- Joseph Hamilton, Chairman, Ramona Band of Mission Indians
- John Gomez Jr., Cultural Resources Department, Ramona Band of Mission Indians
- Luther Salgado, Chairperson, Cahuilla Band of Indians
- Ernest H. Siva, Tribal Elder, Morongo Band of Mission Indians

Responses were received from the following individuals (see Attachment D of the April 2014 HPSR):

- Daniel McCarthy responded on behalf of the San Manuel Band of Mission Indians' Cultural Resources Department by email on October 7, 2013, to state that given the nature and location of the project, the Cultural Resources Department has no issues or concerns at this time.
- Steven Estrada, Cultural Resources Advisor for the Santa Rosa Band of Mission Indians, responded by telephone to state that the Tribe recommends monitoring, but will defer to the Soboba Band of Luiseño Indians for further consultation.
- Sam Dunlap of the Gabrielino Tongva Nation stated in a telephone conversation that it does not seem likely that any Native American archaeological materials would be found during construction given the rugged terrain and previous disturbances to the area from construction of the existing State Route 60 (SR-60). Therefore, he did not recommend monitoring.
- William Madrigal, Jr. asked for site records of the prehistoric sites in the project vicinity as well as a map showing their relationship to the study area and project APE. His request was fulfilled on August 28, 2013. Mr. Madrigal also requested a copy of the survey report, which was sent to him on December 20, 2013. Mr. Madrigal responded by email on January 14, 2014, stating that the tribe had no comment on the project but requested immediate notification in the event archaeological materials are discovered during project construction. Mr. Madrigal also requested that Native American monitors observe all construction activities associated with the project. Caltrans responded to Mr. Madrigal's request in a letter dated April 3, 2014, stating that the negative findings of the Archaeological Survey Report,

coupled with the low sensitivity of the project soils for containing buried archaeological deposits, did not support the request for Native American monitoring.

- Goldie Walker of the Serrano Nation of Mission Indians responded during a telephone conversation that if anything is found during construction, she wishes to be called. She also requested that a copy of the final cultural resources report be sent to her for her file. Ms. Walker was mailed a copy of the April 2014 HPSR and associated documents and the June 2015 Supplemental HPSR and associated documents.

The closest historical society to the project area, the Moreno Valley Historical Society (MVHS) was contacted by email on October 7, 2013, regarding the project (see HPSR Attachment D, Part B [Correspondence with Historical Society/Other Consultation]). As of October 15, 2013, no response has been received from any of the members of the MVHS. No contact was made with any other historical societies or community groups to solicit cultural resources concerns over the project. There is no historical society group for the San Timoteo Badlands where the project is located, and the project is not located within the area of interest of the San Gorgonio Pass Historical Society in Beaumont. There are no known historical groups interested in former U.S. Highway 60/SR-60 in Riverside County.

The following additional coordination also occurred during the National Historic Preservation Act (NHPA) Section 106 Process:

- A Determination of Eligibility and notification of No Historic Properties Affected was submitted to Carol Rowland-Nawi, State Historic Preservation Officer at the Office of Historic Preservation on April 29, 2014. Dr. Rowland-Nawi provided State Historic Preservation Office (SHPO) Concurrence on May 19, 2014.

A copy of the April 29, 2014 letter to SHPO and May 19, 2014 letter from SHPO are included in Section 3.1.4 of this chapter.

3.1.3 Biological Resources

Consultation with multiple agencies has occurred in conjunction with preliminary engineering efforts. A summary of key coordination with the Regional Conservation Authority (RCA), California Department of Fish and Wildlife (CDFW), Santa Ana Regional Water Quality Control Board (RWQCB), United States Army Corps of Engineers (USACE), United States Fish and Wildlife Service (USFWS), and the Riverside County Regional Park and Open Space District (RivCoParks) follows.

MSHCP CONSISTENCY DETERMINATION

Beginning on February 5, 2013, and then in several additional meetings in 2013–2014, Caltrans met with John M. Taylor, USFWS to discuss the needed wildlife crossings and possible locations. These meetings culminated in a meeting on March 20, 2014, where the proposed wildlife crossings were presented at the RCA monthly meeting.

On June 4, 2014, Caltrans submitted the NES to CDFW and USFWS (the Wildlife Agencies), which included the Multiple Species Habitat Conservation Plan (MSCHP) consistency assessment and Determination of Biologically Equivalent or Superior Preservation (DBESP)

finding, and requested an MSHCP consistency determination and a DBESP finding. The letters to CDFW and USFWS are included in Section 3.1.4 of this chapter.

On June 25, 2015, Caltrans informed the wildlife agencies of reduced vegetation impacts for the MSHCP Compliance document based on a modification of the project design. A copy of this email is included in Section 3.1.4 of this chapter.

On September 2, 2015, Caltrans received the MSCHP consistency determination and DBESP finding from CDFW and USFWS. A copy of this letter is included in Section 3.1.4 of this chapter.

On October 13, 2015, Caltrans received a revision to the September 2, 2015 MSCHP consistency determination and DBESP finding from CDFW and USFWS. A copy of this letter is included in Section 3.1.4 of this chapter.

To satisfy the Wildlife Agencies' concerns and as required in the Biological Opinion issued by USFWS on November 19, 2015, the DBESP was revised and submitted to the Wildlife Agencies on March 9, 2016. A copy of the March 9, 2016 letter to USFWS and the revised DBESP are included in Section 3.1.4 of this chapter.

USFWS responded with results of their review on March 29, 2016 and provided a final modified version of the DBESP.

On April 7, 2016, Caltrans emailed CDFW affirming that Caltrans had accepted the final revisions provided by USFWS and requested that CDFW provide a final confirmation regarding the DBESP.

CDFW responded with results of their review on April 22, 2016 and provided a final DBESP. In conjunction with this follow-up on the DBESP, CDFW indicated—with respect to allowing flexibility on the delivery of the draft HMMP—that the Wildlife Agencies amended the DBESP to indicate a submittal date of the draft HMMP at least 60 days prior to ground disturbance. Caltrans affirmed acceptance of this final DBESP, via email to CDFW, on April 25, 2016.

REGIONAL WATER QUALITY CONTROL BOARD

Caltrans emailed Marc Brown of the Santa Ana RWQCB on January 3, 2013, confirming he will be the source of contact with regard to water quality issues.

UNITED STATES ARMY CORPS OF ENGINEERS

Caltrans emailed Veronica Li of the USACE confirming that she will be the USACE contact regarding impacts covered under the jurisdiction of the USACE. On April 10, 2014, Caltrans met with Veronica Li at the project site to field verify the Jurisdictional Delineation.

UNITED STATES FISH AND WILDLIFE SERVICE

Caltrans coordinated with John M. Taylor of the USFWS on January 8, 2013. On January 9, 2013, Caltrans sent a species list request to USFWS. The species list was received on February 6, 2013. On April 4, 2014, Caltrans received an email from USFWS validating the 2013 species list. On August 27, 2015, Caltrans received an email from USFWS again validating the 2013

species list for the project. On April 19, 2016, Caltrans received an email from USFWS again validating the 2013 species list for the project.

On March 26, 2015, Caltrans initiated Formal Section 7 Consultation for Threatened and Endangered Species with USFWS.

On April 28, 2015, Caltrans received an email from USFWS confirming USFWS had all the information needed to proceed with initiation of Section 7 consultation. A copy of this email is included in Section 3.1.4 of this chapter.

On June 25, 2015, Caltrans informed the wildlife agencies of reduced vegetation impacts for the MSHCP Compliance document based on modification of the project design.

On November 19, 2015, Caltrans received the Biological Opinion issued by USFWS, concluding Formal Section 7 Consultation. (See Appendix H.)

On April 19, 2016, Caltrans emailed USFWS to inform USFWS that the target timeframe for providing a draft of the HMMP needed to be revised. The target timeframe identified in the Biological Opinion for providing a draft of the HMMP to USFWS was May 2016, which would have been during the final design phase of the project. However, as a result of the project's schedule for completion of the Environmental Document and approval of the project having changed since the Biological Opinion was issued, the target timeframe needed to be revised.

RIVERSIDE COUNTY REGIONAL PARK AND OPEN SPACE DISTRICT

On October 21, 2015, Caltrans met with the RivCoParks representative to review the project's potential impacts on public/quasi-public (PQP) lands within the MSHCP, owned by RivCoParks. Caltrans also identified planned mitigation, purchasing replacement land with the same characteristics as the land potentially impacted, at a minimum 1:1 ratio.

An initial transmittal identifying potential parcels to address this requirement was submitted to RivCoParks on March 23, 2016. A copy of this email is included in Section 3.1.4 of this chapter.

On April 15, 2016, Caltrans met with the RivCoParks representative to discuss RivCoParks' review of identified potential parcels to address PQP requirements. RivCoParks indicated that a number of the identified parcels were considered to be suitable candidates to fully satisfy the project's PQP requirements; however, prior to making a determination as to which specific parcel would be a first choice, RivCoParks would pursue preliminary coordination with RCA. RivCoParks' coordination is expected to occur within the next month. Final resolution regarding which parcel(s) will be identified to address the project's PQP requirements is expected to occur by the end of May 2016.

3.1.4 Agency Correspondence and Documentation

Agency correspondence and documentation is included on the pages that follow in the order listed below.

AIR QUALITY

November 19, 2013 Caltrans Memorandum to SCAG TCWG
December 3, 2013 SCAG TCWG Meeting Minutes
December 9, 2013 SCAG TCWG email to Caltrans
February 25, 2014 SCAG TCWG Meeting Minutes

CULTURAL RESOURCES

April 29, 2014 Caltrans letter to SHPO
May 19, 2014 SHPO letter to Caltrans

BIOLOGICAL RESOURCES

February 6, 2013 Species List from USFWS
June 4, 2014 Caltrans letter to USFWS
June 4, 2014 Caltrans letter to CDFW
March 26, 2015 Caltrans letter to USFWS
April 28, 2015 USFWS email to Caltrans
June 25, 2015 Caltrans email to USFWS and CDFW
August 27, 2015 Caltrans email to USFWS and USFWS email response to Caltrans
September 2, 2015 Letter to Caltrans from USFWS and CDFW
October 13, 2015 Letter to Caltrans from USFWS and CDFW
March 9, 2016 Letter to USFWS with updated DBESP from Caltrans
March 23, 2016 Letter to RivCoParks

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

Memorandum

Flex your power!
Be energy efficient!

To: RONGSHENG LOU
Program Manager
Department of Compliance and Performance Monitoring
Division of Land Use and Environmental Planning
Southern California Association of Governments
818 W. 7th Street, 12th Floor
Los Angeles, CA 90017

Date: November 19, 2013

File: 08- Riv-60- PM 22.1/26.5
Construct Truck Lanes and
Standard Shoulders
RTIP ID: 3TK04MA13
Project ID: RIV120201
EA: 0N69U

From: TONY LOUKA
Office Chief
Environmental Engineering

Subject: Request for TCWG Concurrence in Use of Conformity Exemption for Truck Climbing Lane Project

This project proposes to construct an east bound truck ascending lane, a west bound truck descending lane and an inside, and outside standard shoulders in both directions on State Route 60 (SR-60) in Riverside County between Gilman Springs Road, Post Mile (PM) 22.10 and 1.47 miles west of Jack Rabbit Trail PM 26.50.

Need

The proposed project area is in mountainous terrain with numerous tight radius horizontal curves, short tangent sections, steep grades, and swift changes in elevation. The sustained uphill grade exceeds 2.9 percent. A few locations have uphill grades that exceed 6 percent. The overall change of elevation from one end of the project to the other is a little greater than 500 feet over a distance of 2.5 miles. Due to the mountainous terrain and the presence of a concrete median barrier, the horizontal alignment of the roadway is also restricted with little or no existing shoulder width. This is true particularly on the left side of the travelled way inside shoulder where there is no inside shoulder for much of the project limits.

associated with this alternative. As development continues and traffic demand increases, traffic operational characteristics will further deteriorate resulting in an increase in congestion, vehicle delay, safety issues, and vehicle-operating costs. The No-Build alternative would not address or alleviate the forecasted operational and safety issues along this segment of SR-60.

Alternative 2:

- Construct an eastbound truck-climbing lane, a westbound truck-descending lane and construct standard inside and outside shoulders.
- Widen and grade the area adjacent to the truck lanes and shoulders to the ultimate freeway condition.
- Rehabilitate the existing #1 and #2 lanes as well as the inside shoulder, in each direction. The rehabilitation effort will be designed under a separate contract, and funded under a separate State Highway Operation Performance Program (SHOPP) project under Expenditure Authorization (EA) (1C090). Both contracts are to be combined prior to commencing the construction phase.
- Reconstruct the existing concrete median barrier for the entire project.
- Most of the widening for this alternative would be to the outside of the existing roadbed. However, for the portion of the freeway between PM 24.3 and PM 25.7, consideration would be given to widen to the median, if feasible.

The project is outside of the current (2010) Census Urbanized Area. Therefore the project, overall, fits the "Truck climbing lanes outside the urbanized area" exemption from conformity analysis requirements under 40 CFR 93.126. General rehabilitation, shoulder widening, and median barrier reconstruction likewise fall under full conformity exemptions in 40 CFR 93.126.

The truck "descending" lanes would also fall under the conformity exemption because they are for the same purpose (isolation of very slow trucks from normal traffic on the steep grade) as the climbing lanes. A similar, previous project on SBd-15 was found to meet the exemption for the same reason.

Please see Exhibit A, B, and C for project location, project layout plans, and 2010 Census Urbanized Area map.

The widening in Alternative 2 will not add capacity. Future traffic for the no-build is the same as the build condition.

We would like to request TCWG to concur with conformity exemption status for the project.

If you have any questions, please call Tony Louka at 383-6385.

c: Kerrie Hudson, Environmental Studies "A"
Radhakrishnan, Raghuram, Project Manager.

"Caltrans improves mobility across California"

TRANSPORTATION CONFORMITY WORKING GROUP
of the
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

December 3, 2013
Minutes

THE FOLLOWING MINUTES ARE A SUMMARY OF THE MEETING OF THE TRANSPORTATION CONFORMITY WORKING GROUP. A DIGITAL RECORDING OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The Meeting of the Transportation Conformity Working Group was held at the SCAG office in Los Angeles.

In Attendance:

Abrishami, Lori	Metro
Morris, Michael	FHWA
Kamhi, Philip	Metro
Sherwood, Arnie	TCA

SCAG

Asuncion, John
Luo, Rongsheng
Lin, Margaret

Via Teleconference:

Behtash, Arman	Caltrans, District 12
Brady, Mike	Caltrans Headquarters
DeHate, Eric	RCTC
Garcia, Dan	SCAQMD
Gallo, Ilene	Caltrans, District 11
Lay, Keith	LSA Associates
Louka, Tony	Caltrans, District 8
O'Connor, Karina	EPA, Region 9
Sheehy, Erin	OCTA
Tax, Wienke	EPA, Region 9
Yoon, Andrew	Caltrans, District 7
Zamora, Cherry	Dokken Engineering

TRANSPORTATION CONFORMITY WORKING GROUP
of the
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

December 3, 2013
Minutes

1.0 CALL TO ORDER

Rongsheng Luo, SCAG, called the meeting to order at 10:05 am.

2.0 PUBLIC COMMENT PERIOD

There were no comments.

3.0 CONSENT CALENDAR

3.1 TCWG August 27, 2013 Meeting Minutes
The minutes were approved.

3.2 TCWG September 24, 2013 Meeting Minutes
The minutes were approved.

3.3 TCWG October 22, 2013 Meeting Minutes
The minutes were approved.

4.0 INFORMATION ITEMS

4.1 Review of PM Hot Spot Interagency Review Form

1) RIV071288
It was determined that this is not a POAQC (FHWA concurrence received via email after meeting).

2) RIV120201
It was determined that this is an exempt project (FHWA concurrence received via email after meeting).

4.2 Review of PM Hot Spot PM Qualitative Analyses

1) ORA100511
The revised analysis was reaffirmed to be acceptable for NEPA circulation (FHWA and EPA concurrence received via email after meeting).

TRANSPORTATION CONFORMITY WORKING GROUP
of the
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

December 3, 2013
Minutes

4.3 FTIP Update

John Asuncion, SCAG, reported the following:

- 2013 FTIP Administrative Modification #13-14 was approved in late October 2013; Thus all 2013 FTIP Amendments through # 13-14 had received necessary approvals.
- 2013 FTIP Amendment #3-15 had been submitted to Caltrans and FHWA/FTA for review and approval.
- Approval of 2013 FTIP Amendment Modification #13-16 was anticipated around Christmas.
- County submittals of 2015 FTIP are due to SCAG early January 2014.

4.4 RTP Update

Rongsheng Luo, SCAG, noted that Margaret Lin will be the new SCAG staff to provide the RTP update from this meeting on.

There was no new RTP update.

4.5 EPA Update

Wienke Tax, EPA Region 9, reported that the Regional Administrator had signed a proposal to approve the South Coast Lead SIP on November 26th, 2013.

Karina O'Connor, EPA Region 9, confirmed the following regarding the Quantitative PM Hot Spot Class to be held from January 17 to 19, 2014 at the Caltrans District 7 office in downtown Los Angeles:

- Class attendees would need to bring their own laptop computers to the class.
- Class materials and software needed to be downloaded to the laptop computers prior to class.
- Instructions on how to prepare for the class would be emailed to registered attendees.
- Information and class materials were also available to download for those who cannot make it to the class.

4.6 ARB Update

On behalf of Jason Crow, ARB, Rongsheng Luo, SCAG, reported that ARB is planning to have another EMFAC2013 workshop in February 2014 where ARB will provide information on the model update and perform demonstration of the beta version.

TRANSPORTATION CONFORMITY WORKING GROUP
of the
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

December 3, 2013
Minutes

4.6 Air Districts Update
There was no new update.

5.0 INFORMATION SHARING

There was no information sharing.

6.0 ADJOURNMENT

The meeting was adjourned at 10:40 am.

The next Transportation Conformity Working Group meeting will be held on Tuesday January 28, 2014 at the SCAG office in downtown Los Angeles.

From: Luo, Rongsheng [mailto:LUO@scag.ca.gov]
Sent: Monday, December 09, 2013 5:14 PM
To: Fagan, Paul B@DOT
Subject: TCWG Concurrence re. Two Riverside County Projects: RIV071288 (new street & change to existing street) and RIV120201 (truck climbing lane project)

TCWG Members:

As a follow-up to the December 3, 2013 TCWG meeting, SCAG has received FHWA concurrence via email regarding RIV071288 and RIV120201. With the FHWA concurrence, RIV071288 is determined by TCWG to be not a POAQC and RIV120201 is exempt. The TCWG concurrence will be posted on the TCWG website shortly (http://www.scag.ca.gov/programs/Pages/ProjectLevel.aspx).

If you have any question, please do not hestiate to contact me. Thanks.

Rongsheng Luo

Rongsheng Luo
Program Manager
Department of Compliance and Performance Monitoring
Division of Land Use and Environmental Planning
Southern California Association of Governments
818 W. 7th Street, 12th Floor
Los Angeles, CA 90017
Visit us on the web at: www.scag.ca.gov
213-236-1994

1

TRANSPORTATION CONFORMITY WORKING GROUP
of the
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

February 25, 2014
Minutes

1.0 CALL TO ORDER

Fernando Castro, Caltrans District 7, called the meeting to order at 10:05 am.

2.0 PUBLIC COMMENT PERIOD

There were no public comments.

3.0 CONSENT CALENDAR

3.1 TCWG January 28, 2014 Meeting Minutes
The minutes were deferred to next TCWG meeting.

4.0 INFORMATION ITEMS

4.1 Review of PM Hot Spot Interagency Review Forms

1) SCAG015
It was determined that this is not a POAQC.

2) RIV120201
It was reaffirmed that this is an exempt project.

4.2 FTIP Update
Pablo Gutierrez, SCAG, reported the following:

- County project submittals for 2013 FTIP Amendment #13-17 were due to SCAG today.
- SCAG staff continues analyzing 2015 FTIP project submittals.

4.3 RTP Update
There was no new update.

4.4 EPA updates
Wienke Tax, EPA Region 9, reported the following:

- EPA withdrew its previous approvals of South Coast VMT offset demonstrations for 1-hour and 1997 8-hour ozone standards, effective April 29, 2013. The EPA action triggered two sanction clocks in South Coast. If not resolved, stationary source sanctions would start in October 2014 and highway sanctions would start in April 2015. EPA is required to take action on updated

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
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April 29, 2014

Carol Roland-Nawi
State Historic Preservation Officer
Office of Historic Preservation
1725 23rd Street, Suite 100
Sacramento, CA 95816

08-RIV-60 PM 22.10/26.50
Truck Climbing /Descending Lanes
Project No. 08-1200-0307

Dear Dr. Roland-Nawi:

RE: Determination of Eligibility and notification of No Historic Properties Affected for the SR-60 Truck Climbing and Descending Lanes Project in Riverside County, California.

The California Department of Transportation (Caltrans) on behalf of FHWA, in cooperation with the Riverside County Transportation Commission (RCTC) propose construction of an eastbound truck ascending lane and a westbound truck descending lane and inside and outside standard shoulders on Route 60 between PM 22.10 and PM 26.50. The project will take place in the Badlands area of unincorporated Riverside County.

This consultation is undertaken in accordance with the 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, executed on January 1, 2014. (Section 106 PA.) Caltrans as assigned by the Federal Highway Administration (FHWA) is initiating consultation as a federal agency.

Section 106 activities to date for this undertaking include preparation of a Historic Property Survey Report (HPSR, April 2014), which documents the identification and evaluation of cultural resources within the project's area of potential effects (APE). Consultation and identification efforts (summarized on page 2-5 of the HPSR) resulted in the identification of one (1) historic period cultural resource in the APE that required evaluation:

MRN	Name/Address	Location	OHP Status
01	AE-2339-1H (Update to 33-021095), a segment of former U.S. Highway 60/present-day SR 60	The Badlands area of Riverside County between Moreno Valley and Beaumont	6Y

Dr. Roland-Nawi
April 29, 2014
Page 2

Pursuant to Stipulation VIII.C.6 of the Section 106 PA, we request your concurrence that the above property is not eligible for listing in the National Register of Historic Places. Pursuant to Stipulation IX.A of the Section 106 PA, Caltrans is proposing that a finding of **No Historic Properties Affected** is appropriate for this undertaking.

We look forward to receiving your response within thirty (30) days of the receipt of this submittal, in accordance with Stipulation VIII.C.6.a of the Section 106 PA. If you have any questions or comments regarding the proposed project, please contact Mary K. Smith, Associate Environmental Planner/Architectural History at (909) 383-5950 or by email at mary_k_smith@dot.ca.gov. Thank you for your assistance with this undertaking.

Sincerely,

GABRIELLE DUFF
Branch Chief
Environmental Support/Cultural Studies

c: Kelly Hobbs, 106 Coordinator, CSO, DEA

Enclosure: *Historic Property Survey Report for State Route 60 Truck Climbing and Descending Lanes Project From Gilman Springs Road to 4.3 miles East of Gilman Springs Road in Unincorporated Riverside County, California (April 2014).*

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STATE OF CALIFORNIA – THE NATURAL RESOURCES AGENCY EDMUND G. BROWN, JR., *Governor*

OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION
1725 23rd Street, Suite 100
SACRAMENTO, CA 95816-7100
(916) 445-7000 Fax: (916) 445-7053
calshpo@parks.ca.gov
www.ohp.parks.ca.gov

May 19, 2014 Reply To: FHWA_2014_0501_002

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

Re: Determination of Eligibility for the Proposed SR-60 Truck Climbing and Descending Lanes Project in Riverside County, CA

Dear Ms. Duff:

You are consulting with me about the subject undertaking in accordance with 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, as it Pertains to the Administration of the Federal-Aid Highway Program in California* (PA).

Caltrans has determined that the Badlands area of Riverside County between Moreno Valley and Beaumont (update to 33-021095) is not eligible for the National Register of Historic Places due to a lack of integrity. Based on my review of the submitted documentation, I concur.

Please note for future consultations that it is not good practice to conduct Native American consultation after the field survey is complete. Native American consultation may provide information that could shape the areas or method of survey and can address any Native American concerns.

Thank you for considering historic properties during project planning. If you have any questions, please contact Natalie Lindquist of my staff at (916) 445-7014 or email at natalie.lindquist@parks.ca.gov.

Sincerely,

Carol Roland-Nawi, Ph.D.

Carol Roland-Nawi, Ph.D.
State Historic Preservation Officer

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Ecological Services
Palm Springs Fish and Wildlife Office
777 East Tahquitz Canyon Way, Suite 208
Palm Springs, California 92262

In Reply Refer To:
FWS-WRIV-13B0096-13SL0135

FEB - 6 2013

Mr. Scott Quinnell
Senior Environmental Planner
Department of Transportation, District 8
464 West Fourth Street, 6th Floor
San Bernardino, California 92401

Subject: Request for a List of Federally Endangered, Threatened, Proposed, and Candidate Species and their Critical Habitat that May Occur in the Vicinity of the State Route 60 Truck Lane/Shoulder Widening Project, Riverside County, California

Dear Mr. Quinnell:

This letter is in response to your request, received by our office via email January 12, 2013, for a list of federally endangered, threatened, proposed, and candidate species and desginated critical habitat potentially present in the vicinity of the State Route 60 Truck Lane/Shoulder Widening Project (project). The project site is located along State Route 60 between post miles 22.2 and 26.5 in Riverside County, California. We understand this information will be to assist you in evaluating the potential for occurrence of federally listed endangered, threatened, proposed, and designated candidate species and their critical habitat within the project area. This list is office-generated from species and critical habitat search of the 7.5-minute U.S. Geological Survey Quadrangle in which your project area falls and lists species with the potential to occur within the area. We also suggest that you contact the California Department of Fish and Wildlife regarding State-listed and sensitive species that may occur within the project area. Please note that State-listed species are protected under the provisions of the California Endangered Species Act.

As a reminder, if a proposed project is authorized, funded, or carried out by a Federal agency and may affect a federally listed species, then section 7 consultation pursuant to the Endangered Species Act of 1973 (Act), as amended (16 U.S.C. 1531 *et seq.*), is required. Should you have any questions regarding the species listed or your responsibilities under the Act, please contact John M. Taylor of this office at 760-322-2070, extension 218.

Sincerely,

Kennon A. Corey
Assistant Field Supervisor

Enclosure

Enclosure

Federally Endangered, Threatened, Proposed, and Candidate Species and their Critical Habitat that May Occur in the Vicinity of the State Route 60 Truck Lane/Shoulder Widening Project, Riverside County, California

January 22, 2013

Type	Scientific Name	Common Name	Federal Status	Critical Habitat in Vicinity
Birds	*Polioptila californica californica*	coastal California gnatcatcher	Threatened	No
	Vireo bellii pusillus	least Bell's vireo	Endangered	No
	Empidonax traillii extimus	southwestern willow flycatcher	Endangered	Yes
Flowering Plants	*Dodecahema leptoceras*	slender-horned spineflower	Endangered	N/A
Mammals	*Dipodomys merriami parvus*	San Bernardino Merriam's kangaroo rat	Endangered	No
	Dipodomys stephensi	Stephens' kangaroo rat	Endangered	No

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
464 W. 4th Street
SAN BERNARDINO, CA 942401–1400
PHONE (909) 383-7560
FAX (909) 383-6494

www.dot.ca.gov

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June 4, 2014

Karin Cleary- Rose, Chief
San Bernardino and Riverside County
U.S. Fish and Wildlife Service
Carlsbad Fish & Wildlife Office
Palm Springs Fish & Wildlife Office
777 E. Tahquitz Canyon Way, Suite 208
Palm Springs, CA 92262

Dear Ms. Rose:

The California Department of Transportation (Caltrans) is submitting to your office an NES, including MSHCP Consistency Assessment, and DBESP findings, for the SR-60 Truck Lanes Project (0N69U) (FWS-WRIV -13B0096-13 SLO 135), a covered activity in the Western Riverside County MSHCP. Also, as a follow-up to the March 20, 2014 RCA meeting enclosed are the proposed 0N69U wildlife crossings and associated costs for further discussion.

Based on the enclosed documents, Caltrans requests an MSHCP consistency determination and a DBESP finding for this project.

If you have any questions or concerns, please contact Maggi Elgeziry, Caltrans Associate Environmental Planner, at (909) 383-7560 or I can be reached at (909) 388-1387.

Sincerely,

Scott Quinnell
Senior Environmental Planner
Branch Chief, Biological Studies & Permits Branch and
Biological Construction and Maintenance Monitoring
Caltrans District 8
(909) 383-6936

cc: Heather Pert, UDFW and Charlie Landry, RCA

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June 4, 2014

Heather Pert
Department of Fish and Wildlife
Inland Deserts Region
3602 Inland Empire Blvd., Suite C-220
Ontario, CA 91764

Dear Ms. Pert:

The California Department of Transportation (Caltrans) is submitting to your office an NES, including MSHCP Consistency Assessment, and DBESP findings, for the SR-60 Truck Lanes Project, a covered activity in the Western Riverside County MSHCP. Also, as a follow-up to the March 20, 2014 RCA meeting enclosed are the proposed 0N69U wildlife crossings and associated costs for further discussion.

Based on the enclosed documents, Caltrans requests an MSHCP consistency determination and a DBESP finding for this project.

If you have any questions or concerns, please contact Maggi Elgeziry, Caltrans Associate Environmental Planner, at (909) 383-7560 or I can be reached at (909) 388-1387.

Sincerely,

Scott Quinnell
Senior Environmental Planner
Branch Chief, Biological Studies & Permits Branch and
Biological Construction and Maintenance Monitoring
Caltrans District 8
(909) 383-6936

cc: Karin Cleary-Rose, USFWS and Charlie Landry, RCA

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March 26, 2015

Mr. John Taylor
Fish & Wildlife Biologist
U.S. Fish and Wildlife Service
Palm Springs Fish and Wildlife Office
777 East Tahquitz Canyon Way, Suite 208
Palm Springs, CA 92262

Dear Mr. Taylor:

The California Department of Transportation (Caltrans) requests Formal Section 7 Consultation for the State Route 60/Truck Lanes Project, located in the "Badlands" between postmiles 22.1 and 26.5 (EA 0N69U, PN 0812000307). The proposed project is being reviewed by your agency to demonstrate consistency with the Western Riverside County MSHCP. Due to the presence of habitat for endangered species, the project requires Section 7 consultation. As part of its NEPA assignment of federal responsibilities by the FHWA, effective October 1, 2012 and pursuant to 23 USC 326 or 23 USC 327, Caltrans has been authorized to conduct Section 7 consultation pursuant to the Federal Endangered Species Act.

Please use the previously submitted Natural Environment Study (NES) for the Section 7 consultation analysis. The following is a summary of the effect determinations presented in the NES:

1) The Project may affect, likely to adversely affect least Bell's vireo (*Vireo bellii pusillus)* due to project related indirect impacts of potential least Bell's vireo habitat.

2) The project may affect, likely to adversely affect coastal California gnatcatcher (*Polioptila californica*) due to project related take of this species and potential for impacts to 87.35 acres of Riversidean sage scrub habitat which could include direct injury or mortality to coastal California gnatcatchers due to vegetation removal and project activities, or indirect impacts such as nest damage or abandonment.

3) The project may affect, likely to adversely affect Stephens' kangaroo rat *(Dipodomys stephensi),* SKR, due to impacts to 16.87 acres of non-native grassland habitat which could include direct injury or mortality to SKR due to vegetation removal and project activities, or indirect impacts such as causing burrow damage or abandonment.

4) Caltrans has determined the project will have No Effect to the Southwestern Willow Flycatcher, (*Empidonax traillii extimus),* SWWF, due to the absence of SWWF.

Caltrans requests a streamlined Biological Opinion for this project to address impacts to LBV, SKR, and CAGN. Caltrans requests receipt of the Biological Opinion within 60 days in order to meet our Project Approval/Environmental Document schedule.

If you have any questions or concerns regarding Section 7 consultation for the State Route 60 Truck Lanes Project, please contact Maggi Elgeziry, Caltrans Associate Environmental Planner, at (909) 383-7560 or I may be reached at (909) 383-6936.

Sincerely,

Scott Quinnell
Senior Environmental Planner
Branch Chief, Biological Studies & Permits Branch
Caltrans District 8
(909) 383-6936

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From: Taylor, John [mailto:john_m_taylor@fws.gov]
Sent: Tuesday, April 28, 2015 5:54 PM
To: Elgeziry, Maggi@DOT; Quinnell, Scott F@DOT
Subject: Re: SR-60 needs for consultation

The request for initiation of consultation was received by my office April 6, 2015, supplementing materials previously submitted via email and hard-copy. With this information, I have the necessary information for initiation of formal consultation. We appreciate Caltrans efforts to work with the Service to ensure that effects of the proposed action are fully evaluated and addressed. Should you have any questions about this consultation or the consultation process in general, please contact me at any time.

Thank you,

John M. Taylor
Fish & Wildlife Biologist
U.S. Fish and Wildlife Service - Palm Springs
777 East Tahquitz Canyon Way, Suite 208
Palm Springs, CA 92262
Ph: 760-322-2070 x218
john_m_taylor@fws.gov

From: Quinnell, Scott F@DOT
Sent: Thursday, June 25, 2015 12:41 PM
To: Taylor, John; Pert, Heather@Wildlife
Cc: Elgeziry, Maggi@DOT; Wentworth, Craig S@DOT
Subject: FW: SR-60 Truck Lane Widening Project, updated Veg Table for MSHCP Consistency

John and Heather,

As we are waiting your MSHCP Consistency Determination for the SR 60 Truck Lane Widening project, I am informing you of changes to the vegetation impacts from what was previously submitted to you. Caltrans has undertaken preliminary engineering and has been able to reduce impacts from what was presented in the Draft Environmental Document and MSHCP documents. We will be utilizing the attached table for the recirculated Final Environmental Document. The vegetation categories are slightly different from what was previously presented too; these now follow the Manual of CA Vegetation. Thus, please utilize the acreages and vegetation categories in the attached table for your MSHCP Consistency Review/Approval. Thank you,

Scott Quinnell
Senior Environmental Planner
Environmental Stewardship & Monitoring Branch Chief
Caltrans District 8

From: Taylor, John [mailto:john_m_taylor@fws.gov]
Sent: Thursday, August 27, 2015 5:22 PM
To: Quinnell, Scott F@DOT
Subject: SR-60 Truck Lane Addition - Species List Request (EA-0N69U)

Scott,
Per your request received
via email
today, August 27, 2015, I have reviewed of our internal federally listed species occurrence database for changes from the species list initially issued February 6, 2013 (FWS-WRIV-13B0096-13SL0135). Please consider this email as confirmation the previously issued species list is still considered valid. This email will be printed and made part of the project record. Should you have any questions, please feel free to contact me at any time.

Sincerely,

John M. Taylor
Fish & Wildlife Biologist
U.S. Fish and Wildlife Service - Palm Springs
777 East Tahquitz Canyon Way, Suite 208
Palm Springs, CA 92262
Ph: 760-322-2070 x218
john_m_taylor@fws.gov

-----Original Message-----
From: Quinnell, Scott F@DOT
Sent: Thursday, August 27, 2015 11:24 AM
To: 'Taylor, John'
Subject: RE: Official Species List for project: SR 60 Truck Lanes Project

John: there were some additional species on the list from the previous version, we had discussed this before. Wasn't sure if you were going to revise the list or not. If not, we will have some additional species we must discuss in the Env. Document and make a no effect determination on, which I should include in the Section 7 Consultation letter to you.

Scott Quinnell
Senior Environmental Planner
Environmental Stewardship & Monitoring Branch Chief Caltrans District 8

U.S. Fish and Wildlife Service
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FAX 760-322-4648

California Department of Fish and Wildlife
Inland Deserts Region
3602 Inland Empire Blvd., Suite C-220
Ontario, California 91764
909-484-0167
FAX 909-481-2945

In Reply Refer To:
FWS/CDFW-13B0096-15CPA0316

SEP 2 2015

Mr. Scott Quinnell
Senior Environmental Planner
Department of Transportation, District 8
464 West Fourth Street, 6th Floor
San Bernardino, California 92401

Subject: Determination of Biologically Equivalent or Superior Preservation for the State Route 60 Truck Lane Addition, Riverside County, CA – EA 0N69U

Dear Mr. Quinnell:

The U.S. Fish and Wildlife Service (Service) and the California Department of Fish and Game (Department), hereafter collectively referred to as the Wildlife Agencies, have concluded our review of the proposed State Route 60 (SR-60) Truck Lane Addition Project (Project) Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) consistency documentation. The California Department of Transportation (Caltrans) has been working cooperatively with the Wildlife Agencies and the Western Riverside County Regional Conservation Authority on the proposed Project to address MSHCP implementation. We appreciate your comprehensive coordination on this project and your good-faith efforts to configure the project to maintain wildlife connectivity within the MSHCP conservation area.

The Wildlife Agencies review is based on Caltrans' Determination of Biologically Equivalent or Superior Preservation (DBESP) Analysis June 9, 2014, and subsequent communication to refine the implementation of various conservation measures. We requested an addendum to the DBESP to clarify some minimization and avoidance measures on March 20, 2015, via email. The April 7, 2015, reply indicated that Caltrans will develop and submit a draft Habitat Management and Monitoring Plan (HMMP) and wildlife fencing plan prior to the onset of ground disturbing activities. You also provided an updated vegetation impact table on June 25, 2015, to replace the table in the 2014 Caltrans Natural Environmental Study (Section 4.1 - Table 2; NES). The following consistency analysis is based upon the *State Route 60 Truck Lanes Project MSHCP Consistency Determination* (March 2014), *DBESP for Riverine/Riparian Areas for the State Route 60 Truck Lanes Project* (June 2014), *SR-60 Truck Lanes Project NES Riverside County California* (March 2014), and associated correspondence and communications.

The Project is the modification of SR-60 to create an eastbound truck-climbing lane, a westbound truck-descending lane, and widen the shoulders to current Caltrans design standards from Gilman Springs Road, at Post Mile (PM) 22.1 to Jack Rabbit Trail, at PM 26.5 in Riverside County, California. To accommodate the additional lanes, the Project will extend 23 feet beyond the existing outside shoulder. The Project will result in excess base material (dirt) which will be disposed of in accordance with Caltrans standards and specifications. Completion of this Project

will improve safety, reduce traffic congestion, and improve the operational characteristics along the length of this facility. This is an MSHCP Covered Activity (MSHCP Figure 7-1).

The DBESP was submitted to address unavoidable Project impacts in accordance with the MSHCP Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools policy (MSHCP Section 6.1.2; Riparian/Riverine Policy) and Additional Survey Needs and Procedures (MSHCP Section 6.3.2); in particular, Burrowing Owl and Mammal Species Survey Areas. The Project site is within Criteria Area cells 928, 931, 933, and 936 in the Reche Canyon/Badlands Area Plan and crosses Public/Quasi Public lands.

Western Riverside Multiple Species Habitat Conservation Plan

Riparian and Riverine, Section 6.1.2

Within the NES and supplemental materials received, Caltrans provided estimated acreages for areas subject to permanent and temporary impacts to riparian and riverine resources resulting from implementation of the proposed Project. From further discussions between the Wildlife Agencies and Caltrans, refinement of engineering designs may result in reductions in areas affected by the Project. Once Caltrans engineers approve a 100 percent design for the Project, Caltrans and the Wildlife Agencies will review changes in the project footprint and reevaluate the proposed mitigation for impacts to riparian and riverine resources. The proposed mitigation will be revised to reflect changes in the project footprint and to demonstrate equivalent or superior preservation of riparian and riverine resource values.

To offset permanent impacts to riparian and riverine, Caltrans will purchase credits, in the form of habitat creation, from an approved mitigation bank in the MSHCP plan area, at a 3:1 ratio. Temporary impacts will be restored on-site and a HMMP created to detail restoration practices, identify success criteria, and provide for adaptive management techniques should on-site restoration fail. If credits in an approved mitigation bank in the MSHCP plan area are not available, Caltrans will develop an equivalent strategy for permittee sponsored mitigation in coordination with the Wildlife Agencies.

With the inclusion of the above measures, we concur with Caltrans' determination that project impacts have been off set to a level that is biologically equivalent or superior to an avoidance alternative for Riparian/Riverine resources.

6.3.2 Additional Survey Needs and Procedures

Mammal Species Survey Areas

The Project area falls within the Los Angeles Little Pocket Mouse (*Perognathus longimembris brevinasus*, LAPM) survey area. Habitat quality within the eastern survey area was assessed as of marginal-low quality and of a low-moderate quality in the western survey area. Surveys performed in 2013 did not detect LAPM.

Burrowing Owl

The project is within an MSHCP Additional survey area for western burrowing owl (*Athene cunicularia hypugea*). Focused surveys were conducted during the 2013 breeding season (March 1 to August 31). Surveys did not detect burrowing owls or burrowing owl sign. However, as suitable habitat is present within the biological study area, a pre-construction survey for burrowing owls will be conducted within 30 days prior to ground disturbing activities. Should burrowing owls be detected at that time, Caltrans will coordinate with Wildlife Agencies for additional guidance.

The DBESP states that to avoid indirect impacts to listed birds and other breeding birds, project construction may occur outside of the nesting season. If the Project must be constructed during the nesting season, nesting bird surveys will be conducted prior to construction. If a listed species or active nests are detected, avoidance and minimization measures must be implemented, in consultation with the Wildlife Agencies. We recommend avoiding construction activities during the nesting season (February 15 through September 15) or implementing nest buffers to include 300 feet for passerines and 500 feet for raptors. The buffer, if implemented, will be delineated by a qualified biological monitor. While nesting birds are active, the biological monitor will ensure construction related activities do not encroach into the buffer zone until the young have fledged or the nest is no longer active.

Consistent with terms of the MSHCP permit, Caltrans will ensure that project-related removal of coastal sage scrub vegetation does not occur between March 1 and August 15 to avoid impacts to nesting coastal California gnatcatchers (*Polioptila californica californica*).

7.5.2 Guidelines for Construction of Wildlife Crossings

Approximately 3 kilometers (1.86 miles) of the Project alignment are within criteria cells. Section 7.5.2 of the MSHCP provides that large mammal crossings will be installed every 1.5 kilometers with an openness ratio of 0.6 (metric). In addition, small/medium wildlife crossings are required at least every 300 meters. Because the topology of the Project area limits opportunities for the placement of both large and small/medium culverts, Caltrans worked with the Wildlife Agencies and U.S. Geological Survey to identify the best-fit locations. A final strategy was agreed upon in April 2015.

There are currently 28 culverts in the existing SR-60 facility maintained by Caltrans. Of these, 10 are unsuitable for wildlife movement due to design characteristics. The remaining 18 are of a size which facilitates small/medium wildlife movement. To achieve MSHCP consistency for wildlife movement, Caltrans will install two large wildlife crossings, one at PM 24.55 and another at PM 26.1; and install an additional nine small/medium wildlife crossings, two of which will be dry crossings and not designed to convey water. To conform with additional MSHCP criteria related to wildlife movement, Caltrans will provide a draft fencing plan to the Wildlife Agencies for review and approval prior to ground disturbing activities.

With implementation of avoidance and minimization measures identified within the NES and

MSHCP consistency determination, mitigation of impacts to riparian/riverine resources, and the timing of project activities to avoid bird-breeding season to the extent possible, the Wildlife Agencies find the SR-60 Truck Lane Addition Project to be consistent with the MSHCP. We appreciate the time and effort Caltrans dedicated to facilitating wildlife movement across SR-60 and thank you for the extensive coordination on this Project. We look forward to working with you and your team on future SR-60 Truck Lane Addition related matters.

If you have any questions regarding this letter or the MSHCP in general, please contact John M. Taylor of the Service at 760-322-2070, extension 218, or Heather A. Pert of the Department at 858-395-9692.

Sincerely,

for

Kennon A. Corey
Assistant Field Supervisor
U.S. Fish and Wildlife Service

for

Leslie MacNair
Regional Manager
California Department of Fish and Wildlife

U.S. Fish and Wildlife Service
Palm Springs Fish and Wildlife Office
777 East Tahquitz Canyon Way, Suite 208
Palm Springs, California 92262
760-322-2070
FAX 760-322-4648

California Department of Fish and Wildlife
Inland Deserts Region
3602 Inland Empire Blvd., Suite C-220
Ontario, California 91764
909-484-0167
FAX 909-481-2945

In Reply Refer To:
FWS/CDFW-13B0096-16CPA0002

OCT 13 2015

Mr. Scott Quinnell
Senior Environmental Planner
Department of Transportation, District 8
464 West Fourth Street, 6th Floor
San Bernardino, California 92401

Subject: Determination of Biologically Equivalent or Superior Preservation for the State Route 60 Truck Lane Addition, Riverside County, CA – EA 0N69U

Dear Mr. Quinnell:

The U.S. Fish and Wildlife Service (Service) and the California Department of Fish and Game (Department), hereafter collectively referred to as the Wildlife Agencies, provide the following revision to our consistency determination issued September 2, 2015 (FWS/CDFW-13B0096-15CPA0316) for the proposed State Route 60 (SR-60) Truck Lane Addition Project (Project). The revision is based upon changes in the Project description provided by the California Department of Transportation (Caltrans) via email September 8, 2015. Revisions include extension of Project limits slightly eastward, an update of the large wildlife crossing locations, and a change to the number of small/medium wildlife crossings.

The outer Project limits were originally described as beginning at Gilman Springs Road, at Post Mile (PM) 22.1 and extending to PM 26.5, at Jack Rabbit Trail. The revised Project limits are now identified as PM 22.1 to PM 26.61.

After additional discussion between the Wildlife Agencies and Caltrans, the number and location of the wildlife undercrossing has also been revised. The two large wildlife undercrossings will be installed at PM 24.53 and PM 26.08 instead of at PM 24.55 and PM 26.1 as originally described. After additional consideration of the topography along the road alignment and the locations of the existing culverts that are passable by small and medium sized animals, the strategy for providing small and medium wildlife movement under the Project was revised. Six additional undercrossings for small/medium wildlife will be constructed, instead of nine. This includes three 36-inch culverts and three 60-inch culverts. All new undercrossings are dry and will not convey hydrological flow. In conjunction with existing culverts, the installation of six new small/medium and two large undercrossings within the Project limits will provide sufficient connectivity and wildlife movement within the criteria cells.

The change in Project limits and the updated strategy for wildlife movement are minor changes in the Project description and we find them consistent with the Western Riverside Multiple Species Habitat Conservation Plan. All other aspects of the Project description within our September consistency determination remain the same. We appreciate the time and effort Caltrans dedicated to facilitating wildlife movement across SR-60 facility and thank you for the

extensive coordination on this Project. We look forward to working with you and your team on future SR-60 Truck Lane Addition related matters.

If you have any questions regarding this letter or the MSHCP in general, please contact John M. Taylor of the Service at 760-322-2070, extension 218, or Heather A. Pert of the Department at 858-395-9692.

Sincerely,

Kemon A. Corey
Assistant Field Supervisor
U.S. Fish and Wildlife Service

Heather A. Pert
for
Leslie MacNair
Regional Manager
California Department of Fish and Wildlife

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL PLANNING
464 W. 4th STREET, 6th FLOOR, MS 822
SAN BERNARDINO, CA 92401-1400
PHONE (909) 383-6936
FAX (909) 383-6494
TTY 711
www.dot.ca.gov

Serious drought.
Help save water!

March 9, 2016

Mr. John Taylor
Fish & Wildlife Biologist
U.S. Fish and Wildlife Service
Palm Springs Fish and Wildlife Office
777 East Tahquitz Canyon Way, Suite 208
Palm Springs, CA 92262

Dear Mr. Taylor:

The California Department of Transportation (Caltrans) is submitting the revised Determination of Biologically Equivalent or Superior Preservation (DBESP) for Riverine/Riparian Areas for the State Route 60 Truck Lanes Project (0N69U). This submittal is based on the requirements of the BO (FWS-WRIV-13B0096-16F0031), received from the Service on November 19, 2015. Caltrans is providing the Service with a revised DBESP with updated vegetation impacts and implementation of the Public/Quasi-Public (PQP) replacement policy information.

Sincerely,

Craig Wentworth
Senior Environmental Planner
Office of Biological Studies and Permits
Caltrans, District 8
464 West 4th Street
San Bernardino, CA 92401
(909) 388-1252

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 8
DIVISION OF ENVIRONMENTAL PLANNING
464 W. 4th STREET, 6th FLOOR, MS 827
SAN BERNARDINO, CA 92401-1400
PHONE (909) 383-6379
TTY 711
www.dot.ca.gov

Serious drought.
Help save water!

March 23, 2016

Mr. Marc Brewer
Senior Park Planner
Riverside County Regional Park and Open-Space District
4600 Crestmore Road
Jurupa Valley, CA 92509

File: 08-Riv-60
SR 60 Truck Lanes
PM 22.10 – 26.61
EA 08-0N69U0
PN 0812000307

Dear Mr. Brewer,

Attached is a map and table identifying location context and basic parcel information, which is being provided for review and consideration in conjunction with the efforts of the State Route 60 (SR-60) Truck Lane Project to identify potential parcel(s) that would be acceptable for purposes of addressing the expected impacts of the project to PQP land (permanent acquisition of sliver portions of land—totaling approximately 5.87 acres).

As discussed on page 2-212 of the *ReCirculated Initial Study with Proposed Mitigated Negative Declaration / Environmental Assessment* prepared for this project, the SR-60 Truck Lane Project is committed to purchasing replacement land at a minimum ratio of 1:1, which will feature the same characteristics as the land that is impacted.

Upon receiving confirmation from you, or anyone else within Riverside County Regional Parks and Open-Space District authorized in this capacity, as to which parcel(s) are acceptable, we would then immediately forward the information specific to just the parcel(s) identified by Riverside County Regional Parks and Open-Space District as acceptable in this regard to:
United States Fish and Wildlife Service (USFWS)
California Department of Fish and Wildlife (CDFW)
To confirm, actual acquisition efforts would not occur until after the Environment Document and the Project are approved.

The SR-60 Truck Lanes project remains on a very challenging schedule, it is critical that we complete this coordination effort with your agency within the next 30 days. If sooner is possible, that would be greatly appreciated.

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Mr. Marc Brewer
March 23, 2016
Page 2

In that regard, I would like to schedule a meeting with you and anyone else with Riverside County Regional Parks and Open-Space District that you would identify, within a couple of weeks, to determine if acceptable parcel(s) have been identified.

Please do not hesitate to contact myself, or Scott Quinnell directly if there are any questions.

Thank you for your time and involvement.

Sincerely,

JAMES SHANKEL
Senior Environmental Planner

Enclosed:
(1) Parcel Map
(2) Basic Parcel Information Table

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

Note: Acreage of the identified parcels: **1** = 6.71 acres; **2** = 6.03 acres; **3** = 13.48 acres; **4** = 11.6 acres; **5** = 30.78 acres; **6** = 33.77 acres

3.2 Community Outreach and Public Involvement

3.2.1 Original Initial Study/Environmental Assessment

Circulation of the Original Initial Study/Environmental Assessment (IS/EA) began on June 16, 2014 and was noticed in two newspapers: the *Press Enterprise* on Sunday, June 15, 2014 and *Unidos en el Sur de California* (a weekly publication) on June 20, 2014. Both of the published notices included a Notice of Availability of an Initial Study/Environmental Assessment, Notice of Intent to Adopt a Mitigated Negative Declaration, and Opportunity for Public Hearing. The Original IS/EA and technical studies were available for public review at the Caltrans District 8 Office, Moreno Valley Library, and Beaumont Library, and were also available through the District 8 website. The identified period of circulation was June 16, 2014 through July 15, 2014. Additionally, a copy of the published notices (in both English and Spanish) was included with the distributed Original IS/EA.

Requests were received for a public hearing beginning the first day of circulation. In response to the requests, a determination was made by Caltrans to schedule a public hearing and to also extend the period of circulation. The public hearing was scheduled for July 31, 2014 and circulation was extended to August 11, 2014. In conjunction with the determination to hold a public hearing and extend the time period for review of the Original IS/EA, additional notices were published, as summarized in Table 3-1.

Table 3-1: Published Notices for the Review of the Original IS/EA

Publication Date	Newspaper	Notice Information
July 17, 2014	*The Press-Enterprise*	• Notice of Intent to Adopt a Mitigated Negative Declaration • Announcement of Public Hearing • Notice of Availability of an Initial Study/Environmental Assessment • Extension of Public Comment Period
July 18, 2014	*Unidos en el Sur de California*	• Notice of Intent to Adopt a Mitigated Negative Declaration • Announcement of Public Hearing • Notice of Availability of an Initial Study/Environmental Assessment • Extension of Public Comment Period
July 24, 2014	*The Press-Enterprise*	• Notice of Intent to Adopt a Mitigated Negative Declaration • Announcement of Public Hearing (New Location) • Notice of Availability of an Initial Study/Environmental Assessment • Extension of Public Comment Period
July 25, 2014	*Unidos en el Sur de California*	• Notice of Intent to Adopt a Mitigated Negative Declaration • Announcement of Public Hearing (New Location) • Notice of Availability of an Initial Study/Environmental Assessment • Extension of Public Comment Period

In addition to publishing the updated notices on the above dates, on July 14, 2014, Caltrans mailed a hard copy of the first updated notice (in English and Spanish) to all who had been sent the Original IS/EA in conjunction with the start of circulation on June 16, 2014, and also to everyone who submitted a mailing address after the June 15 and June 20, 2014 notices. A second

notice was emailed out on July 23, 2014, with a revised public hearing notice indicating a change to the meeting venue. Copies of all published notices are included in Section 3.2.1.1.

Caltrans also provided notice of the circulation of the Original IS/EA through the State Clearinghouse. The Notice of Completion was submitted to the State Clearinghouse on June 16, 2014. An update regarding the decision to extend the public review and comment period for the Original IS/EA was submitted to the State Clearinghouse on July 18, 2014. Copies of the original Notice of Completion, letter indicating the extension of review and comment period, State Clearinghouse July 18, 2014 memo, and August 12 State Clearinghouse letter are attached in Section 3.2.1.2.

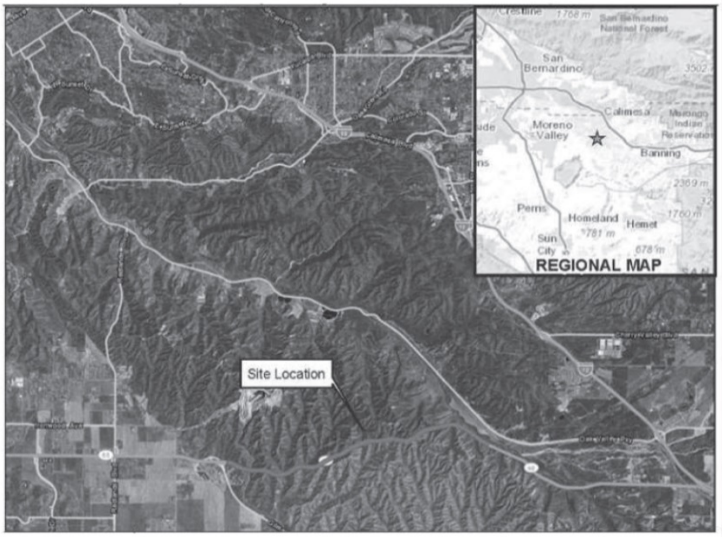
The public hearing was held on July 31, 2014 from 6:00 p.m. to 8:00 p.m. at Sunnymead Elementary School, located at 24050 Dracaea Avenue in the City of Moreno Valley. Spanish language translators were available to provide assistance as needed. Exhibits showing the Build Alternative, Project Development Process, and Project Schedule were displayed. Additionally, a PowerPoint Presentation summarizing the project limits, background, milestone dates, existing conditions, traffic data, accident rates, purpose and need, the proposed schedule, and the public comment process was made. Attendees asked questions, submitted written comments using comment cards, and/or provided verbal comments to the court reporter. Most questions and comments from those in attendance concerned traffic information (in particular regarding trucks), project potential impacts on biological resources, and warehouse projects under review in the City of Moreno Valley.

3.2.1.1 PUBLISHED NOTICES FOR THE ORIGINAL EA

PUBLIC NOTICE

Caltrans

Notice of Availability of an Initial Study/Environmental Assessment Notice of Intent to Adopt a Mitigated Negative Declaration and Opportunity for Public Hearing State Route 60 (SR-60) Truck Lanes Project



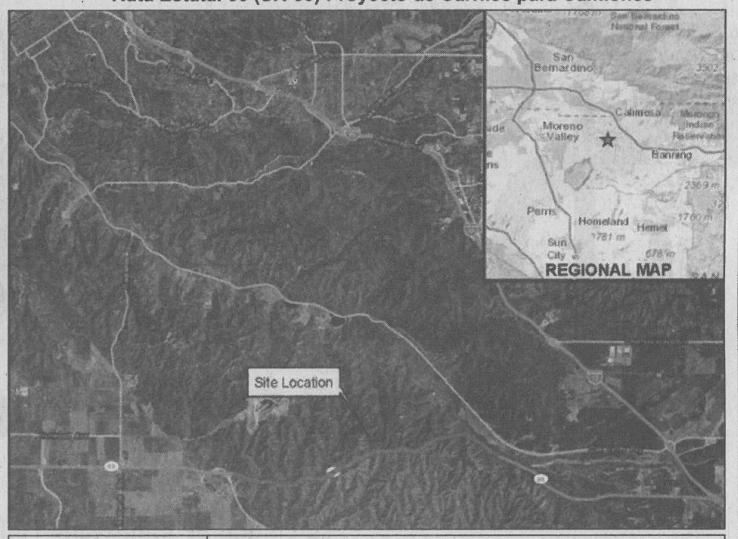
WHAT IS BEING PLANNED?	The California Department of Transportation (Department) is proposing to construct an eastbound truck climbing lane and a westbound truck descending lane, and inside and an outside standard shoulders in both directions on State Route 60 (SR-60) in Riverside County between Gilman Springs Road, Post Miles (PM) 22.10 and Jack Rabbit Trail PM 26.50.
WHY THIS AD?	The Department has studied the effects this proposed project may have on the environment. The results are detailed in the Initial Study/Environmental Assessment (IS/EA) with proposed Mitigated Negative Declaration. This notice is to advise of the availability of this document for review and comment and the Department's intent to adopt the Mitigated Negative Declaration and Finding of No Significant Impact.
WHAT'S AVAILABLE?	The IS/EA is available for review at the Caltrans District 8 Office, 464 West Fourth Street, San Bernardino, CA 92401 on weekdays from 8:00 a.m. to 4:00 p.m. In addition you can review the IS/EA at Riverside County Transportation Commission (RCTC) 4080 Lemon Street, 3rd Floor, Riverside CA 92501 on weekdays from 8:00 a.m. to 4:00 p.m. To view an electronic copy of this document go to http://www.dot.ca.gov/dist8.
WHERE YOU COME IN	Do you have any comments about processing the project with a MND and the IS/EA? Do you disagree with the findings of the study as set forth in the Proposed MND? Would you care to make any other comments on the project? Please submit your comments (or request for public hearing) in writing no later than July 16, 2014 to Kerrie Hudson, Senior Environmental Planner, Branch Chief, Environmental Studies "A", Division of Environmental Planning, Department of Transportation, 464 West 4th Street, 6th Floor, MS 823, San Bernardino, CA 92401 or via email to kerrie.hudson@dot.ca.gov. The date we will begin accepting comments is June 16, 2014. If there are no major comments (or requests for a public hearing), Caltrans will proceed with the project's design.
CONTACT	For more information on this project or any transportation matters, call the Caltrans District 8 Public Affairs Office at (909) 383-4631. Under the Americans with Disabilities Act of 1990, Individuals who require documents in alternative formats are requested to contact the Public Affairs Office at (909) 383-4631. TDD users may contact the California Relay Service TDD line at 711 or District 8 TTY (909) 383-6300.

Thank you for your interest in this transportation project!

AVISO AL PÚBLICO

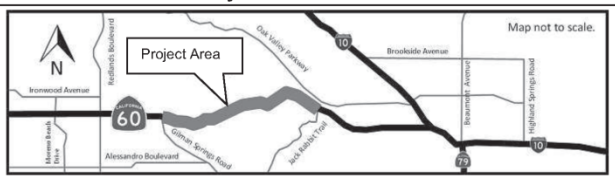
Caltrans

Aviso de Disponibilidad de Estudio Inicial/ Evaluación Ambiental,
Aviso de Intención de Adoptar Declaración Negativa Mitigada
y Oportunidad para Reunión Pública
Ruta Estatal 60 (SR-60) Proyecto de Carriles para Camiones



CUAL ES EL PLAN?	El Departamento de transporte de California (Departamento) se propone construir un carril hacia el este de escalada y un carril hacia el oeste descendiendo e interior y un exterior hombros estándar en ambas direcciones en la Ruta Estatal 60 (SR-60) en el Condado de Riverside entre Gilman Springs Road, Post Miles (PM) 22.10 y Jack Rabbit Trail PM 26.50.
¿POR QUE ESTE AVISO?	El Departamento ha estudiado los efectos de que este proyecto puede tener sobre el medio ambiente. Los resultados se detallan en el Estudio Inicial/ Evaluación Ambiental (IS/EA) con Declaración Negativa Mitigada (MND). Este aviso es para aconsejar sobre la disponibilidad de este documento para su revisión y comentario y la intención del Departamento de adoptar MND y FONSI.
LO QUE HAY DISPONIBLE	El IS/EA está disponible para revisión en la oficina de Caltrans Distrito 8, 464 W 4th Street, San Bernardino, CA 92401 de lunes a viernes desde 8:00am hasta 4:00 pm. Además puede revisar el IS / EA en la oficina del Comisión de Transporte de el Condado de Riverside (RCTC) 4080 Lemon Street, 3rd Floor, Riverside CA 92501 de lunes a viernes desde 8:00 am hasta 4:00 pm. Para ver una copia electrónica de estos documentos ir a http:// www.dot.ca.gov/dist8.
CÓMO PUEDES PARTICIPAR	¿Tienes algún comentario sobre el proyecto con un MND/FONSI y el IS/ EA? ¿No está de acuerdo con los resultados del estudio como conjunto hacia adelante en el MND? ¿Quieres hacer algún otro comentario sobre el proyecto? Por favor, envíe sus comentarios (o solicitud de audiencia pública) por escrito antes de 16 de Julio, 2014 a a Kerrie Hudson, Senior Environmental Planner, Branch Chief, Environmental Studies "A", Environmental Studies Division, California Department of Transportation, 464 West 4th Street, 6th Floor, MS 823, San Bernardino, CA 92401 o por correo electrónico a kerrie.hudson@dot.ca.gov. La fecha que se iniciará aceptar comentarios es 16 de Junio, 2014. Si no existen mayores comentarios (o solicita una audiencia pública), Caltrans procederá con el diseño del proyecto.
LOS CONTACTOS	Para obtener más información sobre este proyecto o cualquier asunto relacionado con transporte, llame a la oficina de Asuntos Públicos de Caltrans Distrito 8 al (909) 383-4631. Bajo el Acta de Americanos con Discapacidades de 1990, las personas que requieren documentos en formatos alternativos pueden contactar la oficina de Asuntos Públicos al (909) 383-4631. Usuarios de TDD pueden comunicarse con la línea California Relay Service TDD 711 o Distrito 8 TTY (909) 383-6300.
	¡Gracias por su interés en este proyecto de transporte!

FIRST NOTICE
Announcement of Public Hearing
State Route 60 (SR-60) Truck Lanes Project
Extension of Public Review and Comment Period
Notice of Intent to Adopt a Mitigated Negative Declaration
Notice of Availability of an Environmental Assessment



WHAT IS BEING PLANNED?	The California Department of Transportation (CALTRANS) is proposing to construct an eastbound truck climbing lane and a westbound truck descending lane, and inside and outside standard shoulders in both directions on State Route 60 (SR-60) in Riverside County between Gilman Springs Road, Post Mile (PM) 22.10 and Jack Rabbit Trail PM 26.50. Based on interagency coordination through the Southern California Association of Government's Transportation Conformity Working Group, this project was determined to be exempt from air emissions analysis. The project comes from a conforming Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP).
WHY THIS AD?	CALTRANS has studied the effects this project may have on the environment. The studies show it will not significantly affect the quality of the environment. The report that explains why is called an Initial Study/Environmental Assessment (IS/EA). A public hearing is being held to provide an opportunity to ask questions of Caltrans staff and Project team members regarding design features before the final design is selected, and to also provide an opportunity to ask questions regarding the planned schedule for the proposed Project, including when potential acquisition of right of way may occur and when the Project will be constructed. In addition, this notice is to advise of a time extension for the availability of, and opportunity to comment on, the Initial Study/Environmental Assessment prepared for the project.
WHAT'S AVAILABLE?	Maps for the Proposed Mitigated Negative Declaration and IS/EA, and other project information are available for review and copying at the Caltrans District 8 Office, 464 West Fourth Street, San Bernardino, California 92401 on weekdays from 8 a.m. to 4 p.m. In addition, it is possible to view and download an electronic copy of the IS/EA by visiting: http://www.dot.ca.gov/dist8/projects/riverside/sr60truckclimbing/index.htm In addition, copies of the Proposed Mitigated Negative Declaration and IS/EA, and other project information can be reviewed and copied at the Moreno Valley Public Library, located at 25480 Alessandro Blvd. in Moreno Valley, CA 92553, (posted hours of operation for the Moreno Valley Library as of July 14, 2014: Monday - Thursday, 9 a.m. - 8 p.m., Friday, 9 a.m. - 6 p.m., Saturday, 9 a.m. - 5 p.m. and Sunday, 12 p.m. to 5 p.m. Also, copies of the Proposed Mitigated Negative Declaration and IS/EA, and other project information can be reviewed and copied at the Beaumont Library District, 125 East Eighth Street in Beaumont, CA 92223, (posted hours of operation for the Beaumont Library District as of July 14, 2014: Monday, Friday and Saturday, 10 a.m. to 6 p.m., Tuesday and Thursday, 10 a.m. - 8 p.m. and Sunday, 1 p.m. - 6 p.m., this library is closed on Wednesdays).
WHERE YOU COME IN	Would you care to provide comments on the project? If you cannot attend the public hearing, your written comments regarding the project are still welcome. Written comments are due by **Monday, August 11**, and should be sent to: James Shankel, Senior Environmental Planner California Department of Transportation Division of Environmental Planning 464 W. Fourth St., 6th Floor Mail Station 827 San Bernardino, CA 92401-1400 or via e-mail to: Climbinglane@dot.ca.gov Please include "SR-60 Truck Lanes" in the subject line.
WHEN AND WHERE	The public hearing will be on Thursday, July 31 from 6 p.m. to 8 p.m. at Valley View High School, 13135 Nason Street, Moreno Valley, CA 92555. Individuals who require special accommodation (American Sign Language interpreter, accessible seating, documentation in alternate formats, etc.) are requested to contact the District 8 Public Affairs Office at (909) 383-4631 at least 7 days prior to the scheduled hearing date. TDD users may contact the California Relay Service TDD line at 711 or District 8 TTY (909) 383-6300.
CONTACT	For more information about this study or any transportation matter, call CALTRANS at (909) 383-4631. Thank you for your interest in this project. **EA 08-0N69U0 PN 0812000307**

PRIMERA NOTIFICACIÓN

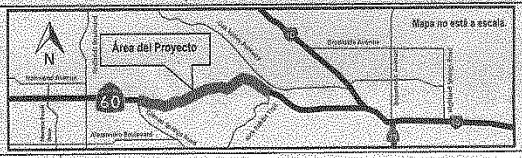
Anuncio de Audiencia Pública

Proyecto de Carriles para Camiones en la Ruta Estatal 60 (SR-60)

Ampliación del Periodo de Revisión y Comentarios Públicos

Notificación de Intención de Adoptar una Declaración Negativa

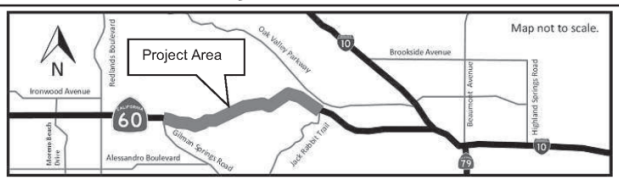
Notificación de Disponibilidad de una Evaluación Ambiental



LO QUE SE ESTÁ PLANEANDO?	El Departamento de Transporte de California (CALTRANS) está proponiendo la construcción de un carril de ascenso para camiones en dirección este y un carril de descenso para camiones en dirección oeste, y arcenes (áreas reservadas al costado de los carriles) internos y externos estándar en ambas direcciones en la Ruta Estatal 60 (SR-60), en el Condado de Riverside entre Gilman Springs Road, Post Mile (PM) 22.10 y Jack Rabbit Trail PM26.50. Basada en coordinación interinstitucional a través del Grupo de Trabajo de Conformidad del Transporte del Asociación de Gobiernos del Sur de California, este proyecto fue determinado para ser exento de análisis de las emisiones de aire. El proyecto es en conformidad con el Plan de Transporte Regional (RTP, por sus siglas en inglés) y el Programa de Mejoras de Transporte (TIP, por sus siglas en inglés).
EL POR QUÉ DE ESTE AVISO?	CALTRANS ha estudiado los efectos que este proyecto puede tener en el medio ambiente. Los estudios muestran que no afectará significativamente la calidad del medio ambiente. El reporte que explica el por qué, es llamado un Estudio Inicial/ Evaluación Ambiental (IS/EA, por sus siglas en inglés). Se está organizando una audiencia pública para dar a los asistentes la oportunidad de hacer preguntas al personal de Caltrans y a los miembros del equipo del Proyecto, con respecto a las características de diseño antes de que sea seleccionado el diseño final y también ofrecer la oportunidad de hacer preguntas sobre el horario previsto para el proyecto propuesto, incluyendo cuándo adquisición potencial de propiedades en el derecho a la vía podrá ocurrir y cuándo será construido el proyecto. Adicionalmente, esta notificación es para anunciar la extensión del periodo de tiempo y oportunidad de hacer comentarios con respecto del Estudio Inicial/ Evaluación Ambiental preparado para el proyecto.
LO QUE HAY DISPONIBLE?	Mapas de la Declaración Negativa Mitigada Propuesta y IS/EA, y otra información del proyecto están disponibles para su revisión y para copiar en la Oficina del Distrito 8 de Caltrans, 464 West Fourth Street, San Bernardino, California 92401, entre semana, de 8 a.m. a 4 p.m. Para ver una copia electrónica de este documento, visite: http://www.dot.ca.gov/dist8/projects/riverside/sr60truckclimbing/index.htm. Adicionalmente, copias de la Declaración Negativa Mitigada Propuesta y IS/EA, y otra información del proyecto puede encontrarse en la biblioteca Moreno Valley Public Library, ubicada en el 25480 Alessandro Blvd. en Moreno Valley, CA 92553, (el horario de operación indicado por la Moreno Valley Public Library el 14 de Julio del 2014 es: Lunes - Jueves, 9 a.m. - 8 p.m., Viernes, 9 a.m. - 6 p.m., Sábado, 9 a.m. - 5 p.m. y Domingo, 12 p.m. to 5 p.m. También habrá disponible copias de la Declaración Negativa Mitigada Propuesta y IS/EA y otra información del proyecto en la biblioteca Beaumont Library District, ubicada en el 125 East Eighth Street en Beaumont, CA 92223, (el horario de operación indicado por la Beaumont Library District el 14 de julio del 2014: Lunes, Viernes y Sábado,10 a.m. - 6 p.m., Martes y Jueves, 10 a.m. - 8 p.m. y Domingo, 1 p.m. - 6 p.m., esta biblioteca esta cerrada los Miércoles).
CUÁL ES SU PAPEL	¿Desea proporcionar comentarios sobe el proyecto? En caso que no pueda asistir a la audiencia pública, sus comentarios por escrito acerca del proyecto siguen siendo bienvenidos. Los comentarios por escrito pueden someterse hasta el **Lunes 11 de Agosto**, y deben ser enviados a: James Shankel Senior Environmental Planner California Department of Transportation Division of Environmental Planning 464 W. Fourth St., 6th Floor Mail Station 827 San Bernardino, CA 92401-1400 o por correo electrónico a Climbinglane@dot.ca.gov Por favor incluya "SR-60 Truck Lanes" en la casilla de "asunto" (subject).
CUÁNDO Y DÓNDE	La audiencia pública se realizará el Jueves 31 de Julio de 6 p.m. a 8 p.m. en la secundaria Valley View High School, 13135 Nason Street, Moreno Valley, CA 92555. A las personas que requieran acomodaciones especiales (intérprete de American Sign Language, asientos accesibles, documentación en formatos alternativos, etc.) se les pide que se pongan en contacto con la Oficina de Asuntos Públicos (Public Affairs Office) del Distrito 8 en el (909) 383-4631 por lo menos 7 días antes de la fecha programada para la audiencia. Usuarios de TDD pueden ponerse en contacto con la línea de TDD del California Relay Service en el 711 o el Distrito 8 TTY en el (909) 383-6300.
CONTACTO	Para más información sobre este estudio o sobre cualquier otro asunto de transporte, llame a CALTRANS al (909) 383-4631. Gracias por su interés en este proyecto de transporte. **EA 08-0N69U0 PN 0812000307**

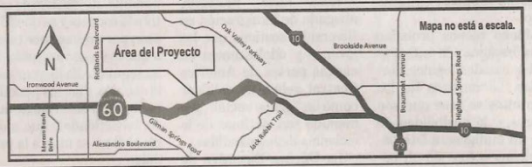
The Press-Enterprise REGION/STORIES FROM LOCAL 1 Thursday, July 24, 2014 | Local 3

SECOND PUBLIC NOTICE
Announcement of Public Hearing
State Route 60 (SR-60) Truck Lanes Project
Extension of Public Review and Comment Period
Change in Location of Public Hearing
Notice of Intent to Adopt a Mitigated Negative Declaration
Notice of Availability of an Environmental Assessment



WHAT IS BEING PLANNED?	The California Department of Transportation (CALTRANS) is proposing to construct an eastbound truck climbing lane and a westbound truck descending lane, and inside and outside standard shoulders in both directions on State Route 60 (SR-60) in Riverside County between Gilman Springs Road, Post Mile (PM) 22.10 and Jack Rabbit Trail PM 26.50. Based on interagency coordination through the Southern California Association of Government's Transportation Conformity Working Group, this project was determined to be exempt from air emissions analysis. The project comes from a conforming Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP).
WHY THIS AD?	CALTRANS has studied the effects this project may have on the environment. The studies show it will not significantly affect the quality of the environment. The report that explains why is called an Initial Study/Environmental Assessment (IS/EA). A public hearing is being held to provide an opportunity to ask questions of Caltrans staff and Project team members regarding design features before the final design is selected, and to also provide an opportunity to ask questions regarding the planned schedule for the proposed Project, including when potential acquisition of right of way may occur and when the Project will be constructed. In addition, this notice is to advise of a time extension for the availability of, and opportunity to comment on, the Initial Study/Environmental Assessment prepared for the project.
WHAT'S AVAILABLE?	Maps for the Proposed Mitigated Negative Declaration and IS/EA, and other project information are available for review and copying at the Caltrans District 8 Office, 464 West Fourth Street, San Bernardino, California 92401 on weekdays from 8 a.m. to 4 p.m. In addition, it is possible to view and download an electronic copy of the IS/EA by visiting: http://www.dot.ca.gov/dist8/projects/riverside/sr60truckclimbing/index.htm In addition, copies of the Proposed Mitigated Negative Declaration and IS/EA, and other project information can be reviewed and copied at the Moreno Valley Public Library, located at 25480 Alessandro Blvd. in Moreno Valley, CA 92553, (posted hours of operation for the Moreno Valley Library as of July 14, 2014: Monday - Thursday, 9 a.m. - 8 p.m., Friday, 9 a.m. - 6 p.m., Saturday, 9 a.m. - 5 p.m. and Sunday, 12 p.m. to 5 p.m. Also, copies of the Proposed Mitigated Negative Declaration and IS/EA, and other project information can be reviewed and copied at the Beaumont Library District, 125 East Eighth Street in Beaumont, CA 92223, (posted hours of operation for the Beaumont Library District as of July 14, 2014: Monday, Friday and Saturday, 10 a.m. to 6 p.m., Tuesday and Thursday, 10 a.m. - 8 p.m. and Sunday, 1 p.m. - 6 p.m., this library is closed on Wednesdays).
WHERE YOU COME IN	Would you care to provide comments on the project? If you cannot attend the public hearing, your written comments regarding the project are still welcome. Written comments are due by **Monday, August 11**, and should be sent to: James Shankel, Senior Environmental Planner California Department of Transportation Division of Environmental Planning 464 W. Fourth St., 6th Floor Mail Station 827 San Bernardino, CA 92401-1400 or via e-mail to: Climbinglane@dot.ca.gov Please include "SR-60 Truck Lanes" in the subject line.
WHEN AND WHERE	The public hearing will be on Thursday, July 31 from 6 p.m. to 8 p.m. at Sunnymead Elementary School, 24050 Dracaea Avenue, Moreno Valley, CA 92553. Individuals who require special accommodation (American Sign Language interpreter, accessible seating, documentation in alternate formats, etc.) are requested to contact the District 8 Public Affairs Office at (909) 383-4631 at least 7 days prior to the scheduled hearing date. TDD users may contact the California Relay Service TDD line at 711 or District 8 TTY (909) 383-6300.
CONTACT	For more information about this study or any transportation matter, call CALTRANS at (909) 383-4631. Thank you for your interest in this project. **EA 08-0N69U0 PN 0812000307**

SEGUNDA NOTIFICACIÓN
Anuncio de Audiencia Pública
Proyecto de Carriles para Camiones en la Ruta Estatal 60 (SR-60)
Ampliación del Periodo de Revisión y Comentarios Públicos
Cambio del Sitio de Audiencia Pública
Notificación de Intención de Adoptar una Declaración Negativa
Notificación de Disponibilidad de una Evaluación Ambiental



LO QUE SE ESTÁ PLANEANDO?	El Departamento de Transporte de California (CALTRANS) está proponiendo la construcción de un carril de ascenso para camiones en dirección este y un carril de descenso para camiones en dirección oeste, y arcenes (áreas reservadas al costado de los carriles) internos y externos estándar en ambas direcciones en la Ruta Estatal 60 (SR-60), en el Condado de Riverside entre Gilman Springs Road, Post Mile (PM) 22.10 y Jack Rabbit Trail PM 26.50. Basada en coordinación interinstitucional a través del Grupo de Trabajo de Conformidad del Transporte del Asociación de Gobiernos del Sur de California, este proyecto fue determinado para ser exento de análisis de las emisiones de aire. El proyecto es en conformidad con el Plan de Transporte Regional (RTP, por sus siglas en inglés) y el Programa de Mejoras de Transporte (TIP, por sus siglas en inglés).
EL POR QUÉ DE ESTE AVISO?	CALTRANS ha estudiado los efectos que este proyecto puede tener en el medio ambiente. Los estudios muestran que no afectará significativamente la calidad del medio ambiente. El reporte que explica el por qué, es llamado un Estudio Inicial/ Evaluación Ambiental (IS/EA, por sus siglas en inglés). Se está organizando una audiencia pública para dar a los asistentes la oportunidad de hacer preguntas al personal de Caltrans y a los miembros del equipo del Proyecto, con respecto a las características de diseño antes de que sea seleccionado el diseño final y también ofrecer la oportunidad de hacer preguntas sobre el horario previsto para el proyecto propuesto, incluyendo cuándo adquisición potencial de propiedades en el derecho a la vía podrá ocurrir y cuándo será construido el proyecto. Adicionalmente, esta notificación es para anunciar la extensión del periodo de tiempo y oportunidad de hacer comentarios con respecto del Estudio Inicial/ Evaluación Ambiental preparado para el proyecto.
LO QUE HAY DISPONIBLE?	Mapas de la Declaración Negativa Mitigada Propuesta y IS/EA, y otra información del proyecto están disponibles para su revisión y para copiar en la Oficina del Distrito 8 de Caltrans, 464 West Fourth Street, San Bernardino, California 92401, entre semana, de 8 a.m. a 4 p.m. Para ver una copia electrónica de este documento, visite: http://www.dot.ca.gov/dist8/projects/riverside/sr60truckclimbing/index.htm. Adicionalmente, copias de la Declaración Negativa Mitigada Propuesta y IS/EA, y otra información del proyecto puede encontrarse en la biblioteca Moreno Valley Public Library, ubicada en el 25480 Alessandro Blvd. en Moreno Valley, CA 92553, (el horario de operación indicado por la Moreno Valley Public Library el 14 de Julio del 2014 es: Lunes - Jueves, 9 a.m. - 8 p.m., Viernes, 9 a.m. - 6 p.m., Sábado, 9 a.m. - 5 p.m. y Domingo, 12 p.m. to 5 p.m. También habrá disponible copias de la Declaración Negativa Mitigada Propuesta y IS/EA y otra información del proyecto en la biblioteca Beaumont Library District, ubicada en el 125 East Eighth Street en Beaumont, CA 92223, (el horario de operación indicado por la Beaumont Library District el 14 de julio del 2014: Lunes, Viernes y Sábado,10 a.m. - 6 p.m., Martes y Jueves, 10 a.m. - 8 p.m. y Domingo, 1 p.m. - 6 p.m., esta biblioteca está cerrada los Miércoles).
CUÁL ES SU PAPEL	¿Desea proporcionar comentarios sobre el proyecto? En caso que no pueda asistir a la audiencia pública, sus comentarios por escrito acerca del proyecto siguen siendo bienvenidos. Los comentarios por escrito pueden someterse hasta el **Lunes 11 de Agosto**, y deben ser enviados a: James Shankel Senior Environmental Planner California Department of Transportation Division of Environmental Planning 464 W. Fourth St., 6th Floor Mail Station 827 San Bernardino, CA 92401-1400 o por correo electrónico a Climbinglane@dot.ca.gov Por favor incluya "SR-60 Truck Lanes" en la casilla de "asunto" (subject).
CUÁNDO Y DÓNDE	La audiencia pública se realizará el Jueves 31 de Julio de 6 p.m. a 8 p.m. en Sunnymead Elementary School, 24050 Dracaea Avenue, Moreno Valley, CA 92553. A las personas que requieran acomodaciones especiales (intérprete de American Sign Language, asientos accesibles, documentación en formatos alternativos, etc.) se les pide que se pongan en contacto con la Oficina de Asuntos Públicos (Public Affairs Office) del Distrito 8 en el (909) 383-4631 por lo menos 7 días antes de la fecha programada para la audiencia. Usuarios de TDD pueden ponerse en contacto con la línea de TDD del California Relay Service en el 711 o el Distrito 8 TTY en el (909) 383-6300.
CONTACTO	Para más información sobre este estudio o sobre cualquier otro asunto de transporte, llame a CALTRANS al (909) 383-4631. Gracias por su interés en este proyecto de transporte. **EA 08-0N69U0 PN 0812000307**

3.2.1.2 STATE CLEARINGHOUSE LETTERS FOR THE ORIGINAL IS/EA

Edmund G. Brown Jr.
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit

Ken Alex
Director

Memorandum

Date: July 18, 2014
To: All Reviewing Agencies
From: Scott Morgan, Director
Re: SCH # **2014061054**
SR-60 Truck Lanes Project

Pursuant to the attached letter, the Lead Agency has *extended* the review period for the above referenced project to **August 11, 2014** to accommodate the review process. All other project information remains the same.

Please contact the Lead Agency for further information if you no longer have the project.

cc: James Shankel, Senior Environmental Planner
California Department of Transportation, District 8
Division of Environmental Planning
464 West 4th Street, 6th Floor MS 827
San Bernardino, CA 92401

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

/

CALIFORNIA STATE TRANSPORTATION AGENCY EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 8
DIVISION OF ENVIRONMENTAL PLANNING
ENVIRONMENTAL STUDIES "C"
464 WEST FOURTH STREET, 6th FLOOR, (MS 827)
SAN BERNARDINO, CA 92401-1400
PHONE (909) 383-6379
FAX (909) 383-6494
TTY 711

Serious drought
Help save water!

July 18, 2014

File: SCH # 2014061054
08-RIV-60
PM 22.10 / 26.50
SR-60 Truck Lanes Project
EA 08-0N69U0
PN 0812000307

RECEIVED
JUL 18 2014
STATE CLEARING HOUSE

The State Clearinghouse
1400 Tenth Street
Sacramento, CA 95814

To Whom It May Concern:

Subject: Extension of Public Review and Comment Period
JD—Joint Document SCH # 2014061054

In response to requests, a public hearing is going to be held for the proposed State Route 60 (SR-60) Truck Lanes Project, during circulation of the Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment (Joint Document).

In conjunction with holding a public hearing, Caltrans has decided to extend the public review and comment period. The deadline for submitting comments is now: Monday, August 11, 2014.

Please also note the primary Caltrans contact for this project should now be identified as:

James Shankel, Senior Environmental Planner
California Department of Transportation, District 8
Division of Environmental Planning
464 West 4th Street, 6th Floor MS 827
San Bernardino, CA 92401
(909) 383-6379

If there are any questions in this regard, I may be contacted at the above phone # or via email at: james.shankel@dot.ca.gov.

Sincerely,

JAMES SHANKEL
Senior Environmental Planner
Environmental Planning

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

Print Form

Appendix C

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH # 2014061054

Project Title: SR-60 Truck Lanes Project
Lead Agency: California Department of Transportation, District 8 — Contact Person: ~~Kerrie Hudson~~ James Shankel
Mailing Address: 464 West 4th St, 6th Floor, MS 823 — Phone: (909)383-5918
City: San Bernardino — Zip: 92401 — County: San Bernardino

Project Location: County: Riverside County — City/Nearest Community: Moreno Valley, Beaumont
Cross Streets: SR-60, Gilman Springs Road, Jack Rabbit Trail Rd — Zip Code: 92555 92223
Longitude/Latitude (degrees, minutes and seconds): ___ ° ___ ' ___ " N / ___ ° ___ ' ___ " W Total Acres: ___
Assessor's Parcel No.: Various — Section: 2,3,4,5 Twp.: 3 Range: 2W Base: ___
Within 2 Miles: State Hwy #: SR-60 — Waterways: San Timoteo Creek
Airports: N/A — Railways: ___ — Schools: N/A

RECEIVED
JUN 16 2014
STATE CLEARING HOUSE

Document Type:
CEQA: ☐ NOP ☐ Draft EIR ☐ Supplement/Subsequent EIR (Prior SCH No.) ☐ Early Cons ☐ Neg Dec ☐ Mit Neg Dec Other: Draft IS/MND
NEPA: ☐ NOI ☐ EA ☐ Draft EIS ☐ FONSI Other: ☒ Joint Document ☐ Final Document ☒ Other: Draft EA/FONSI

Local Action Type:
☐ General Plan Update ☐ Specific Plan ☐ Rezone ☐ Annexation
☐ General Plan Amendment ☐ Master Plan ☐ Prezone ☐ Redevelopment
☐ General Plan Element ☐ Planned Unit Development ☐ Use Permit ☐ Coastal Permit
☐ Community Plan ☐ Site Plan ☐ Land Division (Subdivision, etc.) ☐ Other: ___

Development Type:
☐ Residential: Units ___ Acres ___
☐ Office: Sq.ft. ___ Acres ___ Employees ___
☐ Commercial: Sq.ft. ___ Acres ___ Employees ___
☐ Industrial: Sq.ft. ___ Acres ___ Employees ___
☐ Educational: ___
☐ Recreational: ___
☐ Water Facilities: Type ___ MGD ___
☒ Transportation: Type truck lane installation
☐ Mining: Mineral ___
☐ Power: Type ___ MW ___
☐ Waste Treatment: Type ___ MGD ___
☐ Hazardous Waste: Type ___
☐ Other: ___

Project Issues Discussed in Document:
☒ Aesthetic/Visual ☐ Fiscal ☐ Recreation/Parks ☒ Vegetation
☐ Agricultural Land ☐ Flood Plain/Flooding ☐ Schools/Universities ☐ Water Quality
☐ Air Quality ☐ Forest Land/Fire Hazard ☐ Septic Systems ☐ Water Supply/Groundwater
☐ Archeological/Historical ☐ Geologic/Seismic ☐ Sewer Capacity ☐ Wetland/Riparian
☒ Biological Resources ☐ Minerals ☐ Soil Erosion/Compaction/Grading ☐ Growth Inducement
☐ Coastal Zone ☐ Noise ☐ Solid Waste ☐ Land Use
☐ Drainage/Absorption ☐ Population/Housing Balance ☐ Toxic/Hazardous ☐ Cumulative Effects
☐ Economic/Jobs ☐ Public Services/Facilities ☐ Traffic/Circulation ☒ Other: Paleontology

Present Land Use/Zoning/General Plan Designation:
highway

Project Description: *(please use a separate page if necessary)*

The Department of Transportation (Department) proposes to construct an eastbound truck climbing lane and westbound truck descending lane; along with an inside & outside standard shoulders in both directions on State Route 60 (SR-60), in Riverside County between Gilman Springs Road- Post Mile (PM) 22.10 and Jack Rabbit Trail PM 26.50. The total length of the project is 4.4 miles. Figure1 show project location and vicinity map. All work will occur within existing State Right-of-Way, and no new right-of-way will be needed at this time.

YC

State Clearinghouse Contact: (916) 445-0613

State Review Began: 6 - 16 - 2014

SCH COMPLIANCE ~~7 - 15~~ 8 - 11 - 2014

Note: Extended

Please note State Clearinghouse Number (SCH#) on all Comments

2014061054

SCH#: ___

Please forward late comments directly to the Lead Agency

AQMD/APCD 33

(Resources: 6 / 21)

Project Sent to the following State Agencies

- X Resources
- ___ Boating & Waterways
- ___ Coastal Comm
- ___ Colorado Rvr Bd
- ___ Conservation
- X CDFW # 6
- ___ Delta Protection Comm
- X Cal Fire
- X Historic Preservation
- X Parks & Rec
- ___ Central Valley Flood Prot.
- ___ Bay Cons & Dev Comm.
- X DWR
- ___ OES
- ___ Resources, Recycling and Recovery

Bus Transp Hous
- ___ Aeronautics
- X CHP
- ___ Caltrans # ___
- ___ Trans Planning
- ___ Housing & Com Dev
- ___ Food & Agriculture
- ___ Public Health

State/Consumer Svcs
- ___ General Services

Cal EPA
- X ARB: ALL Projects
- X ARB: Transportation Projects
- ___ ARB: Major Industrial Projects
- ___ SWRCB: Div. Financial Assist.
- X SWRCB: Wtr Quality
- ___ SWRCB: Wtr Rights
- X Reg. WQCB # 8
- ___ Toxic Sub Ctrl-CTC

Yth/Adlt Corrections
- ___ Corrections

Independent Comm
- ___ Energy Commission
- X NAHC
- ___ Public Utilities Comm
- ___ State Lands Comm
- ___ Tahoe Rgl Plan Agency
- ___ ___ Conservancy
- ___ Other: ___

Edmund G. Brown Jr.
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit

Ken Alex
Director

August 12, 2014

James Shankel
California Department of Transportation, District 8
Division of Environmental Planning
464 W. 4th Street, 6th FL, MS 827
San Bernardino, CA 92401-1400

Subject: SR-60 Truck Lanes Project
SCH#: 2014061054

Dear James Shankel:

The State Clearinghouse submitted the above named Joint Document to selected state agencies for review. The review period closed on August 11, 2014, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Scott Morgan
Director, State Clearinghouse

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

3.2.2 Recirculated Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment

Changes were made to the Original IS/EA since public circulation from June 16 to August 11, 2014. Comments received during circulation and public review of the Original IS/EA and at the public hearing held on July 31, 2014 resulted in refinements that were incorporated into a new document, which was identified as the Recirculated IS/EA.

Recirculation of the IS/EA began on October 30, 2015 and was noticed in two newspapers: the *Press Enterprise* on October 30, 2015 and *La Prensa* (a weekly publication) on October 30, 2015. Both of the published notices included an Announcement of Public Hearing, Notice of Intent to Adopt a Mitigated Negative Declaration, and Notice of Availability of Recirculated Initial Study/Environmental Assessment. The Recirculated IS/EA and technical studies were available for public review at the Caltrans District 8 Office, Riverside County Transportation Commission Office, Moreno Valley Library, and Beaumont Library. In addition, Caltrans posted information to its website to allow the public to view details of the proposed project online. The web pages included an overview of the proposed project and alternatives; links to the IS/EA and alignment map; date, time, and location of the public hearing; how to submit comments; duration of comment period; locations of environmental documents for review; and a project contact. The following website address was included in the public notices: http://www.dot.ca.gov/dist8/Project-SR-60-Truck-Climbing.html.The identified period of circulation was October 30, 2015 through December 2, 2015. Additionally, a copy of the published notices (in both English and Spanish) was included with the distributed Recirculated IS/EA. The published notices for the Recirculated IS/EA are listed in Table 3-2.

Table 3-2: Published Notices for the Recirculated IS/EA

Publication Date	Newspaper	Notice Information
October 30, 2015	*The Press-Enterprise*	• Announcement of Public Hearing • Notice of Intent to Adopt a Mitigated Negative Declaration • Notice of Availability of Recirculated Initial Study/Environmental Assessment (First Notice)
October 30, 2015	*La Prensa (Spanish Language)*	• Announcement of Public Hearing • Notice of Intent to Adopt a Mitigated Negative Declaration • Notice of Availability of Recirculated Initial Study/Environmental Assessment (First Notice)
November 6, 2015	*La Prensa (Spanish Language*	• Announcement of Public Hearing • Notice of Intent to Adopt a Mitigated Negative Declaration • Notice of Availability of Recirculated Initial Study/Environmental Assessment (Second Notice)
November 8, 2015	*The Press-Enterprise*	• Announcement of Public Hearing • Notice of Intent to Adopt a Mitigated Negative Declaration • Notice of Availability of Recirculated Initial Study/Environmental Assessment (Second Notice)

In addition to publishing the updated notices on the above dates, on October 29, 2015, Caltrans mailed a hard copy of the English and Spanish Public Notice to 2,685 contacts, including federal, state, local, transit, and conservation agencies; emergency service providers; property owners; interested parties; and utility service companies. Copies of all published notices are included in Section 3.2.2.1.

Caltrans also provided notice of the circulation of the Recirculated Draft IS/EA through the State Clearinghouse. The Notice of Completion was submitted to the State Clearinghouse on October 30, 2015. Copies of the State Clearinghouse November 3, 2015 memo, Caltrans October 30, 2015 letter indicating the extension of review and comment period, original Notice of Completion and December 3, 2016 State Clearinghouse letter are attached in Section 3.2.2.2.

The public hearing was held on November 18, 2015 from 6:00 p.m. to 8:00 p.m. in the multipurpose room at Sunnymead Elementary School, 24050 Dracaea Avenue in the City of Moreno Valley. The public hearing was held in an "open house" format and staffed by Caltrans and its project consultants. Project team members wore name badges to be easily identified. Name badges also were worn by the Certified Spanish Interpreter and Court Reporter. Bilingual team members were identified as Spanish speakers. Directional signage was provided in English and Spanish and placed at the entrance to the Sunnymead Elementary School campus parking lot on Dracaea Avenue and from the parking lot to the Multipurpose Room. A registration table was placed at the entrance of the Multipurpose Room. Upon arrival, visitors were greeted by project team members, asked to sign in at the registration station, provided with a copy of an English/Spanish Project Fact Sheet and comment cards, and given a brief orientation of the meeting format, room layout, and location of the comment station/collection box, court reporter, and refreshments. The public hearing was attended by approximately 22 community members. Some attendees chose not to sign in at the registration table.

A set of exhibits was prepared to help visitors understand the proposed project, the environmental process, and opportunities for providing comments. Exhibits included: Welcome, Why We Are Here, Project Development Process, Anticipated Schedule, Public Comment Process, Cross Sections 1–3, Traffic Data, aerial maps showing the proposed project alignment on SR-60 between Gilman Springs Road and east of Post Mile 26.61, Regional Vicinity Map of Proposed SR-60 Truck Lanes Project, and a profile graph from PM 22.10 to PM 26.61. Two sets of the aerial maps were displayed on opposite ends of the room, in case of large attendance. A Written Comments station was placed in the center of the room, where visitors could sit and write comments about the proposed project after viewing project exhibits and talking with team members. A table with benches, a Public Comment Process exhibit, English and Spanish comment cards, pens, and a collection box were provided. Visitors also were able to return their completed comments cards to project team members. Written comments received during the public hearing, via mail to Caltrans or via the project email climbinglane@dot.ca.gov are included in Section 3.4 of this IS/EA. A court reporter was present to transcribe verbal comments during the public hearing. The court reporter was stationed at a table near the back of the room, where visitors could sit and provide their verbal comments after viewing project materials and talking with team members. Verbal comments recorded by the court reporter are included in Section 3.4 of this IS/EA.

Questions and discussion at the public hearing included the following topics: increases in traffic, project design, safety impacts from lack of turn outs and cell towers, lack of lighting, project funding, project schedule, increased truck traffic, impacts on biological resources, and requests to be placed on the project mailing list.

3.2.2.1 PUBLISHED NOTICES FOR THE RECIRCULATED DRAFT IS/EA

The Press-Enterprise | REGION | LATE HEADLINES | Friday, Oct. 30, 2015 | News 11

FIRST PUBLIC NOTICE
Announcement of Public Hearing
State Route 60 (SR-60) Truck Lanes Project

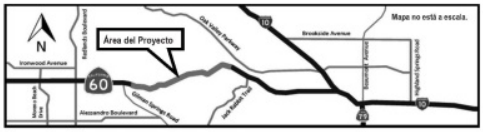
Notice of Intent to Adopt a Mitigated Negative Declaration
Notice of Availability of Recirculated Initial Study/Environmental Assessment

WHAT IS BEING PLANNED?	The Riverside County Transportation Commission (RCTC), in cooperation with the California Department of Transportation (Caltrans), proposes to construct an eastbound truck climbing lane and a westbound truck descending lane, along with inside and outside standard shoulders in both directions on State Route 60 (SR-60) in Riverside County between Gilman Springs Road, Post Mile (PM) 22.10 and PM 26.61, approximately 1.37 miles west of the Jack Rabbit Trail intersection. The total length of the proposed project is 4.51 miles. Based on interagency coordination through the Southern California Association of Government's Transportation Conformity Working Group, this project was determined to be exempt from conformity analysis requirements per 40 CFR 93.126. The project, overall, fits into the project category "truck-climbing lanes outside the urbanized area." The project comes from a conforming Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP).
WHY THIS AD?	Caltrans has studied the effects this project may have on the environment. The studies show it will not significantly affect the quality of the environment. The report that explains why is called an Initial Study/Environmental Assessment (IS/EA). This notice is to tell you of the preparation of the Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment and of its availability for you to read. Changes have been made to the Original *Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment* (Original IS/EA) since the public circulation of the Original IS/EA from June 16 to August 11, 2014. Public and agency comments received during the circulation and public review of the Original IS/EA, and at the public hearing held on July 31, 2014, resulted in refinements that have been incorporated into this IS/EA, which is being identified as the Recirculated IS/EA. An open house style public hearing is being held to provide an opportunity to ask questions of Project Team members regarding design features, the tentative schedule for the proposed project, including when potential acquisition of right of way may occur and when the project will be constructed. In addition, this notice is to advise of the availability of, and opportunity to comment on, the Recirculated IS/EA prepared for the project.
WHAT'S AVAILABLE?	Maps for the Proposed Mitigated Negative Declaration and Recirculated IS/EA and other project information are available for review and copying at the Riverside County Transportation Commission office, 4080 Lemon Street, 3rd Floor, Riverside, CA 92501 on weekdays from 8 a.m. to 4:30 p.m. and at the Caltrans District 8 Office, 464 West Fourth Street, San Bernardino, CA 92401 on weekdays from 8 a.m. to 4 p.m. It is also possible to view and download an electronic copy of the Recirculated IS/EA by visiting: http://www.dot.ca.gov/dist8/Project-SR-60-Truck-Climbing.html. Additionally, copies of the Proposed Mitigated Negative Declaration and Recirculated IS/EA and other project information can be reviewed and copied at the Moreno Valley Public Library, located at 25480 Alessandro Blvd. in Moreno Valley, CA 92553, (posted hours of operation for the Moreno Valley Library as of October 1, 2015: Monday - Thursday, 9 a.m. - 8 p.m.; Friday, 9 a.m. - 6 p.m.; Saturday, 9 a.m. - 5 p.m.; and Sunday, 12 p.m. - 5 p.m.) Copies of the Proposed Mitigated Negative Declaration and Recirculated IS/EA and other project information also can be reviewed and copied at the Beaumont Library District, 125 East Eighth Street, Beaumont, CA 92223, (posted hours of operation for the Beaumont Library District as of October 1, 2015: Monday, Friday and Saturday, 10 a.m. to 6 p.m.; Tuesday and Thursday, 10 a.m. - 8 p.m.; and Sunday, 1 p.m. - 6 p.m.; this library is closed on Wednesdays).
WHERE YOU COME IN	Do you have any comments about processing the project with a Mitigated Negative Declaration and Recirculated IS/EA? Do you disagree with the findings of our study as set forth in the Proposed Mitigated Negative Declaration? Would you care to make any other comments on the project? If you cannot attend the public hearing, your written comments regarding the project are still welcome. Please submit your comments in writing no later than **Wednesday, December 2, 2015**, to: James Shankel, Senior Environmental Planner California Department of Transportation 464 W. Fourth St., 6th Floor, Mail Station 827 San Bernardino, CA 92401-1400 or via e-mail to: Climbinglane@dot.ca.gov Please include "SR-60 Truck Lanes" in the subject line. The date we will begin accepting comments is October 30, 2015. Comments regarding the Mitigated Negative Declaration and Recirculated IS/EA also may be submitted in person at the public hearing on November 18, 2015. If there are no major comments, RCTC, in cooperation with Caltrans, will proceed with the project's design.
WHEN AND WHERE	The public hearing will be on **Wednesday, November 18, 2015 from 6 p.m. to 8 p.m. at Sunnymead Elementary School, 24050 Dracaea Avenue, Moreno Valley, CA 92553**. Individuals who require special accommodation (American Sign Language interpreter, accessible seating, documentation in alternate formats, etc.) are requested to contact the District 8 Public Affairs Office at (909) 383-4631 at least 7 days prior to the scheduled hearing date. TDD users may contact the California Relay Service TDD line at 711 or District 8 TTY (909) 383-6300.
CONTACT	For more information about this study or any transportation matter, call Caltrans at (909) 383-4631. Thank you for your interest in this project. Thank you for your interest in this project. **EA 08-0N69U0 PN 0812000307**

PRIMER ANUNCIO PÚBLICO
Anuncio de Audiencia Pública

Proyecto de Carriles para Camiones en la Ruta Estatal 60 (SR-60)

Notificación de Intención de Adoptar una Declaración Negativa Mitigada
Notificación de Disponibilidad de Estudio Inicial Redistribuido/Evaluación



LO QUE SE ESTÁ PLANEANDO	La Comisión de Transporte del Condado de Riverside (RCTC, por sus siglas en inglés), en cooperación con el Departamento de Transporte de California (Caltrans) proponen construir un carril de ascenso para camiones en dirección este y un carril de descenso para camiones en dirección oeste, además de arcenes (áreas de reserva a los costados de los carriles) interiores y exteriores estándar en ambas direcciones en la Ruta Estatal 60 (SR-60) en el Condado de Riverside, entre Gilman Springs Road, en la Milla (Post Mile, PM) 22.10 y PM 26.61, aproximadamente 1.37 millas al oeste de la intersección con Jack Rabbit Trail. La longitud total del proyecto propuesto es de 4.51 millas. Con base en la coordinación interagencias a través del Grupo de Trabajo de Conformidad del Transporte de la Asociación de Gobiernos del Sur de California (SCAG, por sus siglas en inglés), se determinó que este proyecto fuera exento de los requerimientos de análisis de conformidad por 40 CFR 93.126. El proyecto, en general, corresponde a la categoría "carriles de ascenso para camiones afuera de áreas urbanizadas". El proyecto está en conformidad con el Plan de Transporte Regional (RTP, por sus siglas en inglés) y con el Programa de Mejoras de Transporte (TIP, por sus siglas en inglés).
¿POR QUÉ ESTE AVISO?	Caltrans ha estudiado los efectos que este proyecto puede tener en el medio ambiente. Los estudios indican que no afectará significativamente la calidad del medio ambiente. El reporte que explica el por qué, es llamado un Estudio Inicial/Evaluación Ambiental (IS/EA, por sus siglas en inglés). Este anuncio es para informarle acerca de la preparación del Estudio Inicial con Declaración Negativa Mitigada/Evaluación Ambiental Propuesto y de su disponibilidad para ser leído. Se han hecho cambios al *Estudio Inicial con Declaración Negativa Mitigada/ Evaluación Ambiental Propuesto* Original (IS/EA Original) desde la circulación pública del IS/EA Original desde junio 16 hasta el 11 de agosto del 2014. Los comentarios del público y de las agencias recibidos durante la circulación y revisión pública del IS/EA Original, y en la audiencia pública realizada el 31 de julio del 2014, tuvieron como consecuencia los refinamientos que han sido incorporados en este IS/EA Recirculado. Se realizará una audiencia pública estilo Open House para brindar una oportunidad para hacer preguntas a miembros del Equipo del Proyecto acerca de las características de diseño, el calendario tentativo para el proyecto propuesto, incluyendo cuándo ocurriría la adquisición potencial de terrenos del derecho a la vía y cuándo se construirá el proyecto. Adicionalmente, este anuncio es para notificar la disponibilidad y la oportunidad para hacer comentarios sobre el, IS/EA Recirculado preparado para el proyecto.
¿QUÉ HAY DISPONIBLE?	Mapas para la Declaración Negativa Mitigada y el IS/EA Recirculado Propuestos, y otra información del proyecto están disponibles para su revisión y para ser copiado en la oficina de la Comisión de Transporte del Condado de Riverside, 4080 Lemon Street, 3rd Floor, Riverside, CA 92501, entre semana de 8 a.m. a 4:30 p.m. y también en la Oficina del Distrito 8 de Caltrans, 464 West Fourth Street, San Bernardino, CA 92401 entre semana de 8 a.m. a 4 p.m. También es posible verlo y sacarle una copia electrónica del IS/EA Recirculado visitando: http://www.dot.ca.gov/dist8/Project-SR-60-Truck-Climbing.html. Adicionalmente, copias de la Declaración Negativa Mitigada y el IS/EA Recirculado Propuesto, y otra información del proyecto puede ser revisada y copiada en la biblioteca pública Moreno Valley Public Library, ubicada en el 25480 Alessandro Blvd. en Moreno Valley, CA 92553, (los horarios de operación desde el 1 de octubre del 2015 de la Moreno Valley Public Library son: lunes a jueves de 9 a.m. a 8 p.m., viernes de 9 a.m. a 6 p.m., sábado de 9 a.m. a 5 p.m., y domingo de 12 p.m. a 5 p.m.). Copias de la Declaración Negativa Mitigada y el IS/EA Recirculado Propuestos, y otra información del proyecto también puede ser revisada y copiada en el Beaumont Library District, 125 East Eighth Street en Beaumont, CA 92223, (desde el 1 de octubre del 2015, los horarios de operación del Beaumont Library District son: lunes, viernes y sábado de 10 a.m. a 6 p.m., martes y jueves de 10 a.m. a 8 p.m., y domingo de 1 p.m. a 6 p.m. Esta biblioteca está cerrada los miércoles).
CUÁL ES SU PAPEL	¿Tiene comentarios acerca del procesamiento del proyecto con una Declaración Negativa Mitigada y IS/EA Recirculado? ¿No está de acuerdo con los hallazgos de nuestro estudio como se establecen en la Declaración Negativa Mitigada Propuesta? ¿Le gustaría hacer cualquier otro comentario acerca del proyecto? Si no puede asistir a la audiencia pública, sus comentarios por escrito con respecto al proyecto siguen siendo bienvenidos. Por favor envíe sus comentarios por escrito antes de **miércoles 2 de diciembre del 2015**, a: James Shankel, Senior Environmental Planner California Department of Transportation 464 W. Fourth St., 6th Floor Mail Station 827 San Bernardino, CA 92401-1400 o por correo electrónico a: Climbinglane@dot.ca.gov Por favor incluya "SR-60 Truck Lanes" en la casilla de Asunto. La fecha en que comenzaremos a aceptar comentarios es el 30 de octubre del 2015. Los comentarios con respecto a la Declaración Negativa Mitigada y el IS/EA Recirculado también pueden ser entregados en persona durante la audiencia pública el 18 de noviembre del 2015. Si no hay mayores comentarios, RCTC, en asocio con Caltrans, procederá con el diseño del proyecto.
CUÁNDO Y DÓNDE	La audiencia pública será el **miércoles 18 de noviembre del 2015, de 6 p.m. a 8 p.m., en la escuela primaria Sunnymead Elementary School, 24050 Dracaea Avenue, Moreno Valley, CA 92553**. Las personas que necesiten acomodaciones especiales (intérprete de Lenguaje Americano por Señales, asientos accesibles, documentación en formatos alternativos, etc.), se les pide que contacten a la Oficina de Asuntos Públicos del Distrito 8 de Caltrans en el (909) 383-4631 por lo menos 7 días antes de la fecha programada para la audiencia. Los usuarios de TDD pueden llamar California Relay Service, en el 711 o al Distrito 8 TTY (909) 383-6300.
CONTACTO	Para más información acerca de este estudio o de cualquier asunto de transportación, llame a Caltrans al (909) 383-4631. Gracias por su interés en este proyecto. **EA 08-0N69U0 PN 0812000307**

SEGUNDO ANUNCIO PÚBLICO
Anuncio de Audiencia Pública

Proyecto de Carriles para Camiones en la Ruta Estatal 60 (SR-60)

Notificación de Intención de Adoptar una Declaración Negativa Mitigada
Notificación de Disponibilidad de Estudio Inicial Redistribuido/Evaluación Ambiental

LO QUE SE ESTÁ PLANEANDO	La Comisión de Transporte del Condado de Riverside (RCTC, por sus siglas en inglés), en cooperación con el Departamento de Transporte de California (Caltrans) proponen construir un carril de ascenso para camiones en dirección este y un carril de descenso para camiones en dirección oeste, además de arcenes (áreas de reserva a los costados de los carriles) interiores y exteriores estándar en ambas direcciones en la Ruta Estatal 60 (SR-60) en el Condado de Riverside, entre Gilman Springs Road, en la Milla (Post Mile, PM) 22.10 y PM 26.61, aproximadamente 1.37 millas al oeste de la intersección con Jack Rabbit Trail. La longitud total del proyecto propuesto es de 4.51 millas. Con base en la coordinación interagencias a través del Grupo de Trabajo de Conformidad del Transporte de la Asociación de Gobiernos del Sur de California (SCAG, por sus siglas en inglés), se determinó que este proyecto fuera exento de los requerimientos de análisis de conformidad por 40 CFR 93.126. El proyecto, en general, corresponde a la categoría "carriles de ascenso para camiones afuera de áreas urbanizadas". El proyecto está en conformidad con el Plan de Transporte Regional (RTP, por sus siglas en inglés) y con el Programa de Mejoras de Transporte (TIP, por sus siglas en inglés).
¿POR QUÉ ESTE AVISO?	Caltrans ha estudiado los efectos que este proyecto puede tener en el medio ambiente. Los estudios indican que no afectará significativamente la calidad del medio ambiente. El reporte que explica el por qué, es llamado un Estudio Inicial/Evaluación Ambiental (IS/EA, por sus siglas en inglés). Este anuncio es para informarle acerca de la preparación del Estudio Inicial con Declaración Negativa Mitigada/Evaluación Ambiental Propuesto y de su disponibilidad para ser leído. Se han hecho cambios al *Estudio Inicial con Declaración Negativa Mitigada/ Evaluación Ambiental Propuesto* Original (IS/EA Original) desde la circulación pública del IS/EA Original desde junio 16 hasta el 11 de agosto del 2014. Los comentarios del público y de las agencias recibidos durante la circulación y revisión pública del IS/EA Original, y en la audiencia pública realizada el 31 de julio del 2014, tuvieron como consecuencia los refinamientos que han sido incorporados en este IS/EA Recirculado. Se realizará una audiencia pública estilo Open House para brindar una oportunidad para hacer preguntas a miembros del Equipo del Proyecto acerca de las características de diseño, el calendario tentativo para el proyecto propuesto, incluyendo cuándo ocurriría la adquisición potencial de terrenos del derecho a la vía y cuándo se construirá el proyecto. Adicionalmente, este anuncio es para notificar la disponibilidad y la oportunidad para hacer comentarios sobre el, IS/EA Recirculado preparado para el proyecto.
¿QUÉ HAY DISPONIBLE?	Mapas para la Declaración Negativa Mitigada y el IS/EA Recirculado Propuestos, y otra información del proyecto están disponibles para su revisión y para ser copiado en la oficina de la Comisión de Transporte del Condado de Riverside, 4080 Lemon Street, 3rd Floor, Riverside, CA 92501, entre semana de 8 a.m. a 4:30 p.m. y también en la Oficina del Distrito 8 de Caltrans, 464 West Fourth Street, San Bernardino, CA 92401 entre semana de 8 a.m. a 4 p.m. También es posible verlo y sacarle una copia electrónica del IS/EA Recirculado visitando: http://www.dot.ca.gov/dist8/Project-SR-60-Truck-Climbing.html. Adicionalmente, copias de la Declaración Negativa Mitigada y el IS/EA Recirculado Propuesto, y otra información del proyecto puede ser revisada y copiada en la biblioteca pública Moreno Valley Public Library, ubicada en el 25480 Alessandro Blvd. en Moreno Valley, CA 92553, (los horarios de operación desde el 1 de octubre del 2015 de la Moreno Valley Public Library son: lunes a jueves de 9 a.m. a 8 p.m., viernes de 9 a.m. a 6 p.m., sábado de 9 a.m. a 5 p.m., y domingo de 12 p.m. a 5 p.m.). Copias de la Declaración Negativa Mitigada y el IS/EA Recirculado Propuestos, y otra información del proyecto también puede ser revisada y copiada en el Beaumont Library District, 125 East Eighth Street en Beaumont, CA 92223, (desde el 1 de octubre del 2015, los horarios de operación del Beaumont Library District son: lunes, viernes y sábado de 10 a.m. a 6 p.m., martes y jueves de 10 a.m. a 8 p.m., y domingo de 1 p.m. a 6 p.m. Esta biblioteca está cerrada los miércoles).
CUÁL ES SU PAPEL	¿Tiene comentarios acerca del procesamiento del proyecto con una Declaración Negativa Mitigada y IS/EA Recirculado? ¿No está de acuerdo con los hallazgos de nuestro estudio como se establecen en la Declaración Negativa Mitigada Propuesta? ¿Le gustaría hacer cualquier otro comentario acerca del proyecto? Si no puede asistir a la audiencia pública, sus comentarios por escrito con respecto al proyecto siguen siendo bienvenidos. Por favor envíe sus comentarios por escrito antes de **miércoles 2 de diciembre del 2015**, a: James Shankel, Senior Environmental Planner California Department of Transportation 464 W. Fourth St., 6th Floor Mail Station 827 San Bernardino, CA 92401-1400 o por correo electrónico a: Climbinglane@dot.ca.gov Por favor incluya "SR-60 Truck Lanes" en la casilla de Asunto. La fecha en que comenzaremos a aceptar comentarios es el 30 de octubre del 2015. Los comentarios con respecto a la Declaración Negativa Mitigada y el IS/EA Recirculado también pueden ser entregados en persona durante la audiencia pública el 18 de noviembre del 2015. Si no hay mayores comentarios, RCTC, en asocio con Caltrans, procederá con el diseño del proyecto.
CUÁNDO Y DÓNDE	La audiencia pública será el **miércoles 18 de noviembre del 2015, de 6 p.m. a 8 p.m., en la escuela primaria Sunnymead Elementary School, 24050 Dracaea Avenue, Moreno Valley, CA 92553**. Las personas que necesiten acomodaciones especiales (intérprete de Lenguaje Americano por Señales, asientos accesibles, documentación en formatos alternativos, etc.), se les pide que contacten a la Oficina de Asuntos Públicos del Distrito 8 de Caltrans en el (909) 383-4631 por lo menos 7 días antes de la fecha programada para la audiencia. Los usuarios de TDD pueden llamar California Relay Service, en el 711 o al Distrito 8 TTY (909) 383-6300.
CONTACTO	Para más información acerca de este estudio o de cualquier asunto de transportación, llame a Caltrans al (909) 383-4631. Gracias por su interés en este proyecto. **EA 08-0N69U0 PN 0812000307**

SECOND PUBLIC NOTICE
Announcement of Public Hearing
State Route 60 (SR-60) Truck Lanes Project

Notice of Intent to Adopt a Mitigated Negative Declaration
Notice of Availability of Recirculated Initial Study/Environmental Assessment

WHAT IS BEING PLANNED?	The Riverside County Transportation Commission (RCTC), in cooperation with the California Department of Transportation (Caltrans), proposes to construct an eastbound truck climbing lane and a westbound truck descending lane, along with inside and outside standard shoulders in both directions on State Route 60 (SR-60) in Riverside County between Gilman Springs Road, Post Mile (PM) 22.10 and PM 26.61, approximately 1.37 miles west of the Jack Rabbit Trail intersection. The total length of the proposed project is 4.51 miles. Based on interagency coordination through the Southern California Association of Government's Transportation Conformity Working Group, this project was determined to be exempt from conformity analysis requirements per 40 CFR 93.126. The project, overall, fits into the project category "truck-climbing lanes outside the urbanized area." The project comes from a conforming Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP).
WHY THIS AD?	Caltrans has studied the effects this project may have on the environment. The studies show it will not significantly affect the quality of the environment. The report that explains why is called an Initial Study/Environmental Assessment (IS/EA). This notice is to tell you of the preparation of the Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment and of its availability for you to read. Changes have been made to the Original *Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment* (Original IS/EA) since the public circulation of the Original IS/EA from June 16 to August 11, 2014. Public and agency comments received during the circulation and public review of the Original IS/EA, and at the public hearing held on July 31, 2014, resulted in refinements that have been incorporated into this IS/EA, which is being identified as the Recirculated IS/EA. An open house style public hearing is being held to provide an opportunity to ask questions of Project Team members regarding design features, the tentative schedule for the proposed project, including when potential acquisition of right of way may occur and when the project will be constructed. In addition, this notice is to advise of the availability of, and opportunity to comment on, the Recirculated IS/EA prepared for the project.
WHAT'S AVAILABLE?	Maps for the Proposed Mitigated Negative Declaration and Recirculated IS/EA and other project information are available for review and copying at the Riverside County Transportation Commission office, 4080 Lemon Street, 3rd Floor, Riverside, CA 92501 on weekdays from 8 a.m. to 4:30 p.m. and at the Caltrans District 8 Office, 464 West Fourth Street, San Bernardino, CA 92401 on weekdays from 8 a.m. to 4 p.m. It is also possible to view and download an electronic copy of the Recirculated IS/EA by visiting: http://www.dot.ca.gov/dist8/Project-SR-60-Truck-Climbing.html. Additionally, copies of the Proposed Mitigated Negative Declaration and Recirculated IS/EA and other project information can be reviewed and copied at the Moreno Valley Public Library, located at 25480 Alessandro Blvd. in Moreno Valley, CA 92553, (posted hours of operation for the Moreno Valley Library as of October 1, 2015: Monday - Thursday, 9 a.m. - 8 p.m.; Friday, 9 a.m. - 6 p.m.; Saturday, 9 a.m. - 5 p.m.; and Sunday, 12 p.m. - 5 p.m.) Copies of the Proposed Mitigated Negative Declaration and Recirculated IS/EA and other project information also can be reviewed and copied at the Beaumont Library District, 125 East Eighth Street, Beaumont, CA 92223, (posted hours of operation for the Beaumont Library District as of October 1, 2015: Monday, Friday and Saturday, 10 a.m. to 6 p.m.; Tuesday and Thursday, 10 a.m. - 8 p.m.; and Sunday, 1 p.m. - 6 p.m.; this library is closed on Wednesdays).
WHERE YOU COME IN	Do you have any comments about processing the project with a Mitigated Negative Declaration and Recirculated IS/EA? Do you disagree with the findings of our study as set forth in the Proposed Mitigated Negative Declaration? Would you care to make any other comments on the project? If you cannot attend the public hearing, your written comments regarding the project are still welcome. Please submit your comments in writing no later than **Wednesday, December 2, 2015**, to: James Shankel, Senior Environmental Planner California Department of Transportation 464 W. Fourth St., 6th Floor, Mail Station 827 San Bernardino, CA 92401-1400 or via e-mail to: Climbinglane@dot.ca.gov Please include "SR-60 Truck Lanes" in the subject line. The date we will begin accepting comments is October 30, 2015. Comments regarding the Mitigated Negative Declaration and Recirculated IS/EA also may be submitted in person at the public hearing on November 18, 2015. If there are no major comments, RCTC, in cooperation with Caltrans, will proceed with the project's design.
WHEN AND WHERE	The public hearing will be on **Wednesday, November 18, 2015 from 6 p.m. to 8 p.m. at Sunnymead Elementary School, 24050 Dracaea Avenue, Moreno Valley, CA 92553**. Individuals who require special accommodation (American Sign Language interpreter, accessible seating, documentation in alternate formats, etc.) are requested to contact the District 8 Public Affairs Office at (909) 383-4631 at least 7 days prior to the scheduled hearing date. TDD users may contact the California Relay Service TDD line at 711 or District 8 TTY (909) 383-6300.
CONTACT	For more information about this study or any transportation matter, call Caltrans at (909) 383-4631. Thank you for your interest in this project. Thank you for your interest in this project. **EA 08-0N69U0 PN 0812000307**

Edmund G. Brown Jr.
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit

Ken Alex
Director

Memorandum

Date: November 3, 2015

To: All Reviewing Agencies

From: Scott Morgan, Director

Re: SCH # 2014061054
SR-60 Truck Lanes Project

The State Clearinghouse forwarded the above-mentioned project to your agency for review on **October 30, 2015** with incorrect review dates. Please make note of the following information for your files:

Review period ends: **December 2, 2015**

We apologize for any inconvenience this may have caused. All other project information remains the same.

cc: James Shankel
Caltrans #8, Div. of Environmental Planning
464 W. 4th Street, 6th Fl, MS 827
San Bernardino, CA 92401-1400

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

CALIFORNIA STATE TRANSPORTATION AGENCY — EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 8
DIVISION OF ENVIRONMENTAL PLANNING
ENVIRONMENTAL STUDIES "C"
464 WEST FOURTH STREET, 6th FLOOR, (MS 827)
SAN BERNARDINO, CA 92401-1400
PHONE (909) 383-6379
FAX (909) 383-6494
TTY 711

Serious drought
Help save water!

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OCT 30 2015
STATE CLEARING HOUSE

October 30, 2015

File: SCH # 2014061054
08-RIV-60
PM 22.10 / 26.61
SR-60 Truck Lanes Project
EA 08-0N69U0
PN 0812000307

The State Clearinghouse
1400 Tenth Street
Sacramento, CA 95814

To Whom It May Concern:

Subject: Extension of Public Review and Comment Period for JD—Joint Document
SCH # 2014061054 (From 10-30-2015 to 12-2-2015)

Caltrans, as the CEQA Lead Agency for the proposed State Route 60 Truck Lanes project, has approved and is circulating, the "Recirculated *Initial Study with Proposed Mitigated Negative Declaration / Environmental Assessment*" (Joint Document), beginning today, Friday, October 30th. The conclusion of circulation of the "Recirculated *Initial Study with Proposed Mitigated Negative Declaration / Environmental Assessment*" will be December 2nd.

It is requested that the State Clearinghouse identify December 2, 2015 as the closing date for the circulation of this Joint Document for public review and comment in the CEQAnet database, as was identified in the NOC filed this morning. The circulation period of October 30th to December 2nd has also been identified in newspaper notices.

To confirm, as noted on the signed NOC, the primary Caltrans contact for this project is:

James Shankel, Senior Environmental Planner
California Department of Transportation, District 8
Division of Environmental Planning
464 West 4th Street, 6th Floor MS 827
San Bernardino, CA 92401
(909) 383-6379

If there are any questions in this regard, I may be contacted at the above phone # or via email at: james.shankel@dot.ca.gov.

Sincerely,

JAMES SHANKEL
Senior Environmental Planner
Environmental Planning

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P. O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH # 2014061054

Project Title: State Route 60 Truck Lanes Project
Lead Agency: California Department of Transportation (Caltrans), District 8 — Contact Person: James Shankel, Sr. Env. Planner
Mailing Address: 464 West 4th Street, 6th Floor, MS-827 — Phone: (909) 383-6379
City: San Bernardino — Zip: 92401-1400 — County: San Bernardino

Project Location: County: Portion of Unincorporated Riverside County — City/Nearest Community: Cities of Moreno Valley and Beaumont
Cross Streets: On SR-60 between Gilman Springs Rd IC, at Post Mile (PM) 22.10 and PM 26.61, approx. 1.37 miles west of Jack Rabbit Trail intersection — Zip Code(s): See attached
Lat. / Long.: 33.937735/ -117.097821 — Total Acres:
Assessor's Parcel No.: see attached — Section: See attached — Twp.: — Range: — Base:
Within 2 Miles: State Highway 60 — Waterways: San Timoteo Creek
Airports: — Railways: Union Pacific — Schools:

Document Type:
CEQA: ☐ NOP ☐ Early Cons ☐ Neg Dec ☒ Mit Neg Dec ☐ Draft EIR ☐ Supplement/Subsequent EIR (Prior SCH No.) 2014061054 Other Recirculated Initial Study / EA
NEPA: ☐ NOI ☒ EA ☐ Draft EIS ☐ FONSI
Other: ☒ Joint Document ☐ Final Document ☐ Other

RECEIVED
OCT 30 2015
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Local Action Type:
☐ General Plan Update ☐ General Plan Amendment ☐ General Plan Element ☐ Community Plan
☐ Specific Plan ☐ Master Plan ☐ Planned Unit Development ☐ Site Plan
☐ Rezone ☐ Prezone ☐ Use Permit ☐ Land Division (Subdivision, etc.)
☐ Annexation ☐ Redevelopment ☐ Coastal Permit ☒ Other Transportation

Development Type:
☐ Residential: Units ____ Acres ____
☐ Office: Sq.ft. ____ Acres ____ Employees ____
☒ Transportation: Type Truck climbing and descending lane and shoulder improvements
☐ Commercial: Sq.ft. ____ Acres ____ Employees ____
☐ Industrial: Sq.ft. ____ Acres ____ Employees ____
☐ Educational
☐ Recreational
☐ Water Facilities: Type ____ MGD ____
☐ Mining: Mineral
☐ Power: Type ____ MW
☐ Waste Treatment: Type ____ MGD
☐ Hazardous Waste: Type
☐ Other:

Project Issues Discussed in Document:
☒ Aesthetic/Visual ☐ Agricultural Land ☒ Air Quality ☒ Archeological/Historical ☒ Biological Resources ☐ Coastal Zone ☒ Drainage/Absorption ☒ Economic/Jobs
☐ Fiscal ☒ Flood Plain/Flooding ☒ Forest Land/Fire Hazard ☒ Geologic/Seismic ☐ Minerals ☒ Noise ☒ Population/Housing Balance ☒ Public Services/Facilities
☐ Recreation/Parks ☐ Schools/Universities ☐ Septic Systems ☐ Sewer Capacity ☒ Soil Erosion/Compaction/Grading ☐ Solid Waste ☒ Toxic/Hazardous ☒ Traffic/Circulation
☒ Vegetation ☒ Water Quality ☒ Water Supply/Groundwater ☒ Wetland/Riparian ☒ Growth Inducing ☒ Land Use ☒ Cumulative Effects ☒ Other: Climate Change

Present Land Use/Zoning/General Plan Designation:
Present Land Use: existing highway / Zoning Designation: Not applicable General Plan Designation: Highway

Project Description: *(please use a separate page if necessary)*
Construct an eastbound truck-climbing lane and westbound truck-descending lane and inside and outside standard shoulders in both directions on State Route 60 (SR-60) in Riverside County between just east of the Gilman Springs Road interchange (IC) at Post Mile (PM) 22.10 and PM 26.61, approximately 1.37 miles west of the Jack Rabbit Trail intersection.

State Clearinghouse Contact: (916) 445-0613
State Review Began: 10-30-2015
SCH COMPLIANCE 12-2

Please note State Clearinghouse Number (SCH#) on all Comments
SCH#: 2014061054
Please forward late comments directly to the Lead Agency

AQMD/APCD 33
(Resources: 10/31)

Project Sent to the following State Agencies

- X Resources
- ____ Boating & Waterways
- ____ Coastal Comm
- ____ Colorado Rvr Bd
- ____ Conservation
- X CDFW # 6
- ____ Delta Protection Comm
- X Cal Fire
- ____ Historic Preservation
- X Parks & Rec
- ____ Central Valley Flood Prot.
- ____ Bay Cons & Dev Comm.
- X DWR
- X OES
- ____ Resources, Recycling and Recovery

CalSTA
- X Aeronautics
- X CHP
- ____ Caltrans # ____
- ____ Trans Planning

Other
- ____ HCD
- ____ Food & Agriculture

State/Consumer Svcs
- ____ General Services

Cal EPA
- ____ ARB: ALL Other Projects
- X ARB: Transportation Projects
- ____ ARB: Major Industrial/Energy
- ____ SWRCB: Div. of Drinking Water
- X SWRCB: Div. Financial Assist.
- X SWRCB: Wtr Quality
- ____ SWRCB: Wtr Rights
- X Reg. WQCB # 8
- X Toxic Sub Ctrl-CTC

Yth/Adlt Corrections
- ____ Corrections

Independent Comm
- ____ Energy Commission
- X NAHC
- X Public Utilities Comm
- ____ State Lands Comm
- ____ Tahoe Rgl Plan Agency
- ____ Conservancy
- ____ Other: ____

Edmund G. Brown Jr.
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit

Ken Alex
Director

December 3, 2015

James Shankel
California Department of Transportation, District 8
Division of Environmental Planning
464 W. 4th Street, 6th FL, MS 827
San Bernardino, CA 92401-1400

Subject: SR-60 Truck Lanes Project
SCH#: 2014061054

Dear James Shankel:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. The review period closed on December 2, 2015, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Scott Morgan
Director, State Clearinghouse

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Base

SCH# 2014061054
Project Title SR-60 Truck Lanes Project
Lead Agency Caltrans #8

Type MND Mitigated Negative Declaration

Description Note: Extended Per Lead

Construct an eastbound truck-climbing lane and westbound truck-descending lane and inside and outside standard shoulders in both directions on SR 60 in Riverside County between just east of the Gilman Springs Road interchange at Post Mile 22.10 and PM 26.61, approximately 1.37 miles west of the Jack Rabbit Trail intersection.

Lead Agency Contact

Name James Shankel
Agency California Department of Transportation, District 8
Phone 909 383 6379 **Fax**
email james.shankel@dot.ca.gov
Address Division of Environmental Planning
464 W. 4th Street, 6th FL, MS 827
City San Bernardino **State** CA **Zip** 92401-1400

Project Location

County Riverside
City Moreno Valley, Beaumont
Region
Lat / Long
Cross Streets SR-60, Gilman Springs Road, Jack Rabbit Trail Rd
Parcel No. Various
Township 3 **Range** 2W **Section** 2-6 **Base**

Proximity to:

Highways SR-60
Airports
Railways UPRR
Waterways San Timoteo Creek
Schools
Land Use highway

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Economics/Jobs; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Noise; Population/Housing Balance; Public Services; Soil Erosion/Compaction/Grading; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Growth Inducing; Landuse; Cumulative Effects; Other Issues

Reviewing Agencies Resources Agency; Department of Fish and Wildlife, Region 6; Cal Fire; Department of Parks and Recreation; Department of Water Resources; Office of Emergency Services, California; California Highway Patrol; Air Resources Board, Transportation Projects; State Water Resources Control Board, Division of Water Quality; Regional Water Quality Control Board, Region 8; Department of Toxic Substances Control; Native American Heritage Commission; Public Utilities Commission

Date Received 10/30/2015 **Start of Review** 10/30/2015 **End of Review** 12/02/2015

3.3 Circulation of the Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment and Public Hearing

3.3.1 Original Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment

Comments were received on the Original IS/EA during the circulation period, June 16, 2014 to July 15, 2014, extended to August 11, 2014, from two agencies, two utility providers, four organizations, and 17 individuals. The comments provided by the two agencies were specific to the resources they manage: biological resources and air quality. The two utility providers gave locations of pipelines that are in the vicinity of the project.

Comments received from the four organizations were concerning potential indirect and secondary effects, growth-inducing impacts, and potential impacts on air quality, specifically greenhouse gas emissions; biological resources, specifically impacts on natural communities, special status plant and animal species, threatened and endangered animals, and wildlife crossings; paleontological resources; traffic circulation and safety; land uses; and stormwater runoff and potential flood risks. In addition, several organizations expressed concern regarding the lack of detail on construction staging, timing, activities, and potential construction-related impacts. They felt that the document needed to provide more analysis and some requested that an EIR/EIS be prepared.

Similarly, many of the individuals who provided comments felt that the document did not provide enough detail or analysis and that an EIR/EIS should be prepared. Some individuals who are in support of the project also felt that the document should be more detailed and expressed their desire for an EIR/EIS. The overall concerns of the individual commenters were similar to those of the organizations who commented, specifically concerns related to growth-inducing impacts and the proposed World Logistics Center. Other concerns, in addition to those topics discussed above, were related to geological impacts due to the cut and fill requirements of the project, water quality impacts, visual and aesthetic impacts, concerns over water usage for proposed landscaping/revegetation, community involvement, traffic impacts during construction, and noise impacts.

3.3.2 Recirculated Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment

The public circulation of the Original Draft IS/EA occurred from June 16 to August 11, 2014. Public and agency comments were received during the circulation and public review of the Original Draft IS/EA, and at the public hearing held on July 31, 2014. These comments resulted in refinements that were incorporated into the Recirculated Draft IS/EA, fulfilling Caltrans' responsibilities to consider the comments received.

The public circulation of the Recirculated Draft IS/EA occurred from October 30, 2015 to December 2, 2015, and an open forum public hearing was held on November 18, 2015.

Comments on the Recirculated Draft IS/EA during the circulation period were received from five agencies, two utility providers, and 12 interested parties/individuals. The comments provided by the agencies were specific to the resources they manage. The two utility providers commented on the presence and locations of pipelines. The 12 interested parties/individuals commented on a variety of topics. Four individuals expressed support for the project, and two opposed the project. Comments received were concerning growth-inducing impacts, air quality impacts (specifically greenhouse gas emissions), land use, traffic and safety, project report and studies, and biological resources (specifically impacts on threatened and endangered species). Some comments requested that an EIR/EIS be prepared.

3.4 Comments and Responses to Comments on Recirculated Draft Initial Study with Negative Declaration/Environmental Assessment

Table 3-3 lists the agencies, organizations, and persons who provided comments on the Recirculated Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment.

Table 3-3. Comments Received

FED Comment ID	Commenter	Comment Type	Date
1	Riverside County Regional Park and Open-Space District	Email	November 9, 2015
2	San Manuel Band of Mission Indians	Email	November 10, 2015
3	South Coast Air Quality Management District	Letter	November 18, 2015
4	Roy Bleckert	Public hearing comment card	November 18, 2015
5	Lori Nickel	Public hearing comment card	November 18, 2015
6	Cathy Colt	Public hearing transcript	November 18, 2015
7	Eugene Booker Junior	Public hearing transcript	November 18, 2015
8	Kathleen Dale	Public hearing transcript	November 18, 2015
9	Jesse Molina	Public hearing transcript	November 18, 2015
10	LaDonna Jempson	Public hearing transcript	November 18, 2015
11	Evan Morgan	Public hearing transcript	November 18, 2015
12	Darline Bailey	Public hearing transcript	November 18, 2015
13	Southern California Gas Company	Letter	November 24, 2015
14	County of Riverside , Transportation and Land Management Agency, Transportation Department	Letter	November 25, 2015
15–17[1]	Center for Biological Diversity, Sierra Club, San Bernardino Valley Audubon Society, and Friends of the Northern San Jacinto Valley *and* Sierra Club Moreno Valley Group Conservation Chair	Letter	December 1, 2015
18	Friends of the Northern San Jacinto Valley	Letter	December 2, 2015

[1] The same letter was sent by three commenters (Jonathan Evans on behalf of the Center for Biological Diversity; George Hague on behalf of the Sierra Club, Moreno Valley Group; and Tom Paulek and Susan Nash on behalf of Friends of the Northern San Jacinto Valley). To avoid duplication, the three transmittals of the same comment letter were responded to once, in the response to Comment Letter 15.

FED Comment ID	Commenter	Comment Type	Date
19	Johnson & Sedlack, Attorney at Law	Letter	December 2, 2015
20	Santa Ana Regional Water Quality Control Board	Letter	December 14, 2015
21	Kinder Morgan	Letter	December 14, 2016
22	City of Moreno Valley Public Works	Email	December 16, 2015
23	George Hague	Email	March 20, 2016

Comment 1: Riverside County Regional Parks and Open-Space District

Letter 1

SR-60 Truck lanes project >> electronic comment 1 of 10

From: Rull, Paul [mailto:PRull@rivcoparks.org]
Sent: Monday, November 09, 2015 12:33 PM
To: Climbinglane@DOT
Subject: SR-60 Truck lanes initial study comments

Hi James,

Thank you for submitting the initial study for the District to review.

1-1 The District has one minor comment. It was inferred in the document that there are no County General Plan trails in the project area, and the document references Reche Canyon/Badland Area Plan Trails Map (attached). The map identifies Open Space trails adjacent to the project area and also crossing the 60 freeway, which should be correctly identified if in fact they are impacted by the project.

If you have any questions, please feel free to contact me.

Paul Rull
Parks Planner

RivCoParks (Riverside County Regional Park and Open-Space District)
4600 Crestmore Road, Jurupa Valley, CA 92509 | (951) 955-6998 | FAX: (951) 955-4305
prull@rivcoparks.org | www.RivCoParks.org
Follow RivCoParks: Facebook | Twitter | Upcoming Events

Response to Comment 1

1.1. The Reche Canyon/Badlands Area Plan Trails and Bikeways figure, from the Reche Canyon-Badlands Area Plan, indicates one feature, identified as an Open Space Trail, that appears to be located within the limits of the project.

After reviewing this figure, follow-up with the Riverside County Regional Park and Open-Space District (RivCoParks) occurred. Contact with Mr. Rull at RivCoParks occurred initially. Contact was then made with Mr. Marc Brewer, also with RivCoParks. Based on coordination with Mr. Brewer, it was confirmed that, although this feature is on an adopted map, it is not developed or open for public use but is a proposed alignment. It is not currently proposed for development in the near future and is not in RivCoParks' short- or long-term goals for development.

Therefore, there are no trails potentially affected by the project.

Comment 2: San Manuel Band of Mission Indians

Letter 2

SR-60 Truck lanes project >> electronic comment 2 of 10

From: Daniel McCarthy [mailto:DMcCarthy@sanmanuel-nsn.gov]
Sent: Tuesday, November 10, 2015 3:35 PM
To: Climbinglane@DOT
Subject: SR-60 Truck lanes project

James,

2-1 We received the First Public Notice /Announcement of Public Hearing for the SR-60 Truck Lanes project. Thank you for the opportunity to review and comment. The project is located outside of the Tribe's ancestral territory, therefore we have no comments.

Thank you,
Leslie Mouriquand MA, RPA
for

Daniel McCarthy, MS, RPA
Director
Cultural Resources Management Department
San Manuel Band of Mission Indians
26569 Community Center Drive
Highland, CA 92346
Office: 909 864-8933 x 3248
Cell: 909 838-4175
dmccarthy@sanmanuel-nsn.gov

Response to Comment 2

2-1. The commenters' statement that the project is outside of the San Manuel Band of Mission Indian's ancestral territory and that, as a result, they have no comments on the project is acknowledged for the project record.

Comment 3: South Coast Air Quality Management District

Letter 3

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SENT VIA E-MAIL AND USPS:
Climbinglane@dot.ca.gov

November 18, 2015

Mr. James Schankel, Senior Environmental Planner
California Department of Transportation, District 8
464 W. Fourth Street, 6th Floor, MS-827
San Bernardino, CA 92401-1400

Recirculated Draft Mitigated Negative Declaration (RDMND) for the Proposed State Route 60 (SR-60) Truck Lanes Project

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. The following comments are meant as guidance for the Lead Agency and should be incorporated into the Final MND. In the project description, the Lead Agency proposes to construct an eastbound truck climbing lane and a westbound truck descending lane, along with inside and outside standard shoulders in both directions on SR-60 in Riverside County. The proposed project location is between Gilman Springs Road Post Mile 22.10 and Post Mile 26.61, west of the Jack Rabbit Trail intersection.

3-1 The SCAQMD staff incorporates by reference its comments made in a comment letter dated July 16, 2014 (attached) based on the SCAQMD staff review of the Draft MND circulated for public comment in June 16, 2014.

3-2 Although the RDMND states that that implementation of the proposed project would contribute criteria pollutants to the area during project construction and operation[1], the air quality analysis still does not quantify the proposed project's construction or operational air quality impacts for criteria pollutants, compare those estimates with regional or localized thresholds of significance, or include mitigation, if needed. Therefore, the RDMND has not substatiated its findings that these air quality impacts are less than significant. In addition, the narration below Table 2-36 (Traffic Data and Emissions Estimates) concludes that the modeled CO_2 emissions under the proposed Build Alternative would be marginally higher in Year 2018 but marginally lower at the horizon Year 2040 than emissions under the No Build Alternative[2]. Based on the increase in emissions in Year 2018, the SCAQMD staff reiterates its position that the proposed project could

3-3 also increase criteria emissions growth in addition to the increase in CO_2 emissions noted in the RDMND above. These emissions increases could result by goods-movement traffic coming from the ports, local warehouses that could travel along the project route and beyond to other destinations or heading out of state. The Final RMND should therefore include quantification of criteria emissions during operations in order to demonstrate the reductions anticipated by the Lead Agency based on the CO_2 modeling results shown in Table 2-36. Additionally, the Final RDMND should include an enforceable mitigation measure if trips, in addition to the traffic anticipated in the DRMND, exceed these estimates.

[1] RDMND, Section 2.4. Cumulative Impacts, Page 2-301
[2] Ibid., Section 2.5. Climate Change, Page 2-313.

Response to Comment 3

3-1. SCAQMD's reference of their July 16, 2014 letter provided during circulation of the Original Draft IS/EA is acknowledged. Caltrans addressed these prior comments by clarifying and augmenting portions of the document in the Recirculated Draft IS/EA. SCAQMD's July 16, 2014 letter is included following this letter, and indications of where the Recirculated Draft IS/EA was revised are indicated in the responses to that letter that are provided in Responses 3-4 through 3-9. Since the commenter does not indicate that the revisions did not adequately address the comments, no further response is possible.

3-2. Project construction and operations emissions were quantified and presented in Table 2-23 (Criteria Pollutant Emissions during Construction) and Table 2-22 (Summary of CT-EMFAC2014-Modeled Operational Emissions) of the Recirculated Draft IS/EA, respectively. Construction-period and operations-period emissions would not exceed SCAQMD significance thresholds. The emissions analysis demonstrates that project construction and operations emissions would be less than significant under CEQA.

3-3. See Table 2-22 (Summary of CT-EMFAC2014-Modeled Operational Emissions), Table 2-23 (Criteria Pollutant Emissions during Construction), and Table 2-36 (Traffic Data and Emissions Estimates) of the Recirculated Draft IS/EA for project criteria pollutant and GHG emissions. Emissions estimates shown therein were developed using CT-EMFAC2014 and revised traffic data under the Existing Year 2013, Opening Year 2020, and Horizon Year 2040 under the Build and No Build conditions. Also shown therein, project construction and operations emissions would not exceed SCAQMD significance thresholds. The concerns with emissions from a potential increase in goods movement or increased trips are not effects of the project.

Mr. James Shankel, November 18, 2015
Senior Environmental Planner

The SCAQMD staff requests that the Lead Agency provide SCAQMD staff with written responses to all comments contained herein prior to the adoption of the Final CEQA document. In addition, staff is available to work with the Lead Agency to address these concerns and any other air quality questions that may arise. Please contact Gordon Mize, Air Quality Specialist at (909) 396-3302, if you have any questions regarding these comments. We look forward to reviewing the Final RMND associated with this project.

Sincerely,

Jillian Wong

Jillian Wong, Ph.D.
Program Supervisor
Planning, Rule Development & Area Sources

Attachment:

- SCAQMD Staff Cmt Ltr Dtd July 16, 2014

JW:GM

RVC151030-02
Control Number

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

E-mailed: July 16, 2014
kerrie.hudson@dot.ca.gov

July 16, 2014

Ms. Kerrie Hudson
Environmental Planning
Department of Transportation
464 West 4th Street, 6th Floor MS823
San Bernardino, CA 92401

Review of the Draft Mitigated Negative Declaration (MND) for State Route 60 Truck Lanes Project

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. The following comment is intended to provide guidance to the Lead Agency and should be incorporated into the final California Environmental Quality Act (CEQA) document as appropriate.

3-4 The above mentioned Draft Mitigated Negative Declaration (Draft MND) does not adequately demonstrate that the project will have less than significant air quality impacts. Specifically, the Lead Agency did not quantify the project's air quality impacts. Absent a quantitative air quality analysis the Draft MND does not substantiate the Lead Agency's significance determination. Therefore, the SCAQMD staff recommends that the Lead Agency revise the Draft MND to include a quantitative air quality analysis that evaluates all potential construction and operational related emissions from the project.

3-5 Further, SCAQMD staff is concerned that while the proposed project may not directly generate traffic, it could accommodate and potentially encourage growth. This type of indirect impact is "cumulatively considerable" under CEQA and must be analyzed by comparing existing conditions with future project conditions. Therefore, the SCAQMD staff recommends that the Lead Agency revise the Draft MND to assess this potential impact.

3-6 If the revised air quality analysis demonstrates that the project will result in significant air quality impacts SCAQMD staff recommends that the Lead Agency include air quality mitigation measures pursuant to Section 15126.4 of the CEQA guidelines. Details regarding these comments are attached to this letter.

The SCAQMD staff requests that the Lead Agency provide the SCAQMD with written responses to all comments contained herein prior to the adoption of the final environmental document. Also, staff is available to work with the Lead Agency to

Response to July 16, 2014 Comment Letter

3-4. This comment references the air quality analysis in the Original Draft IS/EA. The document was revised to address this comment. Please see Section 2.2.6, *Air Quality*, of the Recirculated Draft IS/EA (construction emissions are summarized in Table 2-23 on page 2-176, and operations emissions are summarized in Table 2-22 on page 2-175). This comment does not raise any concerns with the Recirculated Draft IS/EA; accordingly, no further response is possible.

3-5. This comment is concerned about the potential for the project to result in growth inducing impacts. The Original Draft IS/EA was revised to address this comment. Please see Section 2.1.2.3 of the Recirculated Draft IS/EA, which discusses how the project would not facilitate additional growth along the affected portion of SR-60. This comment does not raise any concerns with the discussion or conclusions of the Recirculated Draft IS/EA; accordingly, no further response is possible.

3-6. As demonstrated in Table 2-22 (Summary of CT-EMFAC2014-Modeled Operational Emissions) on page 2-175 of the Recirculated Draft IS/EA (Section 2.2.6, *Air Quality*), operations-period emissions would be less than significant and no mitigation measures are necessary. This comment does not raise any concerns with these conclusions; therefore, no further response is possible.

Ms. Kerrie Hudson 2 July 16, 2014

address these issues and any other questions that may arise. Please contact Dan Garcia, Air Quality Specialist CEQA Section, at (909) 396-3304, if you have any questions regarding the enclosed comments.

Sincerely,

Ed Eckerle
Program Supervisor
Planning, Rule Development & Area Sources

EE:DG
RVC140715-06
Control Number

Ms. Kerrie Hudson 3 July 16, 2014

Air Quality Air Quality (Operational and Construction Emissions Analysis)

1. The Lead Agency did not conduct an air quality analysis to determine the construction or operational impacts from the proposed project. The Lead Agency appears to conclude that an air quality analysis is not required for the proposed project given that the Southern California Association of Government's (SCAG) Transportation Conformity Working Group (TCWG) determined that the project is exempt from conformity demonstration pursuant to 40 C.F.R § 93.126. However, 40 C.F.R § 93.126 is specific to project level transportation conformity and does not relieve a project from complying with the requirements of CEQA (California Public Resources Code 2100 et al.). Absent a quantitative air quality analysis, the Draft MND does not substantiate the Lead Agency's determination that the project will result in less than significant air quality impacts. Therefore, the SCAQMD staff recommends that the Lead Agency revise the Draft MND to include a quantitative air quality analysis that substantiates the Lead Agency's significance determination. Specifically, the revised Draft MND should quantify all potential regional and localized air quality impacts during the construction and operational phases of the project. Guidance for performing localized and regional air quality analyses can be found at: http://www.aqmd.gov/ceqa/hdbk.html. In the event that the revised air quality analysis demonstrates that the project will result in significant air quality impacts SCAQMD staff recommends that the Lead Agency include air quality mitigation measures pursuant to Section 15126.4 of the CEQA guidelines. 3-7

Operational Emissions Impacts

2. In Table 22 (page 145) of the Draft MND the Lead Agency indicates that the proposed project will result in an increase of CO_2 emissions. This increase in emissions is a direct result of a improved level of service (LOS) on SR 60 between Gilman Springs Road and Jack Rabbit Trail Road in Riverside County. Consequently, the proposed project could likely result in an increase of criteria pollutants. Therefore, the SCAQMD staff recommends that the Lead Agency quantify the potential increase of criteria pollutant emissions during operation of the project from the aforementioned LOS improvements. 3-8

Growth Inducing Potential and Cumulative Impacts

3. The Lead Agency states that the SR 60 between Gilman Springs Road and Jack Rabbit Trail Road (project area) currently serves 47,600 vehicles per day, and that by 2040 this segment could serve up to 105,800 vehicles per day. Further, the Lead Agency states that construction of this project will improve freeway operations; however, this discussion ignores growth inducing potential and cumulative impacts from the project.

The project will construct additional freeway truck climbing lanes. Despite the argument that the proposed project will not generate additional trips, no enforceable measures have been included that will ensure additional trips will not occur. For example, if traffic increases beyond what is projected in this Draft MND, and more vehicles use this segment of SR 60, then the additional capacity that this project provides may result in additional air quality impacts. If the Lead agency chooses not 3-9

Response to July 16, 2014 Comment Letter (Continued)

3-7. The Original Draft IS/EA was revised to address this comment. Please see Section 2.2.6, *Air Quality*, of the Recirculated Draft IS/EA (construction emissions are summarized in Table 2-23 on page 2-176, and operations emissions are summarized in Table 2-22 on page 2-175), which concludes that air quality impacts would be less than significant and that no mitigation measures would be necessary. This comment does not raise any concerns with the Recirculated Draft IS/EA; accordingly, no further response is possible.

3-8. The Original Draft IS/EA was revised to address this comment. Please see Section 2.2.6, *Air Quality*, of the Recirculated Draft IS/EA (construction emissions are summarized in Table 2-23 on page 2-176, and operations emissions are summarized in Table 2-22 on page 2-175). Operations-period emissions would be less than significant, and no mitigation measures are necessary. This comment does not raise any concerns with the Recirculated Draft IS/EA; accordingly, no further response is possible.

3-9. This comment is concerned about the potential for the project to result in growth inducing impacts. The Original Draft IS/EA was revised to address this comment. Please see Section 2.1.2.3 of the Recirculated Draft IS/EA, which discusses how the project would not facilitate additional growth along the affected portion of SR-60. This comment does not raise any concerns with the discussion or conclusions of the Recirculated Draft IS/EA; accordingly, no further response is possible.

Ms. Kerrie Hudson 4 July 16, 2014

3-9 cont.

to assess this impact, than an enforceable measure is needed to ensure less than significant air quality impacts.

Further, while this project may not directly generate traffic, it could accommodate and potentially encourage growth. This type of indirect impact is "cumulatively considerable" under CEQA and must be analyzed by comparing existing conditions with future project conditions.

Comment 4: Roy Bleckert

Letter 4

STATE ROUTE 60 (SR-60) TRUCK LANES PROJECT **COMMENT CARD**

November 18, 2015 • Sunnymead Elementary School, 24050 Dracaea Avenue, Moreno Valley, CA

Name: ROY BLECKERT Phone: 951 2425397 Date: 11-18-15

Address: PO Box 217 Moreno Valley CA 92556

Affiliation: RESIDENT Email:

4-1 Comments: I SUPPORT THIS PROJECT, IT NEEDS TO BE BUILT AS QUICKLY AS POSSIBLE, SO WE CAN HAVE SAFER ROADS TO TRAVEL ON.

Comments on the Project may be submitted during the public hearing, Climbinglane@dot.ca.gov, provided verbally to the court reporter, or submitted by mailing this postcard.

Comments are due by Wednesday, December 2, 2015

☑ I request to be on the Project Mailing List.

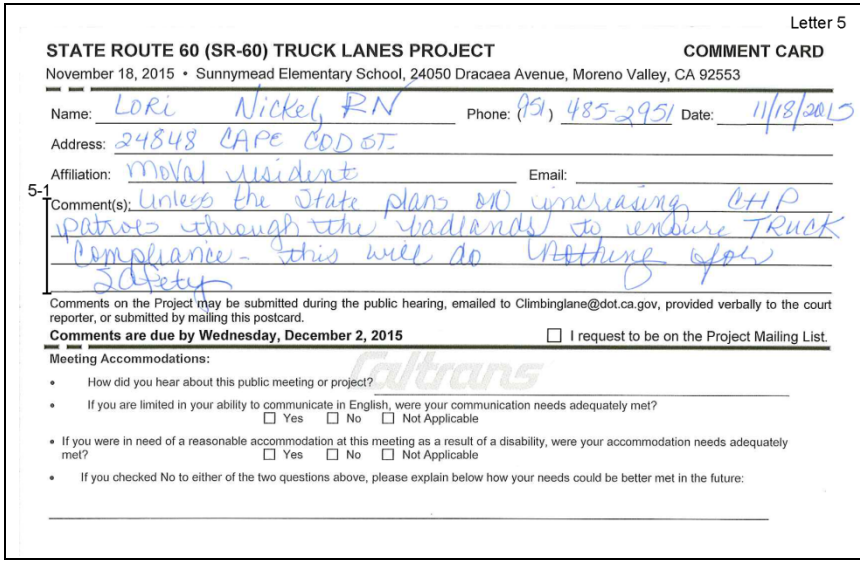
Meeting Accommodations:

- How did you hear about this public meeting or project? MORENO VALLEY CITY WEB SITE
- If you are limited in your ability to communicate in English, were your communication needs adequately met? ☐ Yes ☑ No ☐ Not Applicable
- If you were in need of a reasonable accommodation at this meeting as a result of a disability, were your accommodation needs adequately met? ☐ Yes ☑ No ☐ Not Applicable
- If you checked No to either of the two questions above, please explain below how your needs could be better met in the future:

Response to Comment 4

4-1. The commenter's support for the planned SR-60 Truck Lanes Project is noted for the record.

Comment 5: Lori Nickel



Letter 5

STATE ROUTE 60 (SR-60) TRUCK LANES PROJECT **COMMENT CARD**

November 18, 2015 • Sunnymead Elementary School, 24050 Dracaea Avenue, Moreno Valley, CA 92553

Name: Lori Nickel RN Phone: (951) 485-2951 Date: 11/18/2015

Address: 24848 CAPE COD CT.

Affiliation: Moval resident Email:

5-1 Comment(s): Unless the State plans on increasing CHP patrols through the badlands to ensure TRUCK Compliance - this will do Nothing for Safety

Comments on the Project may be submitted during the public hearing, emailed to Climbinglane@dot.ca.gov, provided verbally to the court reporter, or submitted by mailing this postcard.

Comments are due by Wednesday, December 2, 2015 ☐ I request to be on the Project Mailing List.

Meeting Accommodations:

- How did you hear about this public meeting or project?
- If you are limited in your ability to communicate in English, were your communication needs adequately met? ☐ Yes ☐ No ☐ Not Applicable
- If you were in need of a reasonable accommodation at this meeting as a result of a disability, were your accommodation needs adequately met? ☐ Yes ☐ No ☐ Not Applicable
- If you checked No to either of the two questions above, please explain below how your needs could be better met in the future:

Response to Comment 5

5-1. Although we appreciate the comment, we disagree that the project would not improve safety. As explained in Chapter 1 of the Recirculated Draft IS/EA, automobiles with trailers, trucks, and buses have difficulty maintaining a reasonable speed through the project area. The tight curves and narrow shoulders along the roadway restrict the sight distances of drivers and limit the recovery area.

Construction of the truck-climbing and truck-descending lanes will separate slow-moving trucks from passenger vehicles.

Adding standard shoulders and providing additional grading to the locations of cut slopes to the outside will increase site distances and recovery areas. Therefore, the project will increase safety.

Comment 6-12: Public Hearing Court Transcript

Letters 6-12

SR 60 TRUCK LANES PROJECT

Public Hearing

Wednesday, November 18, 2015

Moreno Valley, California

Reported by:

VALERIE D. GRANILLO

CSR No. 11469

Job No. 2154726

PAGES 1 - 8

Page 1

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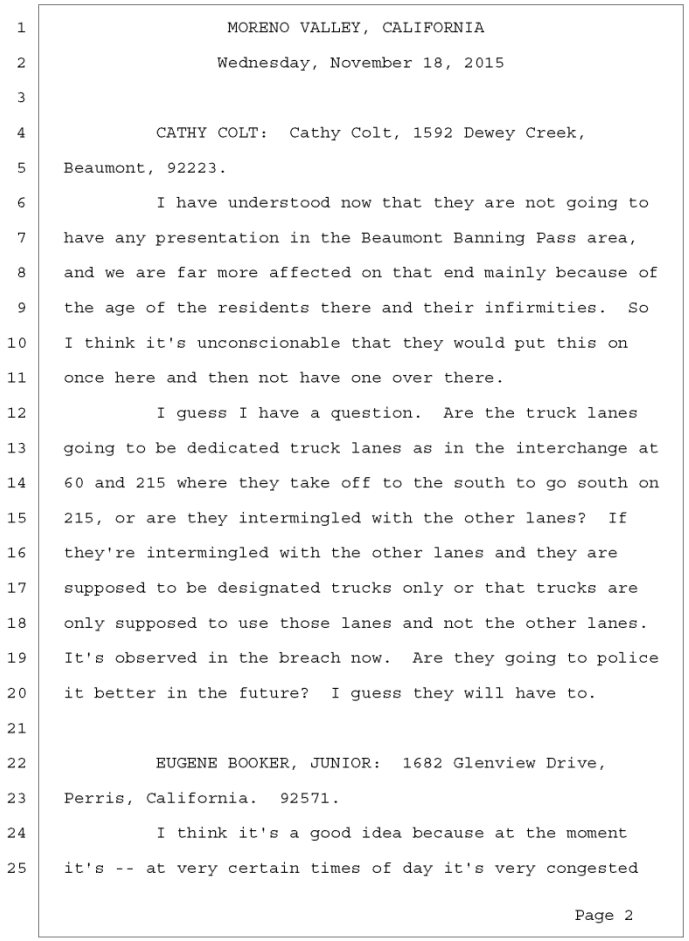
866 299-5127



MORENO VALLEY, CALIFORNIA

Wednesday, November 18, 2015

CATHY COLT: Cathy Colt, 1592 Dewey Creek, Beaumont, 92223.

I have understood now that they are not going to have any presentation in the Beaumont Banning Pass area, and we are far more affected on that end mainly because of the age of the residents there and their infirmities. So I think it's unconscionable that they would put this on once here and then not have one over there. 6-1

I guess I have a question. Are the truck lanes going to be dedicated truck lanes as in the interchange at 60 and 215 where they take off to the south to go south on 215, or are they intermingled with the other lanes? If they're intermingled with the other lanes and they are supposed to be designated trucks only or that trucks are only supposed to use those lanes and not the other lanes. It's observed in the breach now. Are they going to police it better in the future? I guess they will have to. 6-2

EUGENE BOOKER, JUNIOR: 1682 Glenview Drive, Perris, California. 92571.

I think it's a good idea because at the moment it's -- at very certain times of day it's very congested 7-1

Page 2

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Response to Comment 6

6-1. The location of a public hearing in conjunction with circulation of an Environmental Document includes consideration of proximity to the project site as well as known interest in the project. As part of planning for the public hearing that took place during public review of the Recirculated Draft IS/EA, the Recirculated Draft IS/EA and technical studies were available for review at the Beaumont Library District (located at 125 East Eighth Street, Beaumont) during the public review period.

6-2. Advance signage will be placed along the highway in both directions, informing slower-moving traffic, such as trucks and recreational vehicles, to keep to the right within the truck lanes. Trucks and oversized vehicles would not be cited for not using the lanes.

Response to Comment 7

7-1. The commenter's support for the planned SR-60 Truck Lanes Project is noted for the record.

through there. And having the trucks on the road makes -- it's not wide enough right now. Okay. So having the trucks in their own lane and if they follow the law, it would be very good for us, I think. 7-1 cont.

Now, as far as the how long it's going to take, I don't know. But I think that's once it's done, it should be a lot better. It says it right here the stages. 7-2

It says how did I hear about this meeting? I'm a state worker, and I heard it through other state workers about this. And it says if you are limited -- that's pretty much all they ask you.

KATHLEEN DALE: I'm a resident in Moreno Valley.

And I just wanted to say that in general, my feeling is that the project overall isn't warranted and I think really may cause more problems than solving them. And this is based on my observations driving that stretch of road three to four times a week and also my observations of how the truck climbing lanes on the Box Springs grade have functioned. And I think that a prudent alternative to the expenditure for this project and the environmental consequences of this project would be a pilot project to reduce the speed limit through this section and to enforce the truck lane restrictions that are already there. And at least try that before going 8-1 8-2

Page 3

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Response to Comment 7 (cont.)

7-2. It is understood that the commenter is referencing the project schedule. Currently, construction on the project is anticipated to begin in 2018 and to be completed and open to traffic in 2020.

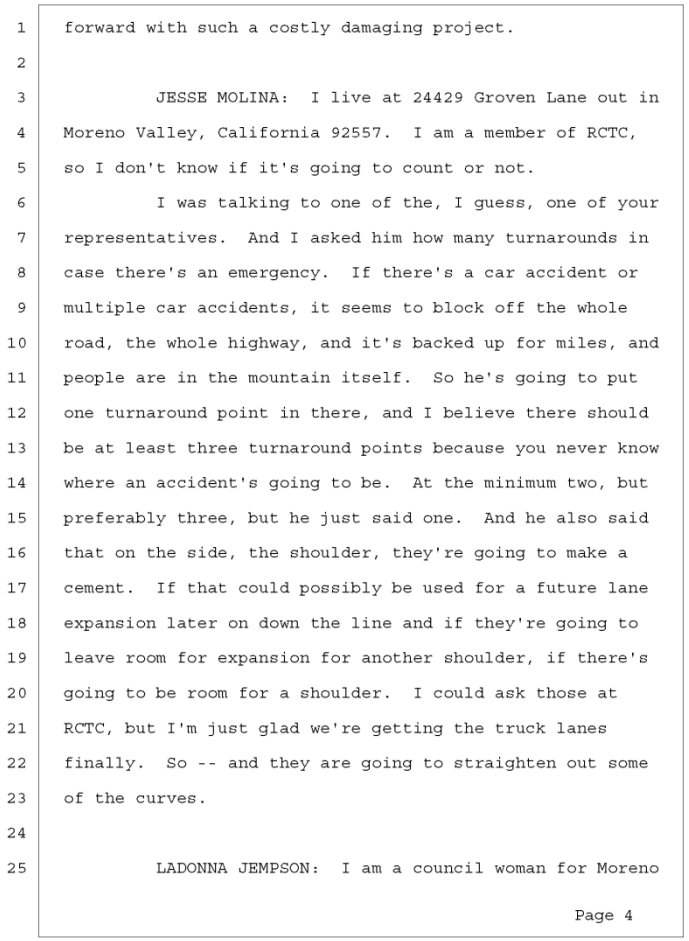
Response to Comment 8

8-1. The commenter's statement regarding the project is noted, but it does not raise specific concerns about the potential environmental effects of the project or the analysis in the Recirculated Draft IS/EA. Accordingly, no additional response is provided.

8-2. The purpose of the SR-60 Truck Lanes Project is to improve operational performance and safety and improve traffic flow on the regional transportation system. Due to a combination of mountainous terrain, inside narrow shoulders, and the existing concrete median barrier, the horizontal alignment of the roadway is restricted. Furthermore, the presence of tight radius curves to the outside, narrow shoulders adjacent to steep slopes in cuts, and abrupt changes in vertical profiles within the project limits add to the existing restrictive horizontal sight conditions.

In its existing condition, the portion of SR-60 being addressed by this project consists of two lanes of travel in each direction. In the existing condition, trucks are legally allowed to use either of the two lanes, whether travelling in the eastbound (predominantly climbing) direction, or in the westbound (predominantly descending) direction. The truck-climbing and truck-descending lanes that this project will construct will provide a separate travel lane for slower-moving vehicles (trucks, buses, and recreational vehicles) that face challenges on this segment of SR-60 due to the steep uphill and downhill grades. Providing standard shoulders and graded area next to the outside shoulder throughout the limits of the project will ensure the needed room to accommodate stopped vehicles, for emergency use and for errant vehicle recovery.

	Response to Comment 8 (cont.) **8-2. cont.** The purpose of an Initial Study (IS) is to determine the environmental impacts associated with a proposed project and to determine if the project will have a significant adverse effect on the environment. Only one alternative—the proposed project—need be evaluated. An Environmental Assessment (EA) is similar to an IS in that the purpose is to determine if a higher level document is needed. Your suggestion is appreciated; however, with respect to consideration of alternatives, the requirements of CEQA and NEPA for this project have been satisfied with the preliminary engineering efforts associated with the single build alternative that was developed for this project, which is summarized in parts of Chapter 1. Based on the results of the technical studies, although the project would result in some impacts, as discussed in Chapter 2 of the Recirculated Draft IS/EA and this Environmental Document, measures have been identified to address all of the project's impacts, and the build alternative (the project) will improve operational performance as well as overall safety on SR-60.



forward with such a costly damaging project.

JESSE MOLINA: I live at 24429 Groven Lane out in Moreno Valley, California 92557. I am a member of RCTC, so I don't know if it's going to count or not.

I was talking to one of the, I guess, one of your representatives. And I asked him how many turnarounds in case there's an emergency. If there's a car accident or multiple car accidents, it seems to block off the whole road, the whole highway, and it's backed up for miles, and people are in the mountain itself. So he's going to put one turnaround point in there, and I believe there should be at least three turnaround points because you never know where an accident's going to be. At the minimum two, but preferably three, but he just said one. And he also said that on the side, the shoulder, they're going to make a cement. If that could possibly be used for a future lane expansion later on down the line and if they're going to leave room for expansion for another shoulder, if there's going to be room for a shoulder. I could ask those at RCTC, but I'm just glad we're getting the truck lanes finally. So -- and they are going to straighten out some of the curves.

LADONNA JEMPSON: I am a council woman for Moreno

Page 4

8-2 cont

9-1

9-2

9-3

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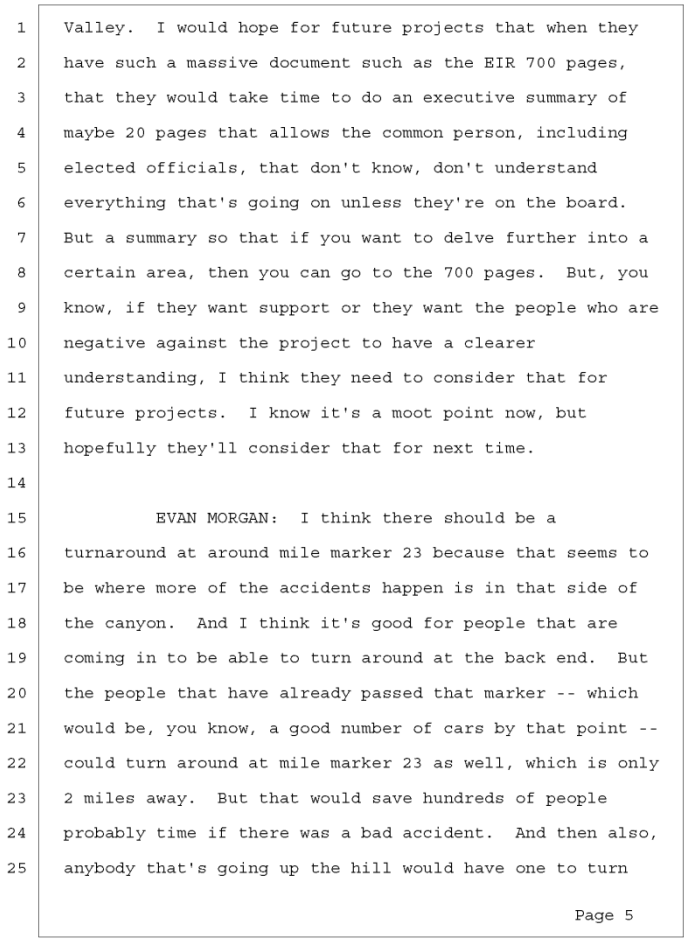
Response to Comment 9

9-1. An opening in the Median Concrete Barrier (Type 60) at post mile (PM) 24.96 is being considered as part of the design of the project. This opening would be available for emergency use at all times. In consideration of the comments requesting additional opportunities to turn around in emergency situations, two additional turnaround locations are being added to the project. The first would be midway between the west end of the project (at PM 22.1) and the opening at PM 24.96, and the second would be midway between the opening at PM 24.96 and the east end of the project (at PM 26.61). These additional turnaround points would not be open, but would be closed using a portable concrete barrier (Type 60K) pinned to the permanent concrete barrier. During emergency situations, the portable concrete barrier would be removed by Caltrans District 8 maintenance field crew. Details regarding the location and design of the portable concrete barriers will be developed during the Final Design phase of the project.

9-2. There are no plans for future expansion or widening of SR-60 within the project limits. It is Caltrans' policy to acquire only the amount of right of way needed for a planned project. As there are no plans for future expansion, no additional right of way will be acquired at this time.

9-3. The commenter's support for the planned SR-60 Truck Lanes Project is noted for the record.



Valley. I would hope for future projects that when they have such a massive document such as the EIR 700 pages, that they would take time to do an executive summary of maybe 20 pages that allows the common person, including elected officials, that don't know, don't understand everything that's going on unless they're on the board. But a summary so that if you want to delve further into a certain area, then you can go to the 700 pages. But, you know, if they want support or they want the people who are negative against the project to have a clearer understanding, I think they need to consider that for future projects. I know it's a moot point now, but hopefully they'll consider that for next time.

10-1

EVAN MORGAN: I think there should be a turnaround at around mile marker 23 because that seems to be where more of the accidents happen is in that side of the canyon. And I think it's good for people that are coming in to be able to turn around at the back end. But the people that have already passed that marker -- which would be, you know, a good number of cars by that point -- could turn around at mile marker 23 as well, which is only 2 miles away. But that would save hundreds of people probably time if there was a bad accident. And then also, anybody that's going up the hill would have one to turn

11-1

Page 5

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Response to Comment 10

10-1. The commenter's suggestion for an executive summary is appreciated. The Environmental Document prepared for this project was and is an Initial Study for CEQA and Environmental Assessment for NEPA, prepared as a combined document. For Environmental Documents of this type, whether or not to include a summary is based on the complexity of the project and its environmental impacts. The design of this project is not considered complex, and the environmental impacts, as discussed in Chapter 2, are not considered numerous enough, on balance, in considering the additional number of pages that would be added as a result of including a summary, to result in a decision to incorporate a summary into the Environmental Document for this project.

Response to Comment 11

11-1. An opening in the median concrete barrier (Type 60) at PM 24.96 is being considered as part of the design of the project. This opening would be available for emergency use at all times. In consideration of the comments requesting additional opportunities to turn around in emergency situations, two additional turnaround locations are being added to the project. The first would be midway between the west end of the project (at PM 22.1) and the opening at PM 24.96, and the second would be midway between the opening at PM 24.96 and the east end of the project (at PM 26.61). These additional turnaround points would not be open, but would be closed using a portable concrete barrier (Type 60K) pinned to the permanent concrete barrier. During emergency situations, the portable concrete barrier would be removed by Caltrans District 8 maintenance field crew. Details regarding the location and design of portable concrete barriers will be developed during the Final Design phase of the project.

around at to go back into Moreno Valley to go around it if there was an accident going eastbound instead of having to go all the way through because then you might not even get to the turnaround. The accident usually happens before the turnaround. So I think it would be good. It probably would not cost too much more money, and it would just be a huge relief for people dealing with accidents in the canyon.

DARLINE BAILEY: I have a couple of things. Up in the area of the 4 miles that you guys, Caltrans, is building, it's just black. There's no lights up in there at all. There's no cell towers. So we don't have a way to even call for 911 or help. My suggestion was if we can get some solar panels to give us a little light. There's no call boxes, no 911 call boxes in that area. I've been stuck in that area for over four hours because of a car accident, and you can't call for help. I just so happened to be an RN, so I had to get out and help people and everything. If we could get just a little more help and a little more -- they're worried about the animal crossing, but we have no way to even turn out. So you stuck in that area. There's no way to turn around and go back to where you came from. Or if you get up in that area, you run out of gas because of an accident. You can't call the police.

Page 6

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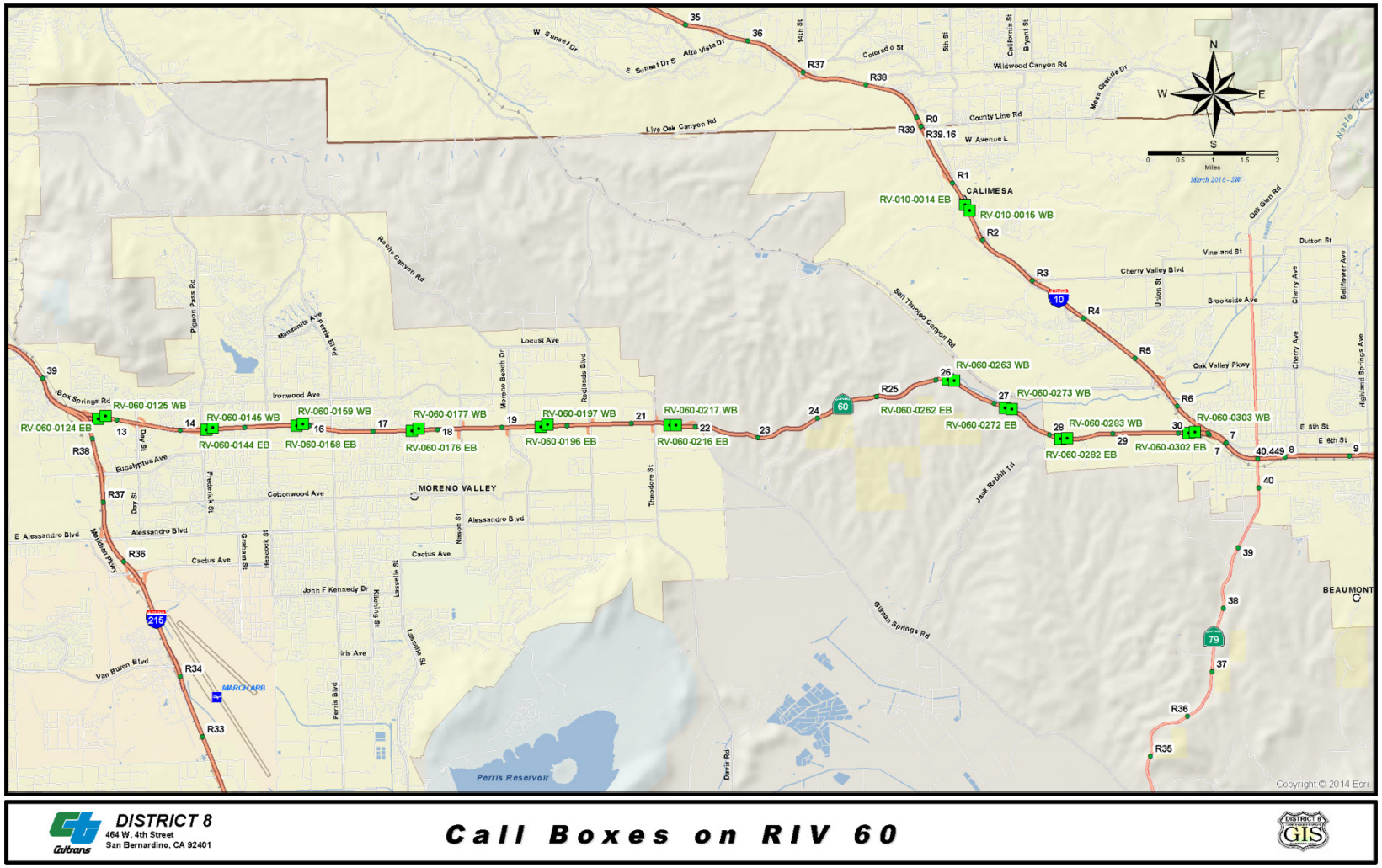
11-1 cont

12-1

Response to Comment 12

12-1. Lighting installation is not planned as part of the project. Location of cell towers is based on decisions made by cell providers. RCTC administers the call box program on all state highways within Riverside County and works with Caltrans in conjunction with the placement of call boxes. Currently on SR-60 between I-215 and I-10, there are 20 call boxes. (See figure on the following page.) In consideration of this comment, it is anticipated that two new call boxes will be installed on each side of SR-60 within the project limits. Specific locations will be determined during final design.

An opening in the median concrete barrier (Type 60) at PM 24.96 is being considered as part of the design of the project. This opening would be available for emergency use at all times. In consideration of the comments requesting additional opportunities to turn around in emergency situations, two additional turnaround locations are being added to the project. The first would be midway between the west end of the project (at PM 22.1) and the opening at PM 24.96, and the second would be midway between the opening at PM 24.96 and the east end of the project (at PM 26.61).These additional turnaround points would not be open, but would be closed using a portable concrete barrier (Type 60K) pinned to the permanent concrete barrier. During emergency situations, the portable concrete barrier (Type 60K) would be removed by Caltrans District 8 maintenance field crew. Details regarding the location and design of the portable concrete barriers will be developed during the Final Design phase of the project.


DISTRICT 8
464 W. 4th Street
San Bernardino, CA 92401
Caltrans
Call Boxes on RIV 60
GIS
CALIMESA
MORENO VALLEY
BEAUMONT
MARCH ARB
Perris Reservoir
RV-010-0014 EB
RV-010-0015 WB
RV-060-0125 WB
RV-060-0124 EB
RV-060-0145 WB
RV-060-0144 EB
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You can't -- you just have to hope and pray for someone to come through to help you.

Okay. So I think that's it.

There's 22 animal crossings, and there's no way for humans to get help. And that's like, okay, you're worried about the animals, 22 in a 4-mile radius. What about us?

//

//

I, the undersigned, a Certified Shorthand Reporter of the State of California, do hereby certify:

That the foregoing proceedings were taken before me at the time and place herein set forth; that a verbatim record of the proceedings was made by me using machine shorthand which was thereafter transcribed under my direction; further, that the foregoing is an accurate transcription thereof.

I further certify that I am neither financially interested in the action nor a relative or employee of any attorney or any of the parties.

IN WITNESS WHEREOF, I have this date subscribed my name.

Dated: 12/2/2015

Valerie D. Granillo

VALERIE D. GRANILLO

CSR No. 11469

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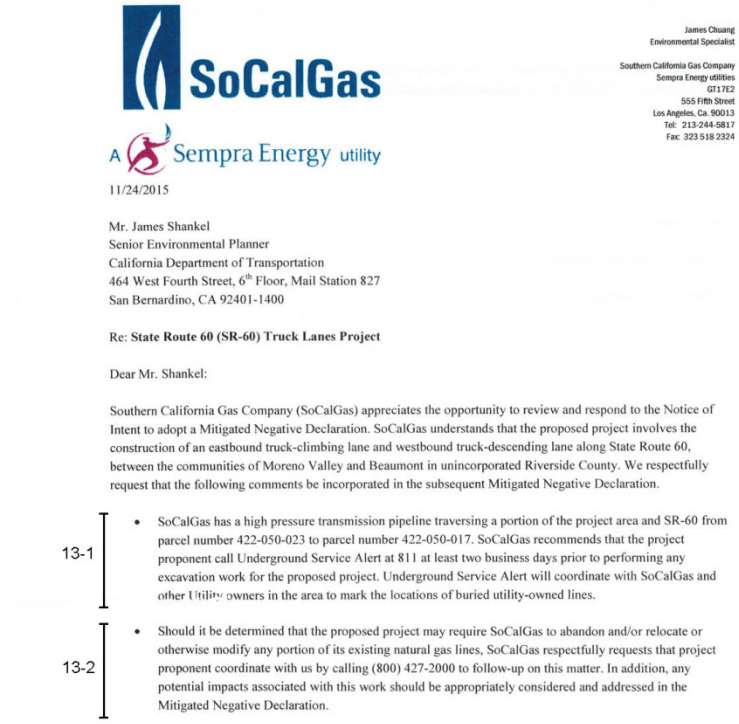
Comment 13: Southern California Gas Company

Letter 13



SoCalGas

A Sempra Energy utility

James Chuang
Environmental Specialist

Southern California Gas Company
Sempra Energy utilities
GT17E2
555 Fifth Street
Los Angeles, Ca. 90013
Tel: 213-244-5817
Fax: 323 518 2324

11/24/2015

Mr. James Shankel
Senior Environmental Planner
California Department of Transportation
464 West Fourth Street, 6th Floor, Mail Station 827
San Bernardino, CA 92401-1400

Re: **State Route 60 (SR-60) Truck Lanes Project**

Dear Mr. Shankel:

Southern California Gas Company (SoCalGas) appreciates the opportunity to review and respond to the Notice of Intent to adopt a Mitigated Negative Declaration. SoCalGas understands that the proposed project involves the construction of an eastbound truck-climbing lane and westbound truck-descending lane along State Route 60, between the communities of Moreno Valley and Beaumont in unincorporated Riverside County. We respectfully request that the following comments be incorporated in the subsequent Mitigated Negative Declaration.

13-1

- SoCalGas has a high pressure transmission pipeline traversing a portion of the project area and SR-60 from parcel number 422-050-023 to parcel number 422-050-017. SoCalGas recommends that the project proponent call Underground Service Alert at 811 at least two business days prior to performing any excavation work for the proposed project. Underground Service Alert will coordinate with SoCalGas and other Utility owners in the area to mark the locations of buried utility-owned lines.

13-2

- Should it be determined that the proposed project may require SoCalGas to abandon and/or relocate or otherwise modify any portion of its existing natural gas lines, SoCalGas respectfully requests that project proponent coordinate with us by calling (800) 427-2000 to follow-up on this matter. In addition, any potential impacts associated with this work should be appropriately considered and addressed in the Mitigated Negative Declaration.

Response to Comment 13

13-1. It is noted that a SoCalGas high-pressure transmission pipeline crosses SR-60 from parcel number 422-050-023 to parcel number 422-050-017 in the project study area. Based on preliminary engineering efforts to date, it is anticipated that SoCalGas facilities can be protected in place.

Should excavation be required in this area, Underground Service Alert (811) will be contacted at least two business days prior to excavation.

13-2. Although it is anticipated that SoCalGas facilities can be protected in place, final determinations of impacts on utilities and potential relocation requirements if necessary will occur during the Final Design phase of the project. Should it be determined that the existing pipeline needs to be abandoned, relocated, or modified in some way, SoCalGas will be contacted at 1-800-427-2000.

Once again, we appreciate the opportunity to comment on the Notice of Intent. If you have any questions, please feel free to contact me at (213) 244-5817 or wcchuang@semprautilities.com.

Sincerely,

James Chuang
Environmental Specialist
Southern California Gas Company

cc. Carli Ewert, SoCalGas

Comment 14: County of Riverside, Transportation and Land Management Agency

Letter 14

Juan C. Perez, P.E., T.E.
Director of Transportation and Land Management

COUNTY OF RIVERSIDE
TRANSPORTATION AND LAND MANAGEMENT AGENCY
Transportation Department

Patricia Romo, P.E.
Assistant Director of Transportation

November 25, 2015

James Shankel, Senior Environmental Planner
California Department of Transportation
464 W. Fourth Street, 6th Floor, Mail Station 827
San Bernardino, CA 92401-1400

Dear Mr. Shankel:

Re: State Route 60 Truck Lanes Project

14-1 The County of Riverside would like to submit this letter of support for the proposed State Route 60 Truck Lanes Project in Riverside County between Gilman Springs Road and Jack Rabbit Trail. The construction of dedicated truck lanes is critical to the economic vitality of the region. The truck lanes will allow for improved operational efficiency of State Route 60 as truck volumes increase in the region, and the truck lanes will improve safety through the badlands as future traffic volumes increase.

Thank you for the opportunity to review and comment on the Mitigated Negative Declaration and Recirculated IS/EA. The IS/EA clearly identifies the need of the project and its benefit to the region through increased capacity, safety improvements, and connectivity for east-west traffic connecting the communities of Banning, Beaumont, Calimesa, Moreno Valley, Perris, San Jacinto, and Riverside.

Sincerely,

for Juan C. Perez
Director of Transportation and Land Management

cc: Russ Williams
Supervisor Ashley

4080 Lemon Street, 8th Floor · Riverside, CA 92501 · (951) 955-6740
P.O. Box 1090 · Riverside, CA 92502-1090 · FAX (951) 955-3198

Response to Comment 14

14-1. The commenter's support for the planned SR-60 Truck Lanes Project is noted for the record.

Comment 15–17[2]: Center for Biological Diversity, Sierra Club, San Bernardino Valley Audubon Society, and Friends of the Northern San Jacinto Valley

December 1, 2015

VIA email and FedEx

James Shankel
Senior Environmental Planner
California Department of Transportation
464 W. Fourth Street
6th Floor, Mail Station 827
San Bernardino, CA 92401-1400
james.shankel@dot.ca.gov
Climbinglane@dot.ca.gov

RE: State Route 60 Truck Lanes Project Recirculated Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment

Dear Mr. Shankel,

These comments are submitted on behalf of the Center for Biological Diversity, Sierra Club, San Bernardino Valley Audubon Society, and Friends of the Northern San Jacinto Valley on the State Route 60 Truck Lanes Project ("Project") Recirculated Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment ("Recirculated IS/EA"). The Project is not simply a truck climbing lanes project, but is instead a highway widening project that will provide infrastructure for interstate truck travel to and from industrial warehouses in the Inland Empire and spur regional development in the area. In doing so, the Project will worsen the region's already poor air quality, increase greenhouse gas emissions, create more traffic, and threaten listed species. 15-1

The California Department of Transportation ("Caltrans") failed to comply with the requirements of the National Environmental Policy Act ("NEPA") and the California Environmental Quality Act ("CEQA") in analyzing the Project's impacts. Instead of fully disclosing and evaluating the Project's significant impacts in an Environmental Impact Report ("EIR")/Environmental Impact Statement ("EIS"), Caltrans prepared only an Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment, violating both statutes. Caltrans must prepare an EIR/EIS to fully disclose, evaluate, and mitigate or avoid the Project's significant impacts. Many of the deficiencies pointed out in the Recirculated IS/EA were also 15-2

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Response to Comment 15

15-1. As discussed in Section 2.1.2.3 of the Recirculated Draft IS/EA and this Environmental Document, the project will not spur regional development in the area. Although considerable growth is reasonably foreseeable, it will occur independent of the project and therefore is not a consequence of the project. A prime example of this is the City of Moreno Valley's adoption of an initiative that approves the World Logistics Center Project. This comment does not provide evidence supporting the claim that the project will spur growth. Accordingly, no further response is possible.

15-2. As demonstrated in the IS/EA, no significant impacts under CEQA or substantial impacts under NEPA have been identified after considering any avoidance, minimization, and/or mitigation measures. Under CEQA, an Environmental Impact Report (EIR) must be prepared when there is substantial evidence that a project, in light of the whole project record, will result in a significant effect on the environment. When there is substantial evidence to indicate that a project may have a significant effect on the environment, a Mitigated Negative Declaration (MND) may be prepared in lieu of an EIR if avoidance, minimization, and mitigation measures are included in the project to a point where no significant effect on the environment would occur.

Under NEPA, if at any point in the process of preparing an EA it is discovered that the project would result in significant impacts, an Environmental Impact Statement (EIS) must be prepared. If, after completing the EA, it is evident that there are no significant impacts associated with the project, a Finding of No Significant

[2] The same letter was sent by three commenters (Jonathan Evans on behalf of the Center for Biological Diversity; George Hague on behalf of the Sierra Club, Moreno Valley Group; and Tom Paulek and Susan Nash on behalf of Friends of the Northern San Jacinto Valley). To avoid duplication, the three transmittals of the same comment letter were responded to once, in the response to Comment Letter 15.

15-2 cont noted in July 16, 2014 comments submitted on the June 2014 State Route 60 Truck Lanes Project, Initial Study [with Proposed Mitigated Negative Declaration]/ Environmental Assessment with Finding of No Significant Impact.

The Center for Biological Diversity is a national nonprofit conservation organization with more than 50,000 members dedicated to the protection of biodiversity and ecosystems throughout the world. The Center works through science, law, and creative media to secure a future for all species hovering on the brink of extinction and to protect the lands, waters, and climates these species need to survive. The Center has offices in California and over 900,000 members and activists throughout California and the western United States, including in western Riverside County. The Center has long worked to protect the wildlife, land, air, water, and people of Riverside County and the Inland Empire.

Sierra Club is a national nonprofit organization of over 725,000 members dedicated to exploring, enjoying, and protecting the wild places of the earth; to practicing and promoting the responsible use of the earth's ecosystems and resources; to educating and enlisting humanity to protect and restore the quality of the natural and human environment; and to using all lawful means to carry out these objectives. Over 175,000 Sierra Club members reside in California. The San Gorgonio Chapter of the Sierra Club focuses on issues within the inland empire, including western Riverside County.

The San Bernardino Valley Audubon Society ("SBVAS") is a local chapter of the National Audubon Society, a 501(c)3 corporation. The SBVAS chapter area covers almost all of Riverside and San Bernardino Counties and includes the Project area. It has about 2,000 members, about half of whom live in Riverside County. Part of the chapter's mission is to preserve habitat in the area, not just for birds, but for other wildlife, and to maintain the quality of life in the Inland Empire.

The Friends of the Northern San Jacinto Valley is a 501(c)(3) grassroots conservation group dedicated to preserving and protecting the northern San Jacinto Valley, the San Jacinto Wildlife Area (SJWA), Mystic Lake, and Potrero Creek Conservation Unit of the SJWA.

I. Statutory Background

A. National Environmental Policy Act

The National Environmental Policy Act is the United States' "basic national charter for protection of the environment." 40 C.F.R. § 1500.1. Congress enacted NEPA "[t]o declare a national policy which will encourage productive and enjoyable harmony between man and his environment; to promote efforts which will prevent or eliminate damage to the environment and biosphere and stimulate the health and welfare of man; [and] to enrich the understanding of the ecological systems and natural resources important to the Nation." 42 U.S.C. § 4321. NEPA demands, "to the fullest extent possible . . . the policies, regulations, and public laws of the United States . . . be interpreted and administered in accordance with" its principles. *Id.* § 4332(1).

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15-2. cont. Impact (FONSI) may be prepared. The project would not result in any significant effects on the environment with implementation of the avoidance, minimization, and/or mitigation measures that have been included. The avoidance, minimization, and mitigation measures to be implemented as part of the project can be found in the Environmental Commitments Record that is included in Appendix C of the IS/EA. Because the project would not result in any significant effects on the environment following implementation of the identified avoidance, minimization, and mitigation measures, the preparation of an EIR/EIS is not warranted under CEQA or NEPA.

NEPA requires agencies to take a hard look at the environmental impacts of proposed actions and fully disclose these impacts to the public before proceeding. "NEPA procedures must insure that environmental information is available to public officials and citizens before decisions are made and before actions are taken." 40 C.F.R. § 1500.1(b). This process "is intended to help public officials make decisions that are based on understanding of environmental consequences, and take actions that protect, restore, and enhance the environment." *Id.* § 1500.1(c). Agencies must "integrate the NEPA process . . . at the earliest possible time to insure that planning and decisions reflect environmental values." *Id.* § 1501.2. "Accurate scientific analysis, expert agency comments, and public scrutiny are essential to implementing NEPA." *Id.* §§ 1500.1(b), § 1502.24.

To accomplish these goals, NEPA requires that agencies prepare an environmental impact statement for all "major federal actions significantly affecting the quality of the human environment." 42 U.S.C. § 4332(2)(C). "The primary purpose of an [EIS] is to serve as an action-forcing device to insure that the policies and goals defined in [NEPA] are infused into the ongoing programs and actions of the Federal Government." 40 C.F.R. § 1502.1. Environmental impact statements "shall serve as the means of assessing the environmental impact of proposed agency actions, rather than justifying decisions already made." *Id.* § 1502.2(g); *see also id.* § 1502.5.

Major federal actions "include new and continuing activities, including projects and programs entirely or partly financed, assisted, conducted, regulated, or approved by federal agencies" and "new or revised agency rules, regulations, plans, policies, or procedures." *Id.* § 1508.18(a).

To determine whether an action will have a significant impact on the environment, an agency may first prepare an environmental assessment. *Id.* § 1501.4. Significance "requires considerations of both context and intensity." *Id.* § 1508.27. Context "means that the significance of an action must be analyzed in several contexts such as society as a whole . . . the affected region, the affected interests, and the locality." *Id.* § 1508.27(a). Intensity "refers to the severity of the impact." *Id.* § 1508.27(b).

Significance requires a consideration of several specific factors, including: "Impacts that may be both beneficial and adverse. A significant effect may exist even if the Federal agency believes that on balance the effect will be beneficial;" "The degree to which the proposed action affects public health or safety;" "The degree to which the effects on the quality of the human environmental are likely to be highly controversial;" "The degree to which the possible effects on the human environment are highly uncertain of involve unique or unknown risks;" "Whether the action is related to other actions with individually insignificant but cumulatively significant impacts. Significance exists if it is reasonable to anticipate a cumulative impact on the environment;" "The degree to which the action may adversely affect an endangered or threatened species or its habitat that has been determined to be critical under the Endangered Species Act;" and "Whether the action threatens a violation of Federal, State, or local law or requirements imposed for the protection of the environment." *Id.* § 1508.27(b).

An EA must "briefly provide sufficient evidence and analysis for determining whether to

prepare an [EIS] or a finding of no significant impact" and include "brief discussions of the need for the proposal, or alternatives" and "the environmental impacts of the proposed action and alternatives." *Id.* § 1508.9. The purpose of the EA is to assist the agency in determining whether the project may significantly affect the environment and therefore require a full EIS. 42 U.S.C. 4332(2)(c); 40 C.F.R. § 1508.9.

Agencies can only avoid preparing an EIS if the action will have "no significant impact" on the environment. *See* 40 C.F.R. §§ 1501.4(e), 1508.13. If an agency determines that a project will not have a significant impact on the environment, it must prepare a Finding of No Significant Impact ("FONSI"). *Id.* § 1508.13. The FONSI must "present[] the reasons why an action, not otherwise excluded, will not have a significant effect on the human environment and for which an environmental impact statement therefore will not be prepared." *Id.*

B. California Environmental Quality Act

CEQA was enacted for the state to "take all action necessary to protect, rehabilitate, and enhance the environmental quality of the state" and to "[e]nsure that the long-term protection of the environment . . . shall be the guiding criterion in public decisions." Cal. Pub. Res. Code § 21001. The CEQA Guidelines state that "CEQA was intended to be interpreted in such a manner as to afford the fullest possible protection to the environment within the reasonable scope of the statutory language," and that "[t]he purpose of CEQA is . . . to compel government at all levels to make decisions with environmental consequences in mind." Cal. Code Regs. tit. 14, § 15003 [hereinafter Guidelines]. CEQA is an information document and, as such, "requires full environmental disclosure." *Cmtys. for a Better Env't v. City of Richmond,* 108 Cal. Rptr. 3d 478, 491 (Cal. Ct. App. 2010).

Only when "there is no substantial evidence in light of the whole record before the public agency that the project . . . may have a significant effect on the environment" may an agency prepare a negative declaration or mitigated negative declaration instead of an EIR. Cal. Pub. Res. Code § 21064.5; *see also id.* §§ 21064, 21080(c). A mitigated negative declaration, in particular, is prepared "when the initial study has identified potentially significant effects on the environment, but . . . revisions in the project plans or proposals . . . would avoid the effects or mitigate the effects to a point where clearly no significant effect on the environment would occur" and there is no substantial evidence the project may have a significant effect on the environment. *Id.* § 20164.5. If there is substantial evidence that a project may have a significant effect on the environment, an agency must prepare an EIR. *Id.* § 21080(d).

If an agency is presented with so much as "a fair argument that a project may have a significant effect on the environment, the lead agency shall prepare an EIR even though it may also be presented with other substantial evidence that the project will not have a significant effect." Guidelines § 15064(f)(1); *see also No Oil, Inc. v. City of Los Angeles,* 13 Cal. 3d 68, 75 (Cal. 1974). If there is "disagreement among expert opinion supported by facts over the significance of an effect on the environment, the Lead Agency shall treat the effect as significant and shall prepare an EIR." Guidelines § 15064(g).

The CEQA Guidelines provide guidance for determining if a project's effects are

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significant. Such a determination "calls for careful judgment on the part of the public agency involved, based to the extent possible on scientific and factual data" and a "consider[ation of] the views held by members of the public in all areas affected." *Id.* § 15064(b)-(c). The lead agency must consider both direct and indirect physical changes in the environment caused by the project. *Id.* § 15064(d). Direct changes include dust, noise, and traffic, and indirect changes include, for example, population growth and a resulting increase in air pollution, so long as the changes are reasonably foreseeable. *Id.*

CEQA also requires consideration of cumulative impacts. An EIR is required "if the cumulative impact may be significant and the project's incremental effect, though individually limited, is cumulatively considerable . . . when viewed in connection with the effects of past projects, the effects of other current project, and the effects of probable future projects." *Id.* § 15064(h)(1). Cumulatively considerable environmental effects require a mandatory finding of significance. *Id.* § 15065(a)(3).

In addition to having a procedural mandate like NEPA, CEQA also has a substantive mandate and requires effective mitigation. "[P]ublic agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects." Cal. Pub. Res. Code § 21002. CEQA requires mitigation measures to be "fully enforceable through permit conditions, agreements, or other measures." *See id.* § 21081.6(b); Guidelines § 15126.4(a)(2). "Formulation of mitigation measures should not be deferred until some future time." Guidelines § 15126.4(a)(1)(B).

Agencies may prepare a joint EIR/EIS when a project involves both state and federal agencies. Guidelines § 15006(j); *see also* 40 C.F.R. § 1506.2(b).

II. The Recirculated IS/EA Violates NEPA and CEQA

A. The Recirculated IS/EA Failed to Adequately Analyze and Mitigate Impacts to Climate Change

15-3 The Project will have significant, unmitigated impacts on climate change that require the preparation of an EIR/EIS. Recognizing that "[g]lobal warming poses a serious threat the economic well-being, public health, natural resources, and the environmental of California," California passed Assembly Bill 32 ("AB 32"), known as the California Global Warming Solutions Act, in 2006. Cal. Health & Safety Code § 38501(a). In passing AB 32, the State noted that global warming can cause a host of environmental, economic, and public health problems, including worsening air quality, a reduction in the quality and supply of water to the state from the Sierra snowpack, a rise in sea levels resulting in the displacement of thousands of coastal businesses and residences, damage to the marine ecosystems and the natural environment, and an increase in the incidences of infectious diseases, asthma, and other human health-related problems. *Id.* § 38501(a).

"The primary human activity affecting the amount and rate of climate change is

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15-3. As discussed in Section 2.5 *Climate Change,* under *Project Analysis*, in both the Recirculated Draft IS/EA and this Environmental Document, an individual project does not generate enough greenhouse gas (GHG) emissions to significantly influence global climate change. Rather, global climate change is a cumulative impact. This means that a project may contribute to a potential impact through its incremental change in emissions when combined with the contributions of all other sources of GHG. However, 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. To gather sufficient information on a global scale of all past, current, and future projects to make this determination is a difficult, if not impossible, task.

Vehicle volumes during operation of the project are expected to be unchanged from No Build conditions within the same forecast years. Accordingly, any increase in vehicle volumes is not a consequence of the project. Changes in vehicle speeds are a consequence of the project, but would result in a reduction in GHG emissions. Please see Table 2-36 in this Environmental Document. There is no evidence that the project will have significant, unmitigated impacts on climate change.

greenhouse gas emissions from the burning of fossil fuels."[1] In order to slow global climate change, AB 32 requires California to reduce its greenhouse gas ("GHG") emissions to 1990 levels by 2020. Cal. Health & Safety Code § 38550. California Governor Brown recently set even higher goals for reducing greenhouse gas emissions. Executive Order B-30-15 sets California's greenhouse gas emissions reduction target to forty percent below 1990 levels by 2030, ensuring that the State meets its existing target of reducing emissions to eighty percent below 1990 levels by 2050. Cal. Exec. Ord. No. B-30-15 (Apr. 29, 2015); *see also* Cal. Exec. Ord. No. S-3-05 (June 1, 2005). Also, in enacting SB 375, the state has recognized the critical role that land use planning plays in achieving greenhouse gas emission reductions in California. In particular, transportation accounts for almost forty percent of the state's greenhouse gas emissions. The SR-60 Truck Routes Project is not consistent with AB 32 or the new emissions reduction targets.

15-4

1. *Inadequate Analysis*

Although some sources of GHG emissions may seem insignificant, climate change is a problem with cumulative impacts and effects. *Ctr. for Biological Diversity v. Nat'l Highway Traffic Safety Admin.*, 538 F.3d 1172, 1217 (9th Cir. 2008) ("the impact of greenhouse gas emissions on climate change is precisely the kind of cumulative impacts analysis" that agencies must conduct). One source or one small project may not appear to have a significant effect on climate change, but the combined impacts of many sources can drastically damage California's climate as a whole. Therefore, CEQA requires that an agency consider both direct and indirect impacts of a project and fully disclose those impacts to adequately inform the public and decisionmakers. Guidelines § 15064.

The Recirculated IS/EA's greenhouse gas emissions analysis is inadequate, inaccurate, and violates both NEPA and CEQA, which require accurate scientific and factual information. *See* 40 C.F.R. §§ 1500.1(b), 1502.24; Guidelines § 15064(b). For example, Caltrans failed to include construction emissions in its Traffic Data and Emissions Estimates table, misleading the public about the Project's actual emissions. Recirculated IS/EA 2-313 tbl. 2-36, 2-314. As a result, the Emissions Estimates table does not account for emissions from construction equipment, materials, and necessary truck trips, which are significant. Concrete and cement manufacturing, for instance, emit significant amounts of GHGs.[2] This exclusion also implies that construction emissions are not a factor in the Project's emissions at all, let alone a significant contributor. Furthermore, the Construction Emissions section provided only one ambiguous emissions figure, stating that "approximately 3,066 metric tons of CO_2 emissions associated with project construction would endure in the atmosphere with construction of the Build Alternative." Recirculated IS/EA 2-314. Caltrans does not explain whether the 3,066 metric tons of carbon dioxide will be emitted annually during construction or in total, again misleading the public about the Project's true impacts.

15-5

15-6

Significantly, Caltrans failed to consider induced travel and the resulting increase in

[1] *Causes of Climate Change*, ENVTL. PROT. AGENCY, http://www3.epa.gov/climatechange/science/causes.html (last visited Nov. 30, 2015).
[2] Eric Mansanet et al., Reducing California's Greenhouse Gas Emissions Through Product Life-Cycle Optimization, 2005 Am. Council for an Energy-Efficient Econ. Summer Study on Energy Efficiency in Indus. (2005).

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15-4. The AB 32 Scoping Plan mandated by AB 32 includes the main strategies California will use to reduce GHG emissions. As part of its supporting documentation for the Draft Scoping Plan, the ARB released the GHG inventory for California (forecast last updated: October 28, 2010). The forecast is an estimate of the emissions expected to occur in 2020 if none of the foreseeable measures included in the Scoping Plan were implemented. The base year used for forecasting emissions is the average of statewide emissions in the GHG inventory for 2006, 2007, and 2008.

Caltrans and its parent agency, the Transportation Agency, have taken an active role in addressing GHG emissions reduction and climate change. Recognizing that 98 percent of California's GHG emissions are from the burning of fossil fuels and 40 percent of all human-made GHG emissions are from transportation, Caltrans has created and is implementing the *Climate Action Program at Caltrans*, which was published in December 2006.

One of the main strategies in the *Climate Action Program at Caltrans* to reduce GHG emissions is to make California's transportation system more efficient. The highest levels of carbon dioxide (CO_2) from mobile sources, such as automobiles, occur at stop-and-go speeds (0–25 miles per hour) and speeds over 55 miles per hour; the most severe emissions occur at 0–25 miles per hour (see Figure 2-31 in Section 2.5, *Climate Change,* under *Project Analysis* in this Environmental Document). To the extent that a project relieves congestion by enhancing operations and improving travel times in high congestion travel corridors, GHG emissions, particularly CO_2, may be reduced.

Additionally, sustainable community strategies integrate land use and transportation planning to achieve GHG emission reduction targets set by the ARB. The project is listed in and is consistent with the Southern California Association of

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15-4. cont. Governments' (SCAG's) 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy; therefore, the project is consistent with the state's GHG reduction goals.

15-5. Caltrans has provided a best faith estimate of projected construction emissions using available modeling methodology. As detailed in the CalEEMod modeling output sheets provided in Appendix A of the Air Quality Report, approximately 4,623 metric tons of CO_2 (revised from previous estimate of 3066 metric tons) emissions associated with project construction would endure in the atmosphere with construction of the Build Alternative.

15-6. The commenter's assertion that the Project will induce travel because it increases capacity is incorrect, because the Project will not add capacity. As stated in Section 1.2.2, "[r]oadway capacity is determined by the number of vehicles that can reasonably pass over a given section of roadway in a given period of time." Existing facilities have a finite amount of capacity potential. The capacity of the travel-through lanes, however, can be reduced at any given time by weather, traffic accidents, or other factors. (FHWA Freeway Management & Operations Handbook, p. 1-18.) Operational strategies can sometimes be employed to manage situations where capacity is regularly reduced without adding capacity potential to the travel-through lanes. Some of these operational strategies may include, but are not limited to, correcting horizontal and vertical alignments, adding auxiliary lanes, or removing roadside obstacles. (See FHWA Freeway Management & Operations Handbook, Chapter 5.) These types of operational improvements are not considered capacity increasing projects because they

	allow for an increased use of already available capacity potential rather than increasing the capacity potential of the existing travel-through lanes. As discussed in Section 1.2.2, the capacity of SR-60 within the project limits is regularly reduced by the amount of slow trucks on the grades. The appropriate operational strategy in this situation is the implementation of climbing and descent lanes. (FHWA, Freeway Management & Operations Handbook, section 5.4.3; AASHTO, A Policy on Geometric Design of Highways and Streets Guide (6th Ed., 2011), section 3.4.3.) "A highway section with a climbing lane is not considered a three-lane highway, but a two-lane highway with an added lane for vehicles moving slowly uphill so that other vehicles using the normal lane to the right of the centerline are not delayed." (AASHTO, A Policy on Geometric Design of Highways and Streets Guide (6th Ed., 2011), section 3.4.3.) Thus, as auxiliary lanes, climbing lanes adjoin the traveled way for purposes supplementary to through-traffic movement and are not considered capacity increasing projects because they do not alter the capacity potential of the travel-through lanes. (See FHWA, Freeway Management & Operations Handbook, section 5.4.3; AASHTO, A Policy on Geometric Design of Highways and Streets Guide (6th Ed., 2011), section 3.4.3.) Additionally, because of the location of the project in a rural mountainous area, it is not expected that the improvement in operations will result in people shifting from other modes to driving or making more frequent trips. And due to the limited availability of alternative routes, it is unlikely that the operational improvements will cause drivers to switch to using SR-60 instead of an alternative route. If that switch occurs, however, it is

15-6 cont. greenhouse gas emissions. A 2015 policy brief on induced travel—which Caltrans links to on its website[3]—and a 2014 California Air Resources Board policy brief explain that increased road capacity actually increases travel and emissions.[4] Adding roadway capacity through new freeway developments, widenings, and expansions "decreases travel time, in effect lowering the 'price' of driving" and resulting in an increase in vehicle miles traveled ("VMT").[5] This "reduces the effectiveness of capacity expansion as a strategy for alleviating traffic congestion and offsets any reductions in GHG emissions that would result from reduced congestion," sometimes not alleviating congestion at all.[6] The increase in VMT is not offset by decreases in other roads.[7] And VMT increases even more in the long term after a capacity expansion.[8]

The increase in VMT has a significant effect on GHG emissions. "[I]nduced travel that occurs . . . offsets any reductions in GHG emissions that would result from improved traffic flow."[9] In 2012 alone, the increase in VMT from added capacity added an extra 43 million metric tons of carbon dioxide emissions nationwide.[10]

15-7 Despite studies that consistently demonstrate this phenomenon,[11] Caltrans failed to mention, let alone account for, this effect in its greenhouse gas emissions analysis. The Recirculated IS/EA's conclusion that the Build Alternative will result in fewer greenhouse gas emissions than the No Build condition is in conflict with the evidence supporting induced travel and thus, violates NEPA and CEQA. Recirculated IS/EA 2-313 tbl. 2-36. Caltrans' inaccurate analysis attempts to mask the significant adverse impacts the Project will have on climate change, which trigger the preparation of an EIR/EIS.

Caltrans' failure to disclose and analyze induced traffic from increased road capacity is not simply limited to this document. The parent agency of Caltrans, the California State Transportation Agency, conducted a third party assessment of Caltrans in order to analyze the agency's effectiveness in achieving its mission. In the review, conducted by State Smart Transportation Initiative ("SSTI"), there was a strong critique of Caltrans' failure to "come to grips with the reality of induced traffic and the relationship between transportation and land use."[12] It further found that "research conducted outside of the department's own program

[3] SUSAN HANDY, NAT'L CTR. FOR SUSTAINABLE TRANSP., INCREASING HIGHWAY CAPACITY UNLIKELY TO RELIEVE TRAFFIC CONGESTION (2015), *available at* http://www.dot.ca.gov/research/docs/10-12-2015-NCST_Brief_InducedTravel_CS6_v3.pdf.
[4] SUSAN HANDY & MARLON G. BOARNET, CAL. AIR RES. BD., IMPACT OF HIGHWAY CAPACITY AND INDUCED TRAVEL ON PASSENGER VEHICLE USE AND GREENHOUSE GAS EMISSIONS (2014) [hereinafter HANDY & BOARNET], *available at* http://www.arb.ca.gov/cc/sb375/policies/hwycapacity/highway_capacity_brief.pdf; *see also* SUSAN HANDY & MARLON G. BOARNET, CAL. AIR RES. BD., IMPACT OF HIGHWAY CAPACITY AND INDUCED TRAVEL ON PASSENGER VEHICLE USE AND GREENHOUSE GAS EMISSIONS TECHNICAL BACKGROUND DOCUMENT (2014), *available at* http://www.arb.ca.gov/cc/sb375/policies/hwycapacity/highway_capacity_bkgd.pdf.
[5] HANDY & BOARNET, *supra* note 4, at 2.
[6] *Id.*
[7] *Id.* at 5.
[8] *Id.* at 4.
[9] *Id.* at 7.
[10] *Id.* (citing Robert B. Noland, *Relationships Between Highway Capacity and Induced Vehicle Travel*, 35 TRANSP. RESEARCH PT. A 41, 68 (2001)).
[11] HANDY & BOARNET, *supra* note 4, at 3.
[12] CAL. DEP'T OF TRANSP., STATE SMART TRANSPORTATION INITIATIVE, (2014) *available at* http://www.dot.ca.gov/CIP/docs/SSTIReport.pdf.

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15-6. cont. likely because it reduces time and or mileage of the alternative route, which generally leads to a reduction in GHG emissions.

15-7. As discussed in response to Comment 15-6, the project is not expected to induce demand. Therefore, induced demand considerations were not needed in the GHG analysis. As discussed in responses to Comments 15-3 and 15-4, there is no evidence the project will have a significant effect on GHG emissions because the project reduces overall emissions and is compliant with AB32 and SCAG's 2012–2035 RTP/SCS. Therefore, the preparation of an EIR/EIS is not warranted.

provides important new information, yet it too rarely penetrates the culture. For example, despite a rich literature on induced demand, internal interviewees frequently dismissed the phenomenon."[13]

15-8 The Recirculated IS/EA's climate change analysis also violates CEQA's specific requirements for evaluating greenhouse gas emissions. The Recirculated IS/EA states that "it is Caltrans' determination that in the absence of further regulatory or scientific information related to greenhouse gas emissions and CEQA significance, it is too speculative to make a determination regarding significance of the project's direct impact and its contribution on the cumulative scale to climate change." Recirculated IS/EA 2-315. Caltrans' failure to make a significance determination conflicts with CEQA.

Although there are no national or state thresholds of significance, Caltrans had options for determining the significance of the Project's greenhouse gas emissions. The California Air Pollution Control Officers Association ("CAPCOA"), for example, provided possible thresholds in its 2008 CEQA & Climate Change report, including numerical thresholds of zero or 900 metric tons.[14] The "zero threshold approach is based on the belief that, 1), all GHG emissions contribute to global climate change and could be considered significant, and 2) not controlling emissions from smaller sources would be neglecting a major portion of the GHG inventory."[15] Because atmospheric levels of carbon dioxide are already higher than what is required to achieve climate stabilization, scientists prefer a zero or near-zero emissions threshold.[16] In 2010, the Bay Area Air Quality Management District established a 1,100 metric ton threshold for greenhouse gas emissions. *Ctr. for Biological Diversity v. Cal. Dep't of Fish & Wildlife*, No. S217763, 2015 Cal. LEXIS 9478, at *42-43 (Cal. Nov. 30, 2015). Caltrans also could have relied upon a significance threshold established by the Global Warming Solutions Act of 2006. *Id.* at 27.

15-8 cont. Caltrans cannot escape the requirement to make a significance determination on the Project's GHG emissions. The CEQA Guidelines specifically state that an agency should apply a "threshold of significance" to a project's greenhouse gas emissions analysis. Guidelines § 15064.4. Other California agencies have set thresholds of significance for greenhouse gases, proving that greenhouse gas significance determinations are not too speculative.[17] For example, the California State Lands Commission has used a threshold of zero in determining whether a new oil and gas project would result in significant impacts.[18]

Even Caltrans has made significance determinations in the past, calling into question its assertion that greenhouse gas emissions are "too speculative to make a determination regarding

[13] *Id.*
[14] CAL. AIR POLLUTION CONTROL OFFICERS ASS'N, CEQA & CLIMATE CHANGE (2008), *available at* http://www.capcoa.org/wp-content/uploads/2012/03/CAPCOA-White-Paper.pdf.
[15] *Id.* at 27.
[16] *See generally* H. Damon Matthews & Ken Caldeira, *Stabilizing Climate Requires Near-Zero Emissions*, 35 GEOPHYSICAL RESEARCH LETTERS L04750 (2008); James Hansen et al., *Target Atmospheric CO2: Where Should Humanity Aim?*, 2 THE OPEN ATMOSPHERIC SCI. J. 217 (2008).
[17] *See* CAL. STATE LANDS COMM'N, FINAL ENVIRONMENTAL IMPACT REPORT FOR THE REVISED PRC 421 RECOMMISSIONING PROJECT 4-133 (2014), *available at* http://www.slc.ca.gov/Info/Reports/Venoco_PRC_421/FEIR_Full.pdf (using a threshold of zero).
[18] *Id.*

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15-8. Nothing in CEQA requires a lead agency to make a significance call when, after careful consideration and good-faith efforts to analyze the project's potential impacts, the agency determines that the significance of those potential impacts is too speculative. Caltrans made a good-faith effort to analyze the project's effects on GHG emissions and climate change. It should be noted, however, that despite Caltrans' conclusion, the analysis in the Recirculated Draft IS/EA indicates that the project would result in a reduction of emissions compared to the No Build Alternative and is listed in and consistent with SCAG's current RTP/SCS. Therefore, there is no evidence supporting the claim that an EIR is required.

significance of the project's direct impact and its contribution on the cumulative scale to climate change." Recirculated IS/EA 2-315. For example, in a 2014 IS/EA for the Glendale Boulevard-Hyperion Avenue Complex of Bridges Improvement Project, Caltrans concluded that "the GHG impacts from the project [were] less than significant."[19] Caltrans' contrasting positions on GHG significance determinations are incompatible, and its previous determinations for other projects discredits its failure to do so in this instance. If Caltrans had made a significance determination for the Project, it would have undoubtedly determined that the Project's climate change impacts are significant and require the preparation of an EIR/EIS.

15-9 Oddly, the GHG emissions analysis in the Recirculated IS/EA differs greatly from the analysis in the 2014 Draft. The Draft IS/EA shows the Project conditions emitting over 10,000 metric tons per year of carbon dioxide more than the No Build condition in 2040. Draft IS/EA 145 tbl. 22. But in the Recirculated IS/EA, the emissions estimates show the Project conditions resulting in *fewer* carbon dioxide emissions in 2040 than the No Build condition. Recirculated IS/EA at 2-313 tbl. 2-36. Caltrans has failed to explain or disclose the reason for this drastic change in GHG emissions estimates. Without a justification, the Recirculated IS/EA fails as an informational document and violates NEPA and CEQA.

15-10 Furthermore, Caltrans' reliance on future innovations for GHG emissions reductions constitutes an improper baseline. Caltrans cannot use future improvements to GHG emissions in other fields as a baseline of comparison for the current Project. Instead, Project impacts must be measured against "real conditions on the ground." *See City of Carmel-By-The-Sea v. Bd. of Supervisors*, 183 Cal. App. 3d 229, 246 (Cal. Ct. App. 1986). The CEQA Guidelines require that the Project's climate change impacts be "compared to the existing environmental setting." Guidelines § 15064.4(b)(1).

2. *Inadequate Mitigation*

15-11 In light of these significant impacts, Caltrans was required to mitigate them to less than significant levels. The Recirculated IS/EA proposes five measures to reduce the Project's GHG emissions, but each measure is vague and not enforceable, as required by CEQA. Cal. Pub. Res. Code § 21081.6(b); Guidelines § 15126.4(a)(2). For example, a measure requiring the "[u]se of lighter-colored pavement where feasible" is improperly vague and unenforceable. Recirculated IS/EA 2-318. It contains no specific details about the conditions that would make lighter-colored pavement feasible and is not related to a permit condition or agreement that would make such a measure binding.

Available and feasible mitigation measures during construction and operation of the Project would lower the Project's overall GHG emissions and contribution to climate change. CAPCOA has identified existing and potential mitigation measures that could be applied to

[19] CAL. DEP'T OF TRANSP., GLENDALE BOULEVARD-HYPERION AVENUE COMPLEX OF BRIDGES IMPROVEMENT PROJECT INITIAL STUDY WITH PROPOSED MITIGATED NEGATIVE DECLARATION/ENVIRONMENTAL ASSESSMENT AND PROGRAMMATIC SECTION 4(F) EVALUATION WITH FINDING OF NO SIGNIFICANT IMPACT 3-11 (2014), *available at* http://www.dot.ca.gov/dist07/resources/envdocs/docs/Glendale-Hyperion_NEPA_122014.pdf.

Response to Comment 15 (Continued)

15-9. The traffic data used in the original analysis were revised in response to comments received on the Original Draft IS/EA. In addition, the Original Draft IS/EA used then-current EMFAC2011 emissions factors, while this Environmental Document uses current EMFAC2014 emissions factors. It was, in part, because of these changes that Caltrans determined that recirculation was appropriate. Since this comment does not raise any specific concern with the analysis in the Recirculated Draft IS/EA, no further response is possible.

15-10. The conclusion that GHG emissions would be reduced under the Build Alternative when compared to the No Build Alternative is based on the current available modeling, not future improvements. Additionally, the Recirculated Draft IS/EA discloses the likely increase in emissions over the existing environment, but notes that those increases will also occur in the No Build scenario. Accordingly, the identified increase is due to the projected growth in the region that will occur regardless of whether the project is approved and implemented. Therefore, they are not consequences of the project.

15-11. No significant impact was identified; therefore, no mitigation is required. Additionally, the project reduces GHG emissions compared to the No Build Alternative and is consistent with SCAG's RTP/SCS, which is the region's blueprint for doing its part in reaching the State's GHG reduction goals. The additional efforts by Caltrans will hopefully further reduce GHG emissions, but they are not required by CEQA.

15-11 cont. projects during the CEQA process to reduce a project's GHG emissions.[20] The California Office of the Attorney General also has developed a list of reduction mechanisms to be incorporated through the CEQA process.[21] These resources provide a rich and varied array of mitigation measures that should be incorporated into the revised Project.

15-12 There is also an improper deferral of mitigation, in violation of the CEQA Guidelines, which state that "[f]ormulation of mitigation measures should not be deferred until some future time." Guidelines § 15126.4(a)(1)(B). For instance, the Recirculated IS/EA states that "innovations such as longer pavement lives, improved traffic management plans, and changes in materials" can mitigate the Project's GHG emissions. Recirculated IS/EA 2-314. Caltrans also mentions "supporting efforts" to reduce GHG emissions elsewhere, such as high-density housing along transit corridors and improved fuel economy in new cars. *Id.* 2-315. But Caltrans left the creation and implementation of such ideas to other agencies and to a future unspecified date. Caltrans improperly attempted to push its mitigation requirements off onto other agencies in violation of CEQA. The significant climate change impacts of the Project without proper mitigation require the preparation of an EIR/EIS.

B. The Recirculated IS/EA Failed to Adequately Analyze and Mitigate Impacts to Air Quality

The South Coast Air Basin is currently plagued with air quality problems. Southern California is one of the most polluted areas in the United States.[22] Ninety percent of the region's pollution is caused by mobile sources like cars and trucks.[23] The Los Angeles-Long Beach-Riverside metropolitan area is the worst ozone-polluted city in the country and the fifth most polluted city for both year round and short-term particulate matter pollution.[24] As a result, the Riverside County portion of the South Coast Air Basin is in nonattainment for a number of air quality standards: 8-hour ozone (2008), $PM_{2.5}$ (1997), $PM_{2.5}$ (2006), and $PM_{2.5}$ (2012).[25] This air pollution causes a wide variety of serious health risks for nearby communities, many of which are low-income and minority.

15-13 The Recirculated IS/EA failed to discuss and evaluate the effect of induced travel on air quality. Induced travel and increases in VMT result in increased air pollution.[26] With cars traveling further and no alleviation of congestion, vehicles will add additional particulate matter and ozone into the atmosphere. The Recirculated IS/EA's failure to mention, let alone evaluate, the impacts induced travel will have on air quality is a serious oversight and violation of CEQA

[20] CAL. AIR POLLUTION CONTROL OFFICERS ASS'N, QUANTIFYING GREENHOUSE GAS MITIGATION MEASURES (2010), *available at* http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf.
[21] CAL. ATT'Y GEN.'S OFFICE, ADDRESSING CLIMATE CHANGE AT THE PROJECT LEVEL (2010), *available at* http://ag.ca.gov/globalwarming/pdf/GW_mitigation_measures.pdf.
[22] AM. LUNG ASS'N, SOUTHERN CALIFORNIA REGIONAL SUMMARY (2015), *available at* http://www.lung.org/local-content/california/documents/sota-2015-fact-sheet_southern-california.pdf.
[23] *Id.*
[24] *Most Polluted Cities*, AM. LUNG ASS'N, http://www.stateoftheair.org/2015/city-rankings/most-polluted-cities.html (last visited Nov. 29, 2015).
[25] *Current Nonattainment Counties for All Criteria Pollutants*, ENVTL. PROT. AGENCY (Oct. 1, 2015), http://www.epa.gov/airquality/greenbook/ancl.html.
[26] HANDY & BOARNET, *supra* note 4, at 7.

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15-12. Regarding the measures identified in Section 2.5, *Climate Change*, in both the Recirculated Draft IS/EA and this Environmental Document, it is stated that all of these measures will be implemented and none of these measures require issuance of a permit or any other type of agreement. Additionally, no significant impacts related to GHG emissions were identified; therefore, no enforceable mitigation is required.

The usage of the term "mitigated" in construction emissions discussion was an oversight and was not intended to indicate a significant effect. Instead, it was intended to explain that the emissions associated with maintenance equipment would be reduced overall because the pavement would require less frequent maintenance. Likewise, implementation of a traffic management plan for the project could minimize emissions from traffic affected by construction activities.

15-13. As discussed in the response to Comment 15-6, the project is not expected to induce demand. Therefore, induced demand considerations were not needed in the air quality analysis.

Project construction and operations emissions were quantified and presented in Table 2-23 (Criteria Pollutant Emissions during Construction) and Table 2-22 (Summary of CTEMFAC2014- Modeled Operational Emissions), respectively. Please note that construction-period and operations-period emissions would not exceed SCAQMD significance thresholds.

15-13 cont. and NEPA. *See* 40 C.F.R. §§ 1500.1(b), 1502.24; Guidelines § 15064(b). The significant impacts to air quality from the Project require full evaluation and proper mitigation in an EIR/EIS.

15-14 In another oversight, the Recirculated IS/EA did not separately evaluate truck and diesel emissions. Because the Project is specifically focused on truck lanes and making travel on SR-60 easier and safer for trucks, it is foreseeable that there will be increased truck travel on SR-60. Further, the addition of the World Logistics Center and the accompanying 14,000 daily truck trips transporting goods to and from the industrial warehouse will bring even more truck travel to SR-60.[27] Diesel vehicles contribute up to fifteen percent more air pollution than smaller cars and are responsible for between sixty-five and ninety percent of a region's vehicular-derived secondary organic aerosol.[28] As such, trucks should be separately considered, especially on a truck lanes project, and Caltrans' failure to do so is in violation of NEPA and CEQA. The air pollution from truck trips is significant and requires evaluation in an EIR/EIS.

15-15 The flaws in the IS/EA's air quality analysis extend to the document's examination of the Project's effect on the community's health. The health effects of air pollution are well known and severe.[29] Unfortunately, the IS/EA takes a cavalier approach to analyzing Project's contributions to regional air pollution. In addition to dismissing an analysis of air toxics, the IS/EA disregards increased emissions and increased travel that would result from construction of the Project by claiming that there would be no difference in vehicle miles traveled between the build and no build scenario. Attempts by the IS/EA to mask these potentially significant impacts is not condoned by CEQA or NEPA.

The IS/EA avoids an analysis of the Project's impacts on human health by claiming that an "air toxics analysis is an emerging field and current scientific techniques, tools, and data are not sufficient to estimate accurately the human health effects that would result from a transportation project in a way that would be useful to decision-makers," citing NEPA's provisions for incomplete or insufficient information. Recirculated IS/EA 2-176; 40 CFR § 1502.22(b). The failure to conduct this critical study constitutes yet another fatal flaw in IS/EA. As with other important impact analyses it appears that the Recirculated IS/EA uses its failure to gather data as an excuse for its inability to document the Project's impacts. Such an approach violates the fundamental tenets of CEQA and NEPA. Without this information, it is all but impossible to accurately and effectively gauge the severity and extent of the health effects that would result from expanding the proposed freeway. Again, the agencies have a duty to "painstakingly ferret out" the Project's impacts. *Envtl. Planning & Info. Council of W. El*

[27] CITY OF MORENO VALLEY, WORLD LOGISTICS CENTER PROJECT FINAL PROGRAMMATIC ENVIRONMENTAL IMPACT REPORT 1-20 (2015) [hereinafter WLC FEIR], *available at* http://www.moval.org/misc/pdf/wlc/FEIR.pdf.
[28] Drew R. Gentner et al., *Elucidating Secondary Organic Aerosol from Diesel and Gasoline Vehicles Through Detailed Characterization of Organic Carbon Emissions*, 109 PROCEEDINGS NAT'L ACAD. SCI. 18,318, 18,318–19 (2012); *see also* Sarah Yang, *Air Pollution Study Clears the Air on Diesel Versus Gas Emissions*, BERKELEY NEWS (Oct. 22, 2012), http://news.berkeley.edu/2012/10/22/diesel-vs-gas-contributing-to-smog/; A. Sydbom et al., *Health Effects of Diesel Exhaust Emissions*, 17 EUR. RESPIRATORY J. 733 (2001); OFFICE OF ENVTL. HEALTH & HAZARD ASSESSMENT, CAL. ENVTL. PROT. AGENCY, HEALTH EFFECTS OF DIESEL EXHAUST (2001), *available at* http://oehha.ca.gov/public_info/facts/pdf/diesel4-02.pdf.
[29] S. COAST AIR QUALITY MGMT. DISTRICT, FINAL 2012 AQMP APP. I HEALTH EFFECTS (2013), *available at* http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2012-air-quality-management-plan/final-2012-aqmp-(february-2013)/appendix-i-final-2012.pdf.

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15-14. Consistent with CEQA requirements, total project emissions were evaluated, which includes emissions from trucks plus emissions from non-trucks. The *Localized PM2.5 and PM10 Hot-Spot Evaluation* discussion presented in Section 2.2.6.3 of the Recirculated Draft IS/EA specifically addresses emissions related to truck traffic. Furthermore, Build Alternative and No Build Alternative truck volumes are disclosed in Table 2-21 (Summary of Traffic Volumes in SR-60 Project Limits). Truck emissions were included in all emissions estimates for project construction and operations presented in the Recirculated Draft IS/EA and this Environmental Document; therefore, they are accounted for in all related modeling and analyses.

It is recognized that there are proposed warehouse and logistics projects currently being developed or considered by local agencies in the surrounding area. These projects are anticipated to add truck volume to the regional highway system, including SR-60. Construction of these warehouse and logistics projects is not dependent on improvements to SR-60; they are scheduled to be constructed regardless of any improvements to SR-60. All planned facilities that could affect the traffic analysis results—including the proposed warehouse and logistics projects currently being developed or considered by local agencies in the surrounding area—were included in the traffic analysis that was conducted for the project to ensure that the impact of these proposed warehouse and logistics projects on traffic within the limits of the SR-60 Truck Lanes Project was determined.

15-15. Project toxic air contaminant (TAC) emissions during construction are discussed under the subsection titled *Diesel Particulate-Related Health Risk during Construction* in Section 2.2.6.3 of this Environmental Document. Operations-period project mobile-source air toxics (MSAT) emissions are presented in Table 2-24 (MSAT Emissions) of this Environmental Document. Table 2-24 indicates that Opening

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15-15. cont. Year 2020 and Horizon Year 2040 MSAT emissions would be considerably less than Existing Year 2013 MSAT emissions.

Subsection *Mobile-Source Air Toxics* of Section 2.2.6.3 of this Environmental Document provides a summary of health effects related to MSAT/TAC emissions, with more detailed information provided in Appendix A to the Updated Air Quality Report. As discussed in Subsection *Mobile-Source Air Toxics* in Section 2.2.6.3 of this Environmental Document and shown in Table 2-24 of this Environmental Document, overall, MSAT emissions would be reduced under the Build Alternative when compared to the No Build Alternative at Opening Year 2020 and Horizon Year 2040. Reductions in MSAT emissions would improve community health, at the local and regional level.

The inclusion of NEPA's provisions about incomplete or insufficient information about MSAT emissions was provided for informational purposes only. Project MSAT/TAC emissions were quantified and determined to be less than significant under CEQA and not adverse under NEPA. As discussed in Subsection *Mobile-Source Air Toxics* of Section 2.2.6.3 of this Environmental Document, overall, MSAT emissions would be reduced under the Build Alternative when compared to the No Build Alternative at Opening Year 2020 and Horizon Year 2040. Reductions in MSAT emissions would improve community health at the local and regional level. Substantial evidence and emissions calculations are provided in Section 2.2.6.3 (and Appendix G) of this Environmental Document and within the project Air Quality Report that is a part of this project's administrative record.

Dorado Cty. v. Cty, of El Dorado,131 Cal. App. 3d 350, 357 (Cal. Ct. App. 1982); *see also Md. -Nat'l Capital Park & Plan. Comm'n* v. *U.S. Postal Serv.*, 487 F.2d 1029, 1040 (D.C. Cir. 1973) (requiring agencies to "take a 'hard look'" at impacts).

C. The Recirculated IS/EA Failed to Adequately Analyze and Mitigate Impacts to Traffic

Again, the Recirculated IS/EA failed to consider induced travel in its traffic analysis. Relieving congestion is one of the listed purposes for the Project, but studies consistently show that increased capacity does not improve traffic or relieve congestion. Increased capacity can lead to increases in traffic and is not an effective strategy for alleviating congestion.[30] Studies of past highway capacity expansions have shown that increased capacity has, "'on the whole, yielded little in the way of level of service improvements.'"[31] Instead, "any freed up capacity is consumed by additional driving."[32]

15-16 Despite the conclusions of scientific studies and evidence, Caltrans' traffic analyses conclude that the Project will *improve* traffic. *See* Recirculated IS/EA 2-57, tbls. 2-11–12. This analysis, which ignores induced travel, is inaccurate and violates NEPA and CEQA. *See* 40 C.F.R. §§ 1500.1(b), 1502.24; Guidelines § 15064(b). Caltrans' failure to disclose and consider the effects of induced travel foreclosed an analysis of the Project's true impacts and whether increased VMT conflicts with the Project's purpose and need. Because so much as "a fair argument that a project may have a significant effect on the environment" requires the preparation of an EIR, the overwhelming evidence that increased capacity does not improve traffic demands the preparation of an EIR/EIS. Guidelines § 15064(f)(1); *see also No Oil*, 13 Cal. 3d at 75.

15-17 Other aspects of the Recirculated IS/EA's traffic analysis are inadequate, as well. Caltrans failed to consider the significant impacts of construction closures on traffic, instead dismissing them as insignificant. Recirculated IS/EA 2-58. The analysis also failed to consider

15-18 that the widening of the highway will result in traffic bottlenecks outside of widened areas. And, as discussed below, Caltrans failed to consider the growth inducing effect of increased highway capacity and the resulting impact on traffic. These impacts should be fully disclosed and discussed in an EIR/EIS.

D. The Recirculated IS/EA Failed to Adequately Disclose and Evaluate Significant Cumulative and Growth Inducing Impacts

15-18 cont. The Recirculated IS/EA failed to disclose and evaluate significant cumulative impacts associated with the Project. It failed to evaluate, and sometimes even mention, other nearby projects that will contribute to the effects of the SR-60 Truck Lanes Project—and that rely on the

[30] HANDY & BOARNET, *supra* note 4, at 2-3; *see also* Gilles Duranton & Matthew A. Turner, *The Fundamental Law of Road Congestion: Evidence from US Cities*, 101 AM. ECON. R. 2616, 2616 (2011) ("[I]ncreased provision of roads . . . is unlikely to relieve congestion."); Noland, *supra* note 10, at 70. ("Increased capacity clearly increases vehicle miles of travel beyond any short run congestion relief that may be obtained.").
[31] HANDY & BOARNET, *supra* note 4, at 4 (quoting Mark Hansen & Yuanlin Huang, *Road Supply and Traffic in California Urban Areas*, 31 TRANSP. RESEARCH A 205, 217 (1997)).
[32] *Id.* at 6.

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15-16. The concerns raised in this comment are based on the claim that the project induces travel. That claim was already raised by the commenter in Comment 15-6, which was responded to. Please see response to Comment 15-6 above.

15-17. The IS/EA presents a discussion of construction impacts in Section 2.1.6.3, as well as a detailed construction and staging plans (Section 1.3.1.2 and Appendix D). The analysis concluded that construction traffic impacts would occur; however, these impacts would not be significant because they would be temporary, limited, and of intermittent durations. The potential impact would be further lessened or avoided with the implementation of a measure TRF-1, which includes the preparation of a Transportation Management Plan (TMP). A discussion of the transition zones at each end of the project is provided in Section 1.3.1.2 of the IS/EA. The transition zones are also depicted in Figure 1-3, Build Alternative, in Section 1.3.1.2 of the IS/EA. The tapering at these transition zones would prevent a "bottleneck" effect from occurring. It should be noted, however, that the concern that this comment raises that the unimproved portions of SR-60 outside the project area constrain the overall capacity of the route is accurate and belies the commenter's claim that this project will induce travel. As discussed in response to Comment 15-1, Caltrans did assess the project's potential to induce growth. Please see that response above.

15-18. The IS/EA does evaluate the project's cumulative impacts in Section 2.4. This comment does not provide enough information to know what resources the commenter feels were not evaluated or the projects the commenter believes Caltrans did not consider in its cumulative impact analysis. Similarly, the assertion that other unspecified projects rely on this project is vague and unsubstantiated.

15-18 cont. construction and existence of the SR-60 truck lanes Project—and the cumulative impacts to natural resources and the human environment in the region. The Project's significant cumulative impacts require the preparation of an EIR/EIS.

NEPA considers a Project to have a significant impact on the human environment, and therefore, in need of an EIS, when "it is reasonable to anticipate a cumulative impact on the environment." 40 C.F.R. § 1508.27(b). NEPA defines cumulative impact as

> the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time.

40 C.F.R. § 1508.7.

CEQA also requires an EIR when a project's impact, "though individually limited, is cumulatively considerable . . . when viewed in connection with the effects of past projects, the effects of other current project, and the effects of probable future projects." Guidelines § 15064(h)(1). CEQA defines cumulative impacts as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." *Id.* § 15355. Like NEPA, CEQA states that "cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time." *Id.* The total impact is "the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects." *Id.*

Both NEPA and CEQA require the consideration of growth inducing impacts. NEPA requires the analysis of indirect effects, which "may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems." 40 C.F.R. § 1508.8(a), (b). Similarly CEQA requires the analysis of a project's growth inducing impacts, including an discussion of "the ways in which the proposed project could foster economic or population growth . . . either directly or indirectly, in the surrounding environment." Guidelines § 15126.2(d). The Guidelines stress an analysis of projects that "would remove obstacles to population growth" and "encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively." *Id.*

15-18 cont. The Recirculated IS/EA failed to adequately evaluate the cumulative and growth inducing impacts of the Project in relation to nearby projects with significant environmental effects. The Project directly facilitates large diesel truck traffic that serves the Inland Empire's growing warehouse development and the ports of Los Angeles and Long Beach. The growth of warehouse and industrial is increasing rapidly and results in significant environmental impacts to air quality and social impacts to communities.[33] The industrial warehouse distribution

[33] Noah Smith, *In California's Inland Empire, an Economic Recovery Brimming with Industrial Complexes*, N.Y. TIMES (Aug. 4, 2015), http://www.nytimes.com/2015/08/05/realestate/commercial/an-economic-recovery-

development relies upon the expansion and maintenance of public freeways that serve the heavy trucks needed for the warehouse development.[34]

For example, the Recirculated IS/EA mentioned the World Logistics Center, a massive 40-million-square-foot, 4,000-acre warehouse project just northeast of SR-60,[35] only in passing, and failed to evaluate the cumulative impacts of the combined projects and others like it.[36] SR-60 leads directly to the warehouse and is essential to getting goods to and from the warehouse.

15-19 The IS/EA admits that a highway improvement project indirectly induces growth by removing barriers to economic activity and that highway projects impact the overall growth, location and rate of growth. Recirculated IS/EA 2-33. Furthermore the IS/EA recognizes that the two cities that would be connected by the Project—Moreno Valley and Beaumont—have the greatest potential for future development because of the large amounts of undeveloped land within their spheres of influence. Recirculated IS/EA 2-35. Despite these admissions, the IS/EA incorrectly claims that a freeway expansion project connecting these two areas will have no growth inducing impacts.

15-20 The IS/EA references the Southern California Association of Governments' ("SCAG") Regional Goods Movement study to support its assertion that truck traffic will grow by eighty to one hundred percent, including in areas surrounding SR-60, and that the Project will have no impact on growth. Recirculated IS/EA at 2-34.[37] This fails to provide the public and decisionmakers with an accurate picture of the Project's growth inducing impacts and the SCAG study. The SCAG Regional Goods Movement study emphasizes how the regional goods movement infrastructure is a critical component to the growth that is predicted in the southern California region and the Inland Empire.[38] Furthermore, the SCAG study specifically mentions the need to improve SR-60 in order to serve as an East West Freight Corridor.[39] The IS/EA fails to admit that the Project is a component of a regional East West Freight Corridor and facilitates growth within the region.

15-21 The IS/EA is fundamentally contradictory and incomplete in nature. Another justification that Caltrans relies upon to assert that the Project will not result in additional growth or additional vehicles is the 2012 Regional Transportation Plan. Recirculated IS/EA at 2-34. However, the IS/EA admits that the "No Build Alternative would not be consistent with the 2012–2035 RTP/SCS and the 2015 FTIP." Recirculated IS/EA 1-52. If the Project is not built, it

brimming-with-industrial-complexes-in-southern-california.html; PENNY NEWMAN, CTR. FOR CMTY. ACTION & ENVIRTL. JUSTICE, INLAND PORTS OF SOUTHERN CALIFORNIA - WAREHOUSES, DISTRIBUTION CENTERS, INTERMODAL FACILITIES: IMPACTS COSTS AND TRENDS, *available at* http://casevgrants.org/wp-content/uploads/2012/08/Inland+Ports+of+Southern+California+-+Wareshouses+Distribution+Centers+and+Intermodal+Facilities+-+Impacts+Costs+and+Trends.pdf.

[34] Newman, *supra* note 33.

[35] WLC FEIR, *supra* note 27, at 1-20.

[36] Imran Ghori, *World Logistics Center: Tensions High as Moreno Valley Takes on Mega-Warehouse Proposal* (Aug. 18, 2015), http://www.pe.com/articles/city-777198-project-study.html.

[37] S. CAL. ASS'N OF GOV'TS, ON THE MOVE: SOUTHERN CALIFORNIA DELIVERS THE GOODS: COMPREHENSIVE REGIONAL GOODS MOVEMENT PLAN AND IMPLEMENTATION STRATEGY FINAL REPORT (2013), *available at* http://www.freightworks.org/DocumentLibrary/CRGMPIS%20-%20Final%20Report.pdf.

[38] *Id.* at 2-1–2-2.

[39] *Id.* at 9-6.

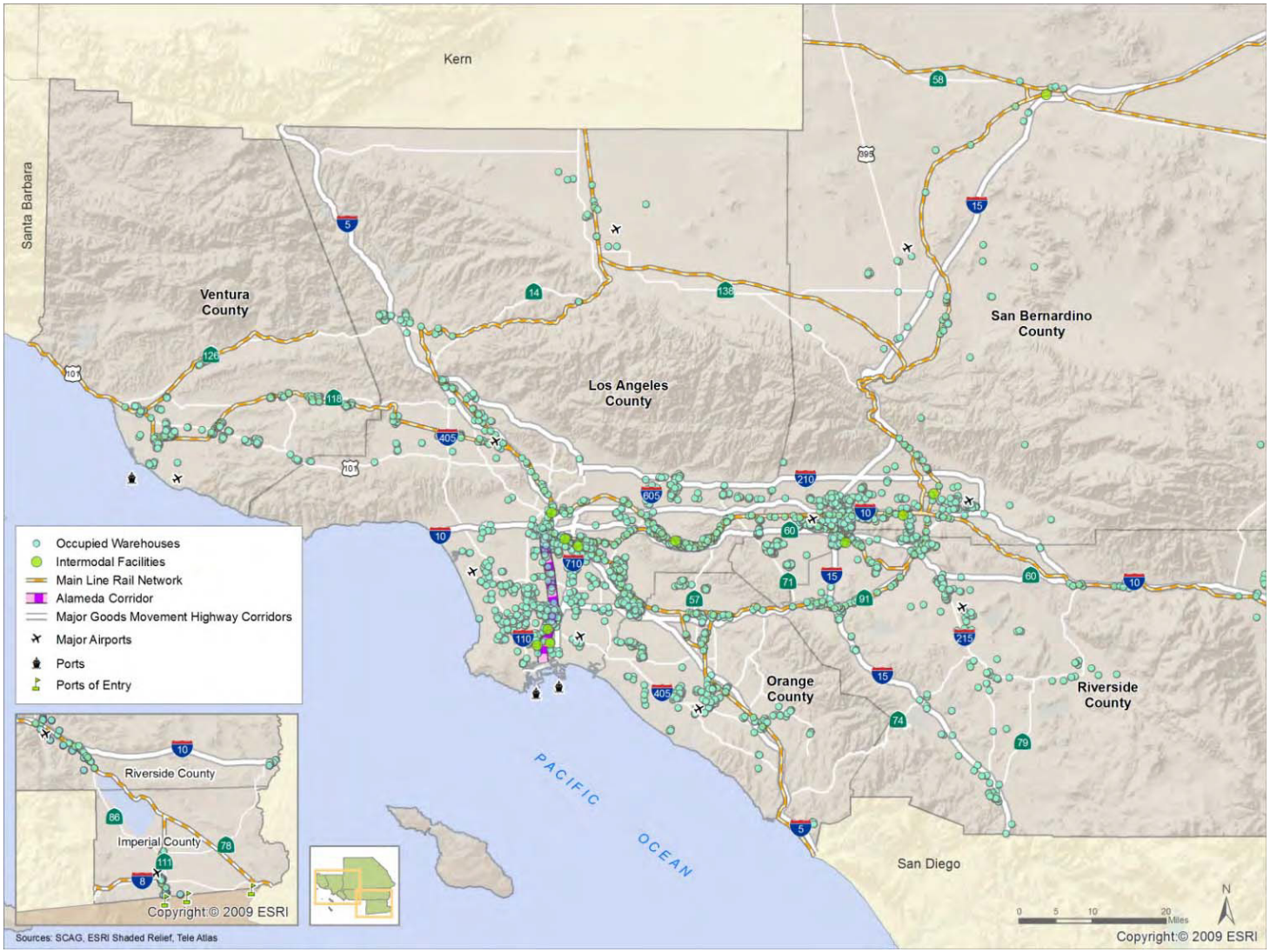
Response to Comment 15 (Continued)

15-19. The concerns raised by this comment are based on the claim previously raised that the project induces growth, which was addressed in the response to Comment 15 -1. Please see that response. Additionally, the statement on page 2-33 of the Recirculated Draft IS/EA that "a new or improved highway project could indirectly induce growth by reducing or removing barriers to growth by creating conditions that attract additional residents or new economic activity" serves as an introductory acknowledgement that some highway improvement projects foster growth, but does not conclude that this is the case with the project. While the discussion on page 2-35 of the Recirculated Draft IS/EA acknowledges various growth trends and growth pressures in the cities of Moreno Valley and Beaumont, they are primarily due to logistics and goods movement related projects in these areas and their surroundings, not the truck lanes project.

15-20. The concerns raised by this comment are based on the claim previously raised that the project induces growth, which was addressed in the response to Comment 15-1. Please see that response. Additionally, the Regional Goods Movement Study does support the assertion that truck traffic will grow by 80 to 100 percent. It also supports the purpose and need of an East-West Freight Corridor within the SR-60 corridor. Although the SR-60 Truck Lanes Project would be consistent with the East-West Freight Corridor concept, that new freight corridor would be a separate project. Additionally, the Regional Goods Movement Study is focused on areas well to the west of the project area. Therefore, the findings and recommendations of the study have little bearing on the SR-60 Truck Lanes Project and its project area.

The East-West Freight Corridor would parallel SR-60 and extend from I-710 on the west to I-15 on the east. (On the next page, see Figure 3.4, Warehouse Clusters and the Regional Highway System, from the Regional Goods Movement Study).

Figure 3-1. Warehouse Clusters and the Regional Highway System



Source: Southern California Association of Governments. 2013. On the Move: Southern California Delivers the Goods. February. Available: http://www.freightws.org/DocumentLibrary/CRGMPIS%20-%20Final%20Report.pdf

	Response to Comment 15 (Continued) **15-21.** The commenter is mistaken in the interpretation of the inconsistency between the No Build Alternative and the RTP/SCS and FTIP. It is not that the region would not "adhere to the growth projections in the RTP," but that the transportation plan that is intended to address forecasted growth would not be implemented, which could have effects on traffic circulation, air quality conformity, GHG reduction goals, and other areas of concern. Therefore, this conclusion does not contradict the conclusion that the project does not induce growth and supports the conclusion that growth that is likely to occur would occur independent of the implementation of the project. The discussion in the Recirculated Draft IS/EA that concludes that "traffic volumes would remain the same but that a more desirable and safer trip would be provided for non-vehicular traffic" was incorrectly included and should have stated "…provided for non-truck traffic," which is supported by the discussion included in the Recirculated Draft IS/EA. The text has been corrected in this Environmental Document.

would not adhere to the growth projections in the RTP. Thus, the growth projections that the IS/EA relies upon to state that there will be no additional growth or vehicle trips is predicated on the growth inducing nature of the Project itself. To further support the erroneous growth and traffic projections, the IS/EA claims that "traffic volumes would remain the same but that a more desirable and safer trip would be provided for nonvehicular traffic." Recirculated IS/EA 2-38. However, there are no safety improvements for nonvehicular traffic because the Project is focused on the movement of trucks and automobiles. This type of misinformation and circular logic flies in the face of NEPA and CEQA.

15-21 cont.

Caltrans is required to define the geographic scope of the cumulative impacts area and provide a reasonable explanation for the geographic limitation used. Guidelines § 15130(b)(3). The environmental analysis must also make specific reference to related projects in the region for purposes of examining the possible cumulative impact of such projects, placing special emphasis on environmental resources that are rare or unique to the region. *Whitman v. Bd. of Supervisors of Ventura Cty.* 88 Cal. App. 3d 397, 407 (Cal. Ct. App. 1979); Guidelines § 15125(a). The area analyzed within the cumulative impacts analysis "cannot be so narrowly defined that it necessarily eliminates a portion of the affected environmental setting." *Bakersfield Citizens for Local Control v. City of Bakersfield*, 22 Cal. Rptr. 3d 203, 228-29 (Cal. Ct. App. 2004). In defining the scope of analysis the agency must interpret the cumulative impacts "in such a way as to 'afford the fullest possible protection of the environment.'" *Friends of the Eel River v. Sonoma Cty. Water Agency*, 108 Cal. App. 4th 859, 868 (Cal. Ct. App. 2003). However, the cumulative impacts analysis omitted nearby projects and fails to adequately analyze the cumulative and growth inducing impacts of the Project. Even worse, the Recirculated IS/EA failed to ever mention the Mid County Parkway, Villages of Lakeview, Motte Ranch, or McAnally Chicken Ranch, just south of the Project and the same distance from the Project as other projects addressed in the cumulative impacts analysis.[40] Caltrans should have evaluated the impacts from all projects near the SR-60 Project and not improperly narrowed the cumulative impacts area.

15-22

These nearby projects will cause significant cumulative impacts to the environment of Riverside County. The World Logistics Center will add 14,000 truck trips a day to the area,[41] the Mid County Parkway will create a new freeway for car and truck travel between Perris and San Jacinto,[42] the Villages of Lakeview proposes over 11,000 new residential units,[43] and the McAnally Chicken Ranch proposes a large poultry production facility.[44] The additional traffic in the area to and from the warehouse, residential, and agricultural developments facilitated by the Mid County Parkway and the widening of SR-60, will significantly worsen air quality in the region.

15-23

[40] U.S. DEP'T OF TRANSP. ET AL., MID COUNTY PARKWAY FINAL ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT AND FINAL SECTION 4(F) EVALUATION (2015) [hereinafter MCP FEIR], *available at* http://midcountyparkway.org/eir3.php; RIVERSIDE CTY., MCANALLY CHICKEN RANCH DRAFT ENVIRONMENTAL IMPACT REPORT (2008) [hereinafter McAnally Ranch DEIR]; RIVERSIDE CTY., THE VILLAGES OF LAKEVIEW DRAFT ENVIRONMENTAL IMPACT REPORT (2009) [hereinafter Villages at Lakeview DIER]; RIVERSIDE CTY., MOTTE LAKEVIEW RANCH DRAFT ENVIRONMENTAL IMPACT REPORT.

[41] WLC FEIR, *supra* note 27, at 1-20.

[42] MCP FEIR, *supra* note 40, at 1-1.

[43] Villages at Lakeview DIER, *supra* note 40, at 1.0-2.

[44] McAnally Ranch DEIR, *supra* note 40.

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15-22. The cumulative impacts analysis presented in the Recirculated Draft IS/EA and this Environmental Document defines the RSA for each resource. The geographic scope for the cumulative impact study area is defined as the "Resource Study Area." The RSA is the geographic area within which impacts on a particular environmental resource are analyzed. The geographic limitations of each specific RSA are also described in the cumulative impacts analysis. Table 2-1 describes development projects surrounding the project corridor that are either approved, are under construction, have recently been completed, or are in the planning stages. This list was compiled based on a review of county, city, and transportation agency websites and documents, including some of the following sources: City of Moreno Valley Economic Development Summary, City of Moreno Valley's Project List, City of Moreno Valley's 2015 Adopted Capital Improvement Plan FY 2015-2020 and Beyond, City of Beaumont's Major Project List, and Southern California Association of Government's 2015 Federal Transportation Improvement Program. The research also included direct coordination with the planning departments of the cities of Moreno Valley and Beaumont. These projects are also shown on Figure 2-2, Recent and Planned Area Development.

To help clarify any confusion, discussion regarding RSAs and related projects in the cumulative impacts section of this Environmental Document has been updated.

15-23. This comment primarily raises concerns about cumulative traffic and air quality impacts. The traffic volumes used as the basis for the transportation and air quality analysis in the Recirculated Draft IS/EA included traffic (and truck traffic) volumes for all past, present, and foreseeable future projects. Although, taken together, the projects potentially result in a significant cumulative impact, projects that do not exceed project-specific significance thresholds are generally not considered by the SCAQMD to be cumulatively considerable.[3]

[3] SCAQMD. 2003. *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution (Appendix D: Cumulative Impact Analysis Requirements Pursuant to CEQA).* August.

15-24 In addition to the impacts to air quality, the projects will also contribute significantly to climate change. The World Logistics Center will generate 400,000 metric tons of greenhouse gas emissions annually,[45] and the Mid County Parkway[46] and SR-60 widening Project will add greenhouse gas emissions through induced travel and increased VMT. Caltrans failed to evaluate these cumulative impacts.

15-25 Relatedly, all of the projects will have a significant effect on traffic. The World Logistics Center, Villages of Lakeview, and McAnally Chicken Ranch will add thousands of truck trips to and from the warehouse transporting goods and will create traffic on SR-60 and the Mid County Parkway. And, as described above, the construction of the Mid County Parkway and the widening of SR-60 will induce travel. Instead of alleviating traffic, the projects will increase vehicle miles travelled in the region. Caltrans violated NEPA and CEQA when it failed to evaluate the cumulative impacts to traffic from the three projects.

15-26 Caltrans also failed to consider the cumulative impacts the neighboring projects will have on growth. Both new highways and highway expansion projects can contribute to population growth.[47] The widening of SR-60 and construction of the Mid County Parkway provide the infrastructure for development and population growth in Riverside County. Induced travel studies also show that increased capacity can result in households and businesses moving to more distant locations in the long term.[48] Caltrans' failure to evaluate the cumulative potential for induced growth violates NEPA and CEQA.

15-27 Finally, the projects will have significant impacts on biological resources, natural communities, water, and other resources. Many of the projects will result in cumulative runoff into the San Jacinto River.[49] The projects are nearby sensitive and important wildlife reserves and recreational areas, including the San Jacinto Wildlife Area and Lake Perris.[50] Some of the same species will be affected by the three projects, including the least bell's vireo, coastal California gnatcatcher, Stephen's kangaroo rat, and special status plant and animal species.[51]

15-18 cont. The Recirculated IS/EA's failure to take into account the cumulative impacts to air quality, climate change, growth, biological resources, and other resources from the Project, the World Logistics Center, the Mid County Parkway, and other projects violated NEPA and CEQA and misleads the public and decisionmakers about the impacts of the Project. Because cumulatively considerable environmental impacts trigger a mandatory finding of significance and therefore, the preparation of an EIR, Caltrans must prepare an EIR/EIS before moving

[45] WLC FEIR, *supra* note 27, at 4.7-37.
[46] *See* MCP FEIR, *supra* note 40, at A-6.
[47] *See generally* Daniel R. Mandelker, *Growth-Induced Land Development Caused by Highway and Other Projects as an Indirect Effect Under NEPA*, 43 ENVTL. L. REP. 11068 (2013); Guangqing Chi, *The Impacts of Highway Expansion on Population Change: An Integrated Spatial Approach*, 75 RURAL SOCIOLOGY 58 (2010).
[48] HANDY & BOARNET, *supra* note 4, at 3.
[49] Recirculated IS/EA 2-90; WLC FEIR, *supra* note 27, at 3-49; MCP FEIR, *supra* note 40, at 3.10-5.
[50] Recirculated IS/EA 1-3 fig. 1-1; WLC FEIR, *supra* note 27, at 1-3 fig. 1.1; MCP FEIR, *supra* note 40, at 3.17-5 fig. 3.17.1.
[51] *See, e.g.*, Recirculated IS/EA § 2.3; WLC FEIR, *supra* note 27, at ch. 4.4; MCP FEIR, *supra* note 40, at §§ 3.19–21.

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15-24. Concerns about greenhouse gas emissions and climate change are by their very nature cumulative. The analysis in the Recirculated Draft IS/EA already considered the potential future emissions associated with the projected growth in the region, which would include the projects identified by the comment.

15-25. As discussed in Section 2.4.2, Caltrans determined that the project would not result in an impact on Traffic/Transportation, and therefore that no cumulative impact analysis for that resource was required. The commenter argues that a cumulative impact analysis for Traffic/Transportation is required because of their belief that the project will induce travel. As discussed in the response to Comment 15-6, Caltrans finds that the project will not result in induced travel. Therefore, Caltrans' conclusion regarding no cumulative analysis for Traffic/Transportation remains the same.

15-26. While it is true that several projects in the vicinity of the project have the potential to result in growth, the project would not influence the amount, location, or timing of that growth. As stated in Section 2.1, future traffic projections, which include related projects, would be the same with or without the project.

15-27. As mentioned in the IS/EA, the project would not contribute to substantial cumulative effects on covered species and natural communities under NEPA or significant cumulative impacts under CEQA, as these cumulative effects have been fully addressed by the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) EIR/EIS. Through implementation of, and consistency with, the MSHCP, Covered Projects (including the SR-60 Truck Lanes Project) would not result in cumulative adverse effects, either directly or through habitat modifications, on any of the covered species that would potentially occur within the project area (MSHCP, Volume 4). Any impacts on covered species have already been fully addressed by the MSHCP.

forward with the Project. *See* Guidelines § 15065(a)(3).

E. The Recirculated IS/EA Failed to Adequately Analyze and Mitigate Impacts to Water Quality

The CEQA environmental checklist form requires that impacts be mitigated to less than significant if a project will "[c]reate or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff." Guidelines app. G § IX(e). Despite adding twenty-five acres of impermeable surfaces, the Recirculated IS/EA concludes that the Project will not affect water quality. Recirculated IS/EA 2-131, 2-136. The Project will result in approximately 18.8 cubic feet per second of additional storm runoff, which "has the potential to increase the transport of pollutants (oil, grease, other hydrocarbons, heavy metals) and sediment loading of downstream flow." *Id.* at 2-131.

15-28 Although the Recirculated IS/EA proposes four mitigation measures, the promise that they will be implemented in accordance with permit requirements is not sufficient. *See id.* at 2-136–37. Mitigation measures WQ-1 through WQ-4 all improperly defer mitigation until a later time. For example, WQ-2 states that "[s]tormwater treatment strategies will be coordinated with the Regional Water Quality Control Board" and WQ-3 states that "[t]he project coordinator will develop and implement a Storm Water Pollution Prevention Plan." *Id.* at 2-137. Deferring mitigation of significant impacts until a later date violates CEQA. Guidelines § 15126.4(a)(1)(B).

15-29 Furthermore, many of the proposed measures in WQ-1 are vague and enforceable because they contain qualifiers like "[a]s necessary," "where necessary," if "needed," and "to the extent possible." Recirculated IS/EA 2-136. Such fruitless and ambiguous measures cannot be enforced through permits or agreements as required by CEQA. Cal. Pub. Res. Code § 21081.6(b); Guidelines § 15126.4(a)(2). Because Caltrans' proposed mitigation measures are not sufficient under CEQA, impacts to water quality remain significant and Caltrans must prepare an EIR/EIS.

F. The Recirculated IS/EA Failed to Adequately Analyze and Mitigate Flood Risks

15-30 The Recirculated IS/EA also improperly concluded that floodplain risks would not be significant. Figure 2-16 shows that a significant portion of the Project area is categorized as flood risk "Zone D: Area of Possible but Undetermined Flood Hazard." Recirculated IS/EA 2-93 fig. 2-16. The key explains that "Zone D designation is used for areas where there are possible but undetermined flood hazards. . . no analysis of flood hazards has been conducted." *Id.*

With such unknown risks, it is perplexing why Caltrans concludes that "[t]he proposed project would not affect hydrology or floodplains." *Id.* 2-115. Without knowing the flood risks for a large portion of the project area, this statement is inaccurate and misleads the public and decisionmakers about the Project's potential impacts. Because it is not certain whether the Project will have significant floodplain impacts, Caltrans should prepare an EIR/EIS to fully

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15-28. As explained in Section 2.2.2.3 and the introduction to the measures, Measures WQ-1 through WQ-4 summarize the implementation of the preexisting Construction General Permit and NPDES Permit conditions. As explained in Section 2.2.2.1, these permits ensure that Caltrans' storm water and construction discharges meet water quality standards. These standards are already enforceable on Caltrans without any further commitment and should be considered project features. Although the applicability of some of the permits' measures has not been finalized, as they require additional design information, the permits provide sufficient performance criteria to satisfy CEQA and to not be considered deferred mitigation.

15-29. As explained in Section 2.2.2.3 and the introduction to the measure, Measure WQ-1 summarizes BMP's identified in the preexisting Construction General Permit and NPDES Permit conditions. As explained in Section 2.2.2.1, these permits ensure that Caltrans' storm water and construction discharges meet water quality standards. These standards are already enforceable on Caltrans without any further commitment and should be considered project features. Although the applicability of some of the BMPs has not been finalized, as they require additional design information and discussions with the permitting agencies, the permits provide sufficient performance criteria to satisfy CEQA and to not be considered deferred mitigation.

Measure WQ-1 provides a list of Design Pollution Prevention BMPs that will be included as part of the project to avoid and minimize water quality impacts associated with the project. The measures provided in WQ-1 are expected to be feasible and effective in avoiding and minimizing water quality impacts, as defined at this stage in the project approval process. However, because the CEQA/NEPA document has not been adopted yet, the permitting agencies are not yet involved. It would be premature and impractical to define the exact

	Response to Comment 15 (Continued) **15-29. cont.** measures at this stage of the project development process. Therefore, wording such as "where necessary," "if needed," and "to the extent practicable" is used due to refinement of the project design and consultation with permitting agencies. WQ-1 establishes a commitment by the lead agency to avoid and minimize impacts on water quality and provides approaches to do so. No impacts on water quality would result from the project that would require the preparation of an EIR/EIS. **15-30.** The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) for the project site designates the area as "Zone D: An area of possible but undetermined flood risk…where no analysis of flood hazards has been conducted." Due to the potential drainage crossings associated with the project and the undetermined flood risks as reported on the FEMA maps, a *Location Hydraulic Study* was prepared in March 2014. This analysis was performed to determine the ponding depths for the 100-year frequency storm for each of the drainage crossings in the project area and potential flood risks. The analysis and results presented in the Recirculated Draft IS/EA are based on the March 2014 *Location Hydraulic Study* and *Summary Floodplain Evaluation Report*, which fully analyzed the potential hydrological and floodplain risks and concluded that the project would not result in floodplain impacts. Therefore, no further analysis or the preparation of an EIR/EIS is warranted. This Environmental Document has been updated to clarify that a *Location Hydraulic Study* specific to the project was prepared in March 2014 to analyze whether the project would affect local hydrology and floodplains.

disclose, evaluate, and mitigate the flood risks in the Project area.

G. The Recirculated IS/EA Failed to Adequately Mitigate Impacts to Wetlands and Riparian Habitat

15-31 The Recirculated IS/EA did not improve its mitigation measures to wetlands and other waters from the Draft IS/EA. The measures are still not effective at mitigating impacts to wetlands because they are unspecific and unenforceable. For example, measure WET-5a stated that "credits, in the form of habitat creation/restoration, will be purchased from an approved mitigation bank in the MSHCP plan area," but failed to identify specifically where or how the credits will be purchased. Recirculated IS/EA 2-262.

15-32 The Recirculated IS/EA also fails to demonstrate how the Project is biologically equivalent or superior. The Western Riverside County Multiple Species Habitat Conservation Plan requires that, "[i]f an avoidance alternative is not Feasible and a practicable alternative is instead selected as set forth above, determination of biologically equivalent or superior preservation shall be made . . . to ensure replacement of any lost functions and values."[52] Like the Draft IS/EA, the Recirculated IS/EA again failed to adequately do so. The determination vaguely stated that "[t]he project will mitigate for temporary impacts through restoration and creation of on-site riparian/riverine areas." *Id.* 2-259. Caltrans provides no other information about where on-site restoration will be located, or how the agency will complete this task.

15-33 Further, throughout the Recirculated IS/EA, Caltrans relied on consistency with the MSHCP to justify inadequate mitigation measures and excuse the Project's significant impacts. But compliance with the plan or other laws, regulations, or plans does not necessarily indicate compliance with CEQA. CEQA demands that significant impacts be promptly mitigated through enforceable measures. Using compliance with the MSHCP to escape these legal requirements contravenes CEQA's mandate.

15-34 Caltrans violated CEQA by both improperly deferring mitigation and by creating unenforceable mitigation measures for impacts to wetlands and other waters. Cal. Pub. Res. Code § 21081.6(b); Guidelines § 15126.4(a)(1)(B), (a)(2). Without proper mitigation, risks to wetlands and important riparian habitat may be significant. Caltrans should prepare an EIR/EIS to fully analyze and mitigate these impacts.

H. The Recirculated IS/EA Failed to Adequately Mitigate Impacts to Threatened and Endangered Species

The CEQA Guidelines require mandatory findings of significance under a number of conditions, including when

> The project has 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

[52] RIVERSIDE CTY., FINAL MULTIPLE SPECIES HABITAT CONSERVATION PLAN 6-24 (2003), *available at* http://wrc-rca.org/Permit_Docs/mshcp_vol1.html.

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15-31. Mitigation measure WET-5a has been changed within this Environmental Document to mitigation measure WET-5. The Riverside-Corona Resource Conservation District (RCRCD) in-lieu fee program was identified to provide compensatory mitigation for impacts on jurisdictional waters. Credits would be purchased by Caltrans with the priority of purchasing credits from adjacent Criteria Cells, if available. If not available, credits will be purchased from the MSHCP plan area or equivalent strategy if credits are no longer available from RCRCD. No direct or indirect impacts on wetlands would occur; therefore, no measures for wetlands impacts are necessary.

15-32. Clarification has been added to WET-5 that describes how and where temporary impacts would be restored on site. This includes development of a Habitat Mitigation and Monitoring Program (HMMP), which will describe the restoration/revegetation plan and practices, the native plant palette that will be used, success criteria, and adaptive management measure to ensure success of the HMMP, and will be approved by the permitting resource agencies. The performance criteria for restoration within temporary impact areas would require the restoration to be equivalent or superior to conditions prior to construction. Compensatory mitigation through the in-lieu fee program would also be equivalent or superior, as compensation would occur at a minimum 3:1.

15-33. Discussion of impacts has been clarified where necessary to demonstrate that impacts are being avoided, minimized, and/or mitigated appropriately and that the IS/EA does not solely rely on the MSHCP for avoidance/minimization of impacts with regard to CEQA; however, because the project is a covered activity under the MSHCP, the impacts on covered species have already been fully addressed under the MSHCP and under CEQA (MSHCP Volume 4); therefore, no additional mitigation would be required beyond the avoidance and

	Response to Comment 15 (Continued) **15-33. cont.** minimization measures that have been identified in the MSHCP. The measures identified under the MSHCP and implemented for the SR-60 Truck Lanes Project will reduce impacts to levels that would be considered less than significant under CEQA. Because the SR-60 Truck Lanes Project is consistent with the MSHCP, the impacts on covered species are less than significant under CEQA. Additional evaluation of those species not addressed under the MSHCP (non-covered species) was done for the SR-60 Truck Lanes Project, and avoidance and minimization of impacts for these species will ensure that impacts are less than significant under CEQA. **15-34.** The concerns about specific measures were already discussed in Responses to Comment 15-28, 15-29, and 15-31. Please see those responses. This comment does not raise any other specific concerns; therefore, no further response is possible.

eliminate a plant or animal community; substantially reduce the number or restrict the range of an endangered, rare or threatened species; or eliminate important examples of the major periods of California history or prehistory.

Guidelines § 15065(a)(1). The Project area is home to a number of listed species, including the Stephens' kangaroo rat, coastal California gnatcatcher, southwestern willow flycatcher, least Bell's vireo ("LBV"), and Townsend's big-eared bat. But the Recirculated IS/EA only lists one species-specific mitigation measure. Recirculated IS/EA 2-293. The measure requires pre-construction surveys to determine if LBV are nesting in the Project buffer area, but does not explain what will occur if LBV are nesting. The measure is vague and not enforceable, in violation of CEQA. Cal. Pub. Res. Code § 21081.6(b); Guidelines § 15126.4(a)(2). 15-35

The single measure fails to protect the least Bell's vireo. The Recirculated IS/EA listed the possible impacts to LBV:

> Temporary indirect impacts include construction-related impacts such as noise, vibrations, dust, potential fuel spills from construction equipment, increased risk of fire, possible night lighting during construction, and activities of equipment or personnel outside designated construction areas as well as operation impacts such as on adjacent habitats caused by storm water runoff, traffic, and litter. Construction may indirectly affect riparian/riverine habitats permanently through enhancing the germination and proliferation of non-native invasive plant species. Invasive plant species are those that out-compete native plants; they are of particular concern. These indirect impacts affect LBV through the contribution to the degradation of potential LBV habitat.

Recirculated IS/EA 2-291–92. As a result, "the proposed project 'May Affect, Likely to Adversely Affect' LBV." Recirculated IS/EA 2-292.

Despite this determination, Caltrans concluded that Section 7 consultation, authorized take of the species, and compliance with the MSHCP would make impacts to the LBV less than significant under CEQA and not adverse under NEPA. *Id.* 2-293. Again, Caltrans relied on consistency with the MSHCP and a future biological opinion to ensure that LBV and the other listed species will be protected, stating that the U.S. Fish and Wildlife Service may require reasonable and prudent measures at a later date. *Id.* As such, the agency improperly deferred mitigation and violated CEQA. Guidelines § 15126.4(a)(1)(B). "A study conducted after approval of a project will inevitably have a diminished influence on decision making. Even if the study is subject to administrative approval, it is analogous to the sort of post hoc rationalization of agency actions that has been repeatedly condemned in decisions construing CEQA." *Sundstrom v. Cty. of Mendocino*, 248 Cal. Rptr. 352, 358 (Cal. Ct. App. 1988). 15-35 cont.

Further, adopting mitigation measures *after* the adoption of a mitigated negative declaration is contrary to the Guidelines, which state that "if an applicant proposes measures that will mitigate environmental effects, the project plans must be revised to incorporate these mitigation measures '*before* the proposed negative declaration is released for public review.'" *Id.* (quoting Guidelines § 15070(b)(1)). Caltrans must develop its mitigation measures before the 15-36

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15-35. Measures NC-1 through NC-6, NC-10, and NC-11 in Section 2.3.1.3 and Measures AS-2 through AS-7 in Section 2.3.4.4, which precede the Threatened and Endangered Species section of the IS/EA (Section 2.3.5) were referenced to indicate the measures will be implemented for T&E species. These measures were referenced by number to reduce redundancy and ensure succinctness in the IS/EA. The least Bell's vireo (LBV) measure has been updated for clarity as to what action will be taken if nesting LBV are detected.

Formal Section 7 consultation has been finalized and results have been integrated into the IS/EA.

15-36. The Original Draft and Recirculated Draft IS/EAs included proposed mitigation, along with avoidance and minimization measures. These measures will be adopted if and when the mitigated negative declaration and the project are approved.

15-36 cont. final adoption of a negative declaration.

15-37 Caltrans also failed to explain how compliance with the MSCHP or a biological opinion would make the adverse impacts to LBV less than significant. Because Caltrans has not proposed adequate mitigation measures to reduce the significant impacts to LBV and other listed species, Caltrans should have made a mandatory finding of significance and prepared an EIR/EIS. *See* Guidelines § 15065(a)(1).

I. The Project Purpose is Deceiving and the Need is Not Justified

15-38 The Recirculated IS/EA violates NEPA and CEQA because it does not accurately describe the Project's purpose and need. The Recirculated IS/EA states that the purposes of the Project are to "[i]mprove operational performance and safety" and "[i]mprove traffic flow on the regional transportation system." Recirculated IS/EA 1-9. However, SR-60 is not yet at full capacity. *See id.* at 1-11. Thus, the likely purpose of the project is to facilitate interstate travel, goods movement from inland ports, and truck travel to and from industrial warehouses through the widening of SR-60.[53] The Recirculated IS/EA barely mentions the huge World Logistics Center, but the widening of SR-60 facilitates its development and required truck trips. . This Project expands SR-60, creating a high-capacity freeway connecting truck traffic between Moreno Valley and Beaumont. Because these cities have little demand for increased truck travel between them, this highway will likely serve primarily interstate traffic, goods movement from the ports of Los Angeles and Long Beach, and industrial warehouse traffic to and from the Inland Empire. The Project description, however, fails to address this purpose, describing the project only in terms of its impacts on safety and congestion. Omission of this important element of the Project's purpose – to facilitate regional and interstate truck travel – renders the project description inadequate and misleading.

15-39 Similarly, the Recirculated IS/EA's need section failed to demonstrate why both truck climbing and descending lanes are required. Caltrans provides more evidence in support of the eastbound climbing lane than the westbound descending lane. More truck collisions occur in the eastbound direction than the westbound (49.4% of collisions versus 38.1%), *id.* at 1-15, and trucks have "the lowest level of hill-climbing performance of all vehicles on highways and freeways," *id.* at 1-11. But this information does not justify the need for a westbound truck descending lane. Without such justification, the Project is a highway widening project disguised as a truck lanes project.

15-38 cont. By not accurately describing the Project's purpose and need, Caltrans has not fully disclosed all the information about the Project and its impacts. As such, the public is not fully informed about the Project's effects, in violation of NEPA and CEQA. Caltrans should prepare an EIR/EIS, which will be more extensive than an initial study/EA and will require it to fully disclose and evaluate the purposes, need, and significant effects of the Project.

J. The Recirculated IS/EA Failed to Analyze a Reasonable Range of Alternatives

[53] Smith, *supra* note 33; Newman, *supra* note 33.

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15-37. As stated in the IS/EA, implementation of measures T&E-1, NC-1, NC-2, NC-3, NC-4, NC-6, and AS-2 through AS-5 would ensure that impacts on LBV are avoided by protecting, monitoring, and limiting impacts. Implementation of measure NC-11 would ensure that impacts on LBV are minimized by ensuring the limits of disturbance are well defined and limiting the placement of construction equipment adjacent to sensitive areas. Final Section 7 consultation with USFWS dated November 19, 2015 concluded that the project is consistent with the MSHCP and that the project will not result in jeopardy of this species. Impacts on LBV would be considered less than significant under CEQA and not adverse under NEPA. The LBV measure has been updated to clarify which measures will be implemented for LBV.

15-38. The purposes of the SR-60 Truck Lanes Project are derived from the identified needs, which are discussed in detail in Section 1.2.2 and supported by substantial evidence in the record. Caltrans has broad discretion to formulate the project's objectives and disagrees with this comment's efforts to re-characterize the purpose and need.

15-39. As mentioned in Section 1.2.2, in more severe downgrades, heavy vehicles often use low gears to avoid gaining too much speed and running out of control. If overtaking opportunities are not available on steep grades, the speed of trucks will be as low as on equivalent upgrades and will have a similar effect on traffic flow. A descending lane is appropriate in these circumstances. Due to the truck volume, speed differentials of trucks compared to other vehicles, sight distance, tight horizontal curves, and difficulty of overtaking, a truck-descending lane is proposed in the westbound direction to provide satisfactory traffic operations (refer to Section 1.2.2 of this IS/EA).

15-40 There are also problems with the range of alternatives Caltrans examined in the Recirculated IS/EA. NEPA requires that agencies consider alternatives in EAs, 40 C.F.R. section 1508.9(b), and CEQA's stronger mandate requires that "public agencies should not approve projects as proposed if there are feasible alternatives . . . which would substantially lessen the significant environmental effects of such projects," Cal. Pub. Res. Code section 21002. Under CEQA, "[i]t is an abuse of discretion to reject alternatives or mitigation measures that would reduce adverse impacts without supporting substantial evidence." *Sierra Club v. Cty. of San Diego*, 180 Cal. Rptr. 3d 154, 172 (2014) (citing Guidelines §§ 15043, 15093(b)).

15-40 cont. The Recirculated IS/EA includes only two alternatives: the No Build alternative and the Build alternative. Recirculated IS/EA 1-22. In limiting its evaluation of the Project to just these two alternatives, Caltrans failed to consider other less damaging alternatives, such as rumble strips[54] (which Caltrans directs itself to consider for safety improvements),[55] improved signage,[56] or truck lanes in only the eastbound direction. The Build alternative as proposed by Caltrans is not the only feasible option for achieving Caltrans' purposes of improving safety and traffic flow. The failure to consider alternatives "which would substantially lessen the significant environmental effects" of the Project is a violation of CEQA, and the narrow range of alternatives violates NEPA. To rectify this violation, Caltrans should prepare a more extensive EIR/EIS to evaluate the full range of feasible alternatives and their environmental impacts.

K. The Recirculated IS/EA Improperly Removed Mitigation Measures Without Explanation

15-41 The Recirculated IS/EA improperly removed mitigation measures that it included in the draft IS/EA. "Where a public agency has adopted a mitigation measure for a project, it may not authorize destruction or cancellation of the mitigation—whether or not the approval is ministerial—without reviewing the continuing need for the mitigation, stating a reason for its actions, and supporting it with substantial evidence." *Katzeff v. Cal. Dep't of Forestry & Fire Prot.*, 181 Cal. App. 4th 601, 614 (2010). The Recirculated IS/EA violated CEQA by doing just that.

[54] Rumble strips are proven to reduce crashes and roadway departures and are cost effective. *See Rumble Strips and Rumble Stripes*, FED. HIGHWAY ADMIN. (Aug. 31, 2015), http://safety.fhwa.dot.gov/roadway_dept/pavement/rumble_strips/safety.cfm (stating that state studies show center line rumbles reduce crossover crashes 18 to 64%, edge line rumble strips reduce crashes by 29%, and shoulder rumble strips reduce "single-vehicle run-off -road freeway crashes of 14 to 80 percent, with most reporting reductions in the 30 to 40 percent range."); TRANSP. RESEARCH BD., GUIDANCE FOR THE DESIGN AND APPLICATION OF SHOULDER AND CENTERLINE RUMBLE STRIPS 143 (2009) (stating that both shoulder and centerline rumble strips are "an effective low-cost crash mitigation measure").

[55] *See* CAL. DEP'T OF TRANSP., GUIDELINES FOR INSTALLATION OF RUMBLE STRIPS § A (2011), *available at* http://www.dot.ca.gov/dist05/traffic/rspoldir.pdf ("Rumble strips should be considered for installation on roads as a measure to reduce run off road collisions" and "to reduce cross centerline collisions.").

[56] *See* Lina Wu et al., *Engineering Solutions to Enhance Traffic Safety Performance on Two-Lane Highways*, MATHEMATICAL PROBS. IN ENG'G, 2015, at 1-2 ("Cost-effective countermeasures against severe injuries and fatal crashes also include[] adding or replacing traffic signs [and] painting markings on pavement."); Ivette Cruzado & Eric T. Donnell, *Evaluating Effectiveness of Dynamic Speed Display Signs in Transition Zones of Two-Lane, Rural Highways in Pennsylvania*, TRANSP. RESEARCH REC., no. 2122, 2009 (stating that signs are effective in reducing car speeds); AM. TRAFFIC SAFETY SERVS. ASS'N, LOW COST LOCAL ROAD SAFETY SOLUTIONS 1 (2006) ("Sign and pavement marking improvements result in a 42% reduction in crashes, yielding benefit-cost rations of 159:1 to 299:1.").

Response to Comment 15 (Continued)

15-40. The purpose of an Initial Study (IS) is to determine the environmental impacts associated with a proposed project and to determine if the project will have a significant adverse effect on the environment. Only one alternative—the proposed project—need be evaluated.

As discussed in Section 1.2, *Purpose and Need*, of the Recirculated Draft IS/EA, the purpose of the SR-60 Truck Lanes Project is to improve operational performance and safety, and to improve traffic flow on the regional transportation system. In order to meet the purpose and need, several alternatives were considered but eliminated from further discussion prior to circulation of the Original Draft IS/EA. These alternatives were ultimately dropped because they would not achieve the project purpose and need. A brief summary of the considerations in the decision for each of the considered but eliminated alternatives is provided in the following paragraph and is included in Section 1.3.1.4 of the Recirculated Draft IS/EA.

Alternative 2 from the Project Study Report for Project EA 08-0N690K (July 12, 2011) would construct a truck climbing lane with standard inside and outside shoulders in the eastbound direction. Since no work would be done to address the westbound SR-60, this alternative was withdrawn from further consideration in conjunction with the combining of the Caltrans safety project and the RCTC truck climbing lane project in March 2013. Alternative 4 from the Project Study Report for Project EA 08-0N690K (July 12, 2011) would construct 5-foot standard inside shoulder and 10-foot standard outside shoulder in both directions of SR-60. This alternative was developed to address basic safety and operational needs by improving the road to current standards; however, it didn't address the accidents resulting from the speed differential between fast- and slow-moving vehicles. Since this alternative did not meet the project purpose and need, it was dropped for further consideration. Alternative 2 from Project Study Report

Response to Comment 15 (Continued)

15-40 cont. for Project EA 08-0Q180K (May 11, 2012) would construct a 5-foot standard inside shoulder and a 10-foot standard outside shoulder in the westbound direction of the SR-60. Since no work would be done on eastbound SR-60, this alternative was withdrawn from further consideration as it did not fully address the purpose and need of the project.

While including rumble strips and improved signage and only providing a truck lane in the eastbound direction may help reduce speeding and collisions, it would not address the projected traffic congestion that is expected to occur with the projected growth in the neighboring cities, which is a primary purpose of the project. Projected growth in trade and truck traffic would degrade traffic flow and operational performance of SR-60 through the project area. The addition of a truck climbing lane, descending lane, and standard shoulders would improve traffic flow and operational performance on the regional transportation system. The provided footnotes on rumble strip safety studies are not applicable to the project since the installation of rumble strips alone would not achieve the project purpose and need.

15-41. The Original Draft and Recirculated Draft IS/EAs included proposed mitigated negative declarations along with avoidance and minimization measures; the measures contained within had not been adopted when those respective documents were circulated, as suggested by the commenter.

Following circulation of the Original Draft IS/EA, in conjunction with development of the Recirculated Draft IS/EA, some original measures were revised as necessary to improve their efficacy, and new measures were added as applicable, based on the results of the analysis efforts involved with the development of the Recirculated Draft IS/EA.

It was in large part because of these changes that Caltrans decided that recirculation was appropriate. The measures included in the Recirculated Draft IS/EA and this

	Response to Comment 15 (Continued) **15-41 cont.** Environmental Document are superior in terms of avoiding, minimizing, and/or mitigating project impacts in comparison to those included in the Original Draft IS/EA, and, as stated previously, the treatment of the measures was in full compliance with CEQA requirements. The discussion of measures protecting the coastal California gnatcatcher were updated for the Recirculated Draft IS/EA and are referenced in Section 2.3.5.3, Environmental Consequences. These measures include NC-1, NC-2, NC-3, NC-4, NC-6, NC-11, and AS-2 through AS-5. The mitigation measures for Stephen's Kangaroo Rat are now part of T&E 2 and T&E 3.

15-41 cont. For example, the Draft IS/EA has a mitigation measure, T&E-2, requiring protections for the coastal California gnatcatcher. It states that "[i]mpacts to this species can be avoided or minimized by keeping project footprint and activities to a minimum in sage scrub areas." Draft IS/EA 135. In the Recirculated IS/EA, this mitigation measure is removed without explanation. Caltrans failed to explain why the coastal California gnatcatcher requires fewer protections in 2015 than it did in 2014, let alone provided "substantial evidence" as support for its decision. 181 Cal. App. 4th at 614. The same problems arise from the removal of measure T&E-1 (to mitigate impacts to Stephen's kangaroo rats) between the Draft and Recirculated IS/EAs. Draft IS/EA 135. This failure is in violation of CEQA's requirements.

L. This Project is Not Exempt From the Clean Air Act's Conformity Review Requirement

15-42 Because this Project does not fall under an enumerated exemption from the Clean Air Act's conformity review requirements, and because construction and operation of this Project will have potentially adverse emissions impacts, Caltrans must conduct conformity review before approving this Project.

Section 176(c)(1) of the Clean Air Act requires federal agencies to ensure that their actions conform to the applicable state implementation plan for achieving and maintaining the National Ambient Air Quality Standards ("NAAQS") for criteria pollutants.[57] 42 U.S.C. § 7506(c). Specifically, for a federal action to be in conformity, it must not "cause or contribute to any new violation of any standard in any area;" "increase the frequency or severity of any existing violation of any standard in any area;" or "delay timely attainment of any standard or any required interim emission reductions or other milestones in any area." *Id.* Conformity review requirements apply in nonattainment and "maintenance" areas for the NAAQS, for the specific NAAQS that are or were violated. 40 C.F.R. § 93.102(b).

EPA has promulgated implementing regulations which exempt certain highway and transit projects whose emissions impact were considered by EPA "to be neutral or de minimis" from the Clean Air Act's conformity review requirements, including "[t]ruck climbing lanes outside the urbanized area," "[s]houlder improvements," and "[a]dding medians." Criteria and Procedures for Determining Conformity to State or Federal Implementation Plans of Transportation Plans, Programs, and Projects Funded or Approved Under Title 23 U.S.C. or the Federal Transit Act, 58 Fed. Reg. 62,188, 62,213 (Nov. 24, 1993); 40 C.F.R. § 93.126 tbl. 2. Even for projects listed by EPA as exempt, however, if the project has "potentially adverse emissions impacts for any reason," the federal agency must conduct conformity review. 40 C.F.R. § 93.126.

15-42 cont. Caltrans claims that this Project is exempt from conformity review under 40 C.F.R. section 93.126 because the Project qualifies for an exemption. Recirculated IS/EA 2-166. Caltrans is mistaken. EPA's enumerated exceptions to the Clean Air Act's conformity review requirement should be narrowly construed, under the cannon of construction *expressio unius est*

[57] Criteria pollutants include carbon monoxide, lead, nitrogen dioxide, ozone, particulate pollution, and sulfur dioxide. *See* 40 C.F.R. Part 50.

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15-42. The exemption categories from the requirement to demonstrate transportation conformity are defined by USEPA under 40 Code of Federal Regulations 93.126. As part of the SCAG Transportation Conformity Working Group (TCWG), USEPA and other TCWG members that include FHWA, Caltrans, and SCAQMD, among others, agreed that the project does in fact meet the requirements of exemption category "Truck Climbing Lanes Outside the Urbanized Area." Nonetheless, the air quality analyses presented in this Environmental Document demonstrate that the project would not result in localized carbon monoxide (CO) or particulate matter (PM) impacts, or in regional criteria pollutant impacts under CEQA or NEPA during project construction or operations.

exclusio alterius (the express mention of one thing excludes all others) and in order to effectuate the intent of the Clean Air Act that federal agencies ensure their actions conform to the applicable state implementation plan. Here, EPA has delineated a narrow and specific list of projects exempt from the Clean Air Act's conformity review requirement. *See* 40 C.F.R. § 93.126 tbl. 2. And although "[t]ruck-*climbing* lanes outside the urbanized area" are specifically exempted from the conformity review requirement, truck *descending* lanes are not. *Id.* (emphasis added). Because this Project includes components not specifically listed by EPA as exempt from the conformity requirement, Caltrans must conduct conformity review under 40 C.F.R. § 93.102. Nor is Caltrans correct to classify this Project as in an area "outside the urbanized area." This Project is directly adjacent to the City of Moreno Valley, which, with a population of over 200,000,[58] meets the Census Bureau's definition of "urbanized area." Urban Area Criteria for the 2010 Census, 76 Fed. Reg. 53,030 (Aug. 24, 2011). No exemption from conformity review applies. 15-42 cont.

Exemption from the conformity review requirement is also inappropriate here because this Project is likely to have adverse emissions impacts. 40 C.F.R. § 93.126. The projects EPA exempted from conformity review are all relatively minor safety improvements which would not generally cause an increase in air emissions—for example, "[l]ighting improvements" and "fencing". 40 C.F.R. § 93.126 tbl. 2. This hundred million dollar construction Project, in contrast, would construct an eastbound truck climbing lane, a westbound truck descending lane, build standard inside and outside shoulders in both directions, rehabilitate the existing lanes and inside shoulder, reconstruct the median barrier, and modify the horizontal alignment and vertical profiles to improve sight distances. Recirculated IS/EA 1-47. Construction of this Project will produce dust, carbon dioxide, nitrogen oxide, volatile organic compounds, and particulate matter.[59] These air emissions from construction of this Project are likely to be significant. 15-43

The operation of this Project is also likely to cause significant air emissions. The Draft Initial Study concedes that the Project will cause greenhouse gas emissions to increase, because it will allow cars to travel at higher speeds, thereby producing more carbon dioxide. Draft IS/EA 145 (projecting that by 2040, the Project will cause an increase of over 10,000 metric tons of CO_2 emissions per year over the no-project alternative). Like CO_2, vehicle emissions of nitrogen dioxide also increase as cars increase speed.[60] Thus, operation of this Project is likely to cause adverse nitrogen oxide emissions. Because this Project is not exempt from conformity review, Caltrans must conduct conformity review before approving it. 15-44

M. The Recirculated IS/EA Failed to Adequately Identify and Disclose Traffic and Air Quality Modeling

The NEPA regulations require an agency to "identify any methodologies used" to arrive at conclusions that appear in an impact statement. 40 C.F.R. § 1502.24. This regulation has been

[58] CITY OF MORENO VALLEY, POP-FACTS: POPULATION QUICK FACTS 2013 REPORT (2013), *available at* http://www.moreno-valley.ca.us/do_biz/pdfs/QuickFacts-pop0213.pdf.
[59] *See, e.g.*, SACRAMENTO METRO. AIR QUALITY MGMT. DISTRICT, CONSTRUCTION-GENERATED CRITERIA AIR POLLUTANT AND PRECURSOR EMISSIONS (2015), *available at* http://www.airquality.org/ceqa/cequguideupdate/Ch3Construction-GeneratedCAPsFINAL.pdf.
[60] *See Transportation Air Quality Facts and Figures*, FED. HIGHWAY ADMIN. (Jan. 2006), http://www.fhwa.dot.gov/environment/air_quality/publications/fact_book/page15.cfm.

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15-43. Project construction emissions were quantified and presented in Table 2-23 (Criteria Pollutant Emissions during Construction) of the Recirculated Draft IS/EA and this Environmental Document. Caltrans has not adopted or endorsed SCAQMD significance thresholds; however, as shown in this table, construction emissions from the project are not anticipated to exceed any of the emission references identified.

15-44. Project operations emissions were quantified and presented in Table 2-22 (Summary of CT-EMFAC2014-Modeled Operational Emissions) of the Recirculated Draft IS/EA and this Environmental Document. Caltrans has not adopted or endorsed SCAQMD significance thresholds; however, as shown in this table, operations-period emissions would not exceed SCAQMD significance criteria. Also note that project GHG emissions calculated using revised traffic data (revised in response to comments received on the Original Draft IS/EA) and EMFAC2014 emissions factors, and presented in Table 2-36 (Traffic Data and Emissions Estimates) of this Environmental Document demonstrate that GHG emissions would be reduced under the Build Alternative when compared to the No Build Alternative at Opening Year 2020 and Horizon Year 2040.

It is the SCAG TCWG—which includes USEPA, FHWA, Caltrans, and SCAQMD, among other agencies—that concluded that the project is exempt from the requirement to demonstrate transportation conformity per 40 CFR 93.126. Nonetheless, the air quality analyses presented in the Recirculated Draft IS/EA and this Environmental Document demonstrate that the project would not result in localized CO or PM impacts or in regional criteria pollutant impacts under CEQA or NEPA during project construction or operations.

interpreted to require agencies to discuss their methodologies in a way that is "sufficient to enable those who did not have a part in its compilation to understand and consider meaningfully the factors involved." *Izaak Walton League of Am. v. Marsh*, 655 F.2d 346, 369 (D.C. Cir. 1981) (quoting *Envtl. Def. Fund, Inc. v. Corps of Eng'rs*, 492 F.2d 1123, 1136 (5th Cir. 1974)). As the District of Columbia Circuit has explained:

> NEPA clearly contemplates that the public should have an opportunity to challenge the adequacy of environmental impact statements. But without full disclosure the public would not be able to make independent judgments about the agency's action. Moreover, disclosure is necessary if the courts are to review environmental impact statements for compliance with NEPA.

Id. at 370 (citation omitted).

Similarly, CEQA condemns an agency's failure to include important information on analysis and methodology by only including such information in appendices. *San Joaquin Raptor Rescue Ctr. v. Cty. of Merced*, 57 Cal. Rptr. 3d 663, 675 (Cal. Ct. App. 2007). As the California Supreme Court has held information in a CEQA analysis "must not only be sufficient in quantity, it must be presented in a manner calculated to adequately inform the public and decision makers, who may not be previously familiar with the details of the project." *Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova* (2007) 40 Cal. 4th 412, 442. Information and analysis "buried in an appendix is not a substitute for a good faith reasoned analysis." *Id.* (citations omitted).

15-45 In the present case, the IS/EA fails to adequately disclose how Caltrans applied their methodology for traffic and air quality projections for the SR-60 road widening project in a way that is sufficient for the public and decision makers to understand how they arrived at their specific projections of traffic volumes through the lifetime of the Project. The IS/EA uses inconsistent projections, fails to account for increases in traffic resulting for the Project, and fails to include the disclosure or analysis of those projections in the IS/EA or supporting appendices. For example, the IS/EA makes repeated references to the Air Quality Report to support its assertions that the Project will not be result in significant impacts to Air Quality and to support the traffic and air quality analysis methodology. Recirculated IS/EA 2-155, 2-158, 2-162, 2-165, 2-166, 2-168, 2-169, 2-171, 2-172, 2-176, 2-177, 2-313, 2-314. Similarly, Caltrans references the Methodology Memorandum for the State Route 60 Truck Lanes Project, Methodology Memorandum for the Traffic Data Information Memorandum, and Operational Analysis for Truck Lane Memorandum to support traffic projections and growth. Recirculated IS/EA e.g. 2-7, 2-54. Unfortunately, Caltrans failed to provide any of the Technical Studies listed in Appendix F to the public in the documents circulated on CD or on their website. These omissions run contrary to NEPA and CEQA. At a minimum Caltrans must provide those documents to the public and decision makers with an additional 30 day comment period to address whether those 30 technical actually support the environmental review stated in the IS/EA.

15-46

III. Conclusion

15-2 cont. The Recirculated IS/EA's deficiencies require the preparation of an EIR/EIS. The

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15-45. Section 2.1.6 of the Recirculated Draft IS/EA includes a methodology discussion that is a summary of the methodology discussion that was presented in the Methodology Memorandum for the Traffic Data Information. The Methodology Memorandum was one of several technical studies that were made available for public review at the locations discussed in response to Comment 15-46 below. A summary of the methodology is provided below.

Referencing the most current complete calendar year available in conjunction with the request for traffic analysis, calendar year 2013, Caltrans' Branch of Traffic Forecasting and Analysis utilized Caltrans' Traffic Operations Census Program to develop traffic data for SR-60 for 2013, established as the baseline year for the traffic analysis for this project. Existing traffic data for state highways are captured from published traffic counts on Caltrans' Office of Traffic Operations, Traffic Census web page.[4] After collecting existing traffic data, a forecast of future traffic volumes was conducted. There are many ways to predict future growth, from calculating a yearly growth rate to running complex regional models. For the Inland Empire, including Riverside County, the horizon year is linked to the regional model. The year 2035 is the current forecast year based on the SCAG Regional Travel Demand Model.[5] The RIVTAM (Riverside County Traffic Analysis Model) is built out of the SCAG model.[6] The traffic data for 2020 are calculated using the compound growth method. For traffic data beyond the 2035 model year, the growth rate for the local area is determined and a straight line growth rate of 1.40 percent[7] for unincorporated Riverside County was used to

4 California Department of Transportation. 2015. Traffic Operations, Traffic Census. Available: http://traffic-counts.dot.ca.gov/.

5 Southern California Association of Governments. 2015. Modeling & Forecasting website: http://scag.ca.gov/DataAndTools/Pages/DataTools/Modeling.aspx.

6 Riverside County Transportation Department. 2015. Riverside County Traffic Analysis Model.

7 Southern California Association of Governments. 2008. Regional Transportation Plan. Combined average growth rates (population, households, employment). Available: http://rtpscs.scag.ca.gov/Pages/2008-RTP.aspx.

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15-45. cont. calculate traffic from 2035 to 2058. The 2040 horizon year data for the project was calculated on this basis.

Traffic operations analyses were conducted for the study area under the following scenarios:

- Existing (2013) Conditions
- Opening Year (2020) No Build
- Opening Year (2020) Build
- Horizon Year (2040) No Build
- Horizon Year (2040) Build

This methodology is consistent with current standards for the preparation of traffic studies.

Emissions of ROG, NOX, CO, PM10, and PM2.5 for existing (2013), opening-year (2020), and horizon-year (2040) conditions were evaluated through modeling conducted using the Caltrans CT-EMFAC2014 model and traffic data provided by Caltrans. The CT-EMFAC2014 modeling output sheets are provided in the April 2016 Updated Air Quality Report that has been prepared for this project and is part of this project's administrative record. The CT-EMFAC2014 modeling output sheets provided in the Updated Air Quality Report contain all inputs used to estimate project criteria pollutant and GHG emissions. These inputs include evaluation year (since emissions factors vary by year), VMT by travel speed (since emissions factors also vary by travel speed), and EMFAC2014 emissions factors used for the Build Alternative and No Build Alternative for the 2013 Existing Condition, 2020 Opening Year Condition, and 2040 Horizon Year Condition.

15-46. In addition to the Recirculated Draft IS/EA, the following technical studies were made available at the Caltrans, District 8 Office, Riverside County Transportation Commission Office,

	Response to Comment 15 (Continued) **15-46. cont.** Beaumont Library, and Moreno Valley Library during the public review period from October 30, 2015 to December 2, 2015: Air Quality Report, Location Hydraulic Study, Natural Environmental Study, Bat Habitat Survey Report, Methodology Memorandum for the Traffic Data Information Memorandum, Noise Study Report, Paleontological Identification Report/Paleontological Evaluation Report, Summary Floodplain Evaluation Report, Updated Initial Site Assessment Checklist, Visual Impact Assessment, Water Quality Assessment Report, Redacted Historic Property Survey Report, and Supplemental Historic Property Survey Report.

15-2 cont.

impacts to the environment, including to climate change, air quality, traffic, water quality, and biological resources, easily meet the standards triggering EIR/EIS preparation. Caltrans cannot argue that the Project will have "no significant impact" on the environment, 40 C.F.R. section 1501.4, or that "there is no substantial evidence in light of the whole record before the public agency that the project . . . may have a significant effect on the environment," Cal. Pub. Res. Code section 21064.5, or even "a fair argument that a project may have a significant effect on the environment," Guidelines section 15064(f)(1), without concealing the true impacts of the project. Before moving forward with the SR-60 Truck Lanes Project, Caltrans must prepare an EIR/EIS to fully disclose, evaluate, and mitigate the Project's environmental impacts.

Thank you for your attention to these comments. We look forward to working to assure that the Project conforms to the federal and state requirements governing environmental review and that the impacts are adequately analyzed and mitigated or avoided. Should you have any questions feel free to contact Jonathan Evans at the contact information listed above.

Sincerely,

Jonathan Evans

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Amanda Prasuhn

Amanda Prasuhn, Legal Fellow

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Comment 18: Friends of Northern San Jacinto Valley

Letter 18

Friends of the Northern San Jacinto Valley
Post Office Box 4036
Idyllwild, California 92549
www.northfriends.org

December 2, 2015

James Shankel, Senior Environmental Planner
California Department of Transportation
464 W. Fourth St., 6th Floor, Mail Station 827
San Bernardino, California 92401-1400

Email: Climbinglanes@dot.ca.gov

RE: State Route 60 Truck Lanes Project [Recirculated] Initial Study/Mitigated Negative Declaration (CEQA) / Environmental Assessment (NEPA)

Dear Mr. Shankel:

The Friends of the Northern San Jacinto Valley (Friends) participated in the initial public review of the original June 2014 Mitigated Negative Declaration / Environmental Assessment – FONSI. (July 16, 2014 Comment letter – Center for Biological Diversity et. al.). We are now providing our objections to the California Department of Transportation (Caltrans) mistaken reliance on a Mitigated Negative Declaration (MND) and Environmental Assessment (EA) as vehicles to avoid the required analysis and consideration of impacts to Biological Resources in a CEQA Environmental Impact Report (EIR) / NEPA Environmental Impact Statement (EIS). 18-1

The proposed MND/EA indicates numerous endangered, threatened, or MSHCP covered species [Stephen's kangaroo rat, Coastal California gnatcatcher, Least Bell's vireo, etc.] will be adversely affected by project implementation and subject to incidental "take". Because these species are reportedly afforded full coverage under the MSHCP and because the project is consistent with the MSHCP, the MND/EA claims potential direct and indirect impacts are less than significant under CEQA and not substantial under NEPA. This faulty analysis is in error. The Western Riverside County MSHCP was established pursuant to the State Natural Community Conservation Planning Act (NCCP Act - Fish and Game Code § 2800 – 2835). The State NCCP Act does not exempt a project in a Natural Community Conservation Planning area from CEQA or alters or affects the applicability of CEQA (Fish and Game Code § 2826). Project compliance/consistency with the MSHCP, or the mere inclusion of a MSHCP Determination of Biologically Equivalent or Superior Preservation (DBESP) in the environmental document is not CEQA compliance. 18-2

1

Response to Comment 18

18-1. Under CEQA, an EIR must be prepared when there is substantial evidence supporting a fair argument that a project will result in a significant impact on the environment. When there is substantial evidence to indicate that a project may have a significant effect on the environment, CEQA Section 15063(c)(2) allows the project to be modified to include avoidance, minimization, and mitigation measures to lessen impacts to a point where no significant effect on the environment would occur and an MND may be prepared in lieu of an EIR. Under NEPA, if at any point in the process of preparing an EA it is discovered that the project would result in significant impacts, an EIS must be prepared. If, after completing the EA, it is evident that there are no significant impacts associated with the project, a FONSI may be prepared. The project would not result in any significant effects on the environment with implementation of the avoidance, minimization, and/or mitigation measures that have been included. The avoidance, minimization, and mitigation measures to be implemented as part of the project can be found in the Environmental Commitments Record that is included in Appendix C of the IS/EA. Because the project would not result in any significant effects on the environment following implementation of the identified avoidance, minimization, and mitigation measures, the preparation of an EIR/EIS is not warranted under CEQA or NEPA.

18-2. All measures in the IS/EA have been reviewed to ensure that all impacts on resources are less than significant under CEQA and not substantial under NEPA. Avoidance, minimization, and mitigation measures proposed are those considered necessary to ensure that impacts are fully addressed, while mitigation measures are included to ensure that impacts would not be significant. This project is a covered activity under the Western Riverside County MSHCP, and a CEQA/NEPA

18-3 Caltrans letter of March 26, 2015 (EA: page 3-22) requested a Formal Section 7 Consultation with the U.S. Fish and Wildlife Service (USFWS) under the Federal Endangered Species Act of 1973 (16 U.S.C. 1531 et seq.). In addition, the EA (Wet-5b) notes final measures under the federal Clean Water Act (CWA) Section 401 and 404 will be determined during the aquatic permit process. The project involvement with the CWA also requires a USFWS Section 7 Consultation with the U.S. Army Corps of Engineers. Apparently the USFWS has not prepared a Formal Section 7 Consultation for this project. More importantly, the NEPA Environmental Assessment (EA) does not include or consider a Section 7 Consultation from the USFWS. Thus far, the environmental review process has not been correctly coordinated and the EA analysis has been less than comprehensive. This warrants the preparation of a NEPA Environmental Impact Statement (EIS).

18-4 Please advise the Friends of the availability of any subsequent CEQA/NEPA documents and any public hearings for this project. Thank you for the opportunity to participate in the environmental review of this important project.

Sincerely,

Tom Paulek
FNSJV, Conservation Chair
(951) 368-4525
atpaul44@earthlink.net

Susan Nash
FNSJV, President
(909) 228-6710
snash22@earthlink.net

Response to Comment 18 (Continued)

18.2. cont. analysis of all impacts and conservation measures has been conducted. All measures required under the MSHCP have been included in the IS/EA.

Moreover, additional measures have been identified and incorporated to ensure that all impacts on any natural resources will be avoided and minimized to the greatest extent practicable regardless of their MSHCP status.

18-3. Formal Section 7 consultation has been completed, and its conclusions have been incorporated into this IS/EA. Mitigation measure WET-5 has been updated to address this comment. The Formal Section 7 coordination process is documented in Section 3.1.3 of this IS/EA.

18-4. The commenter is on the Interest List for this project and will be updated as requested.

Comment 19: Johnson & Sedlack, Attorney at Law

Letter 19

Johnson & Sedlack
ATTORNEYS at LAW

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VIA U.S. MAIL AND E-MAIL

December 2, 2015

James Shankel, Senior Enviornmental Planner
California Department of Transportation
464 West 4th Street, 6th Floor, MS 827
San Bernardino, CA 92401
Email: climbinglane@dot.ca.gov

Re: State Route 60 Truck Lanes Project; Recirculated Initial Study with Proposed Mitigated Negative Declaration/ Environmental Assessment

To Caltrans:

The following comments are submitted on behalf of local residents regarding the State Route 60 Trucks Lanes Project and Recirculated MND/EA. The comment period for this project closes December 2, 2015. This firm previously submitted comments on this Project and the proposed adoption of a MND, and incorporates those comments by reference.

19-1 The California Environmental Quality Act (CEQA) (Public Resources Code § 21000 et seq.) requires the preparation of an Environmental Impact Report (EIR) for this Project. (State CEQA Guidelines §§ 15064 (a)(1), (d), (f)(1).) We further observe that significant impacts exist, thus further environmental review pursuant to the National Environmental Quality Act (NEPA) is justified.

Growth-Inducement

19-2 An EIR is required because the Project has the potential to remove obstacles to the growth leading to, among other things, the expansion of warehouse and industrial-type projects in or around the cities of Beaumont and Banning.

19-3 Currently, there are numerous large and "mega" industrial warehouses under construction or proposed for development in the City of Moreno Valley. Beaumont is looking to be the "next wave" of this industrial development. (http://www.recordgazette.net/business/industrial-revolution-occurring-in-beaumont/article_a85e5192-dfc7-516b-b744-773ca6864ea8.html)[1] The

[1] This hyperlink and all hyperlinks referenced in this letter, and their contents, are fully incorporated herein by reference.

Response to Comment 19

19-1. The project would not result in any significant effects on the environment following implementation of the identified avoidance, minimization, and mitigation measures, therefore the preparation of an EIR/EIS is not warranted under CEQA and NEPA, respectively.

As indicated in multiple locations within the Recirculated Draft IS/EA), the document was being recirculated as a result of comments received during the circulation and public review of the Original IS/EA and at the public hearing held on July 31, 2014. If the public, government agencies, or other interested parties still had concerns in relation to the Recirculated Draft IS/EA, a new comment articulating those concerns needed to be submitted during the comment period for the Recirculated Draft IS/EA. Since the commenter does not clearly indicate what part(s) of the Recirculated Draft IS/EA does not adequately address previously comments on the Original Draft IS/EA, no further response to the incorporated comments is possible.

19-2. As discussed in Section 2.1.2.3 of the Recirculated Draft IS/EA, the project will not remove an obstacle to growth in the area. Although considerable growth is reasonably foreseeable, it will occur independent of the project and, therefore, is not a consequence of the project. A prime example of this is the City of Moreno Valley's adoption of an initiative that approves the World Logistics Center Project. This comment does not provide evidence supporting the claim that the project will remove an obstacle to growth. Therefore, no further response is possible.

19-3. While it is true that there is substantial goods movement development in Moreno Valley, Beaumont, and throughout the Inland Empire, trucks using SR-60 would experience the same

December 2, 2015
Page 2

19-3 cont. Initial Study/EA asserts that industrial uses will expand in the Inland Empire regardless of the Project. However, the Project itself has the potential for growth-inducement in that it will facilitate truck access to outlying areas of the Inland Empire.

"With narrow exceptions, CEQA requires an EIR whenever a public agency proposes to approve or to carry out a project that may have a significant effect on the environment." *Laurel Heights Improvement Ass'n v. Regents of Univ. of Cal.* (1988) 47 Cal.3d 376, 390). Significant effects may include growth-inducing impacts to mean the potential to "foster economic *or* population growth, *or* the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth … It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment." State CEQA Guidelines, §§ 15126.6 (d), 15126.2 (d).

One real estate professional was recently quoted as saying that industrial "[d]evelopment is strong along portions of the 60 Freeway, but warehouse operators prefer the 10 Freeway corridor *because of the traffic flow*." (http://www.sbsun.com/business/20150606/2015-a-big-year-for-warehouse-development-in-the-inland-empire) The proposed changes to SR-60 will enable greater truck traffic and more efficient truck flow, which could lead to the growth of areas such as Beaumont, the terminus of SR-60. Also, it is evident that warehouse operators relocate to the Inland Empire to enhance operations. *Id.* This invariably results in new population to the area.

19-4

19-5 Despite the fact that growth is generally occurring in the Inland Empire particularly the city of Moreno Valley (http://www.moval.org/do_biz/new-development.shtml), it is not a foregone conclusion that the Project does not induce further growth. The evidence strongly suggests that growth in areas such as Beaumont and Banning will be *facilitiated* by the proposed changes to SR-60.

Transportation

19-6 An EIR must be prepared where the Initial Study evidences significant traffic impacts. The Initial Study indicates that traffic levels will operate at unacceptable levels particularly in future year scenarios (LOS F and D). This is a significant impact under CEQA. An EIR must be prepared to address this impact particularly where no mitigation is proposed for operational traffic impacts. (State CEQA Guidelines § 15064 (f)(2).)

19-5 cont. Moreover, conclusions that growth is not influenced by the Project but rather by independent land use decisions is not accurate. The existence of the Project facilitates future development by providing improvements to transportation infrastructure, and indeed a *dedicated* truck lane makes SR-60 more attractive to land developers as well as for goods movement.

Climate Change

19-7 The conclusions of the Initial Study regarding climate change impacts are not supported, and mitigation/minimization measures are illusory, permissive or not based on enforceable standards.

Response to Comment 19 (Continued)

19-3. cont. traffic conditions at the western end of the project as they would on the eastern end of the project; the same number of vehicles would enter on the east end and exit on the west end regardless of if the project is constructed. Accordingly, additional truck traffic would not be accommodated as a result of the project; only safety and operations within the project area would improve.

19-4. While it is true that better truck flow is attractive to freight movement operators, the project would not improve truck flow along the corridor as a whole. Trucks using the project facility would not experience any better traffic operations beyond Jack Rabbit Trail, as the existing lane configurations would be retained beyond this point. Traffic already using SR-60 would experience improved operations and safety for a single leg of the facility, but existing traffic operations would prevail beyond the project limits. As described in Section 2.1.1, with or without the project, the same traffic (truck and passenger vehicles) volumes would be present in opening and future years. The project would not enable greater traffic or more efficient truck flow along the corridor as a whole.

19-5. There is no evidence to suggest that the project would induce growth, and the commenter does not provide any. Accordingly, no response is possible.

19-6. The Recirculated Draft IS/EA does disclose a level of service (LOS) F and E (No Build Alternative) and LOS D and F (Build Alternative) in both the eastbound and westbound directions of SR-60 in the Future Year 2040 scenario. However, the project would improve LOS in the future year scenario from LOS E to LOS D in the AM peak hour for the westbound direction and from LOS E to LOS D in the PM peak hour for the eastbound direction. Unacceptable traffic conditions as defined by LOS are not significant impacts in and of themselves because CEQA requires an analysis of the project's effects on said

Response to Comment 19 (Continued)

19-6. cont. conditions. In absence of the project, the future year traffic conditions would in fact be LOS F during AM and PM peak hours; however, with the project, LOS would improve slightly, not deteriorate. As stated in Section 1.2, *Purpose and Need* of this Environmental Document, the primary purpose of the project is to improve operational performance and safety and to improve traffic flow on the regional transportation system. The project does improve performance over the No Build condition as it reduces the eastbound PM peak hour and westbound AM peak hour LOS from E to D. Furthermore, it reduces traffic density in all cases under the Build condition when compared to the No Build condition. This reduction in density and the relocation of oversized vehicles from the mixed-flow lanes to the truck climbing lanes is expected to improve safety along the corridor. Therefore, the project would meet the purpose of the project, which is improving operational performance and safety. Accordingly, the project would have a beneficial impact on traffic operations. Therefore, impacts related to traffic would be less than significant under CEQA and an EIR is not required.

19-7. The GHG analysis is based on modeled emissions. See Table 2-36 (Traffic Data and Emissions Estimates) for project GHG emissions. Although no significance finding was made, it is important to note that the project will reduce emissions and the project is listed in and consistent with SCAG's RTP/SCS, which is the regional plan to reduce GHG emissions. The comment does not raise any specific concerns regarding the analysis and provides no evidence suggesting the project would result in a significant impact. Accordingly, no further response is possible.

December 2, 2015
Page 3

Biological Mitigation

19-8 Mitigation Measure T&E-1 is inadequate. There is no guidance on what measures or steps shall be taken in the event that the pre-construction survey reveals the presence of sensitive species. Shall construction be halted? Shall avoidance measures be employed?

Conclusion

Thank you for your consideration of these comments.

Sincerely,

Raymond Johnson, Esq., AICP, LEED GA
JOHNSON & SEDLACK

Response to Comment 19 (Continued)

19-8. Section 2.3.5 of the IS/EA references previously listed measures from preceding sections and indicates those measures, which include bird protection procedures, that would be implemented. Measure T&E-1 has been updated to clarify that if any nesting LBV are found during focused surveys, Measure AS-2(b) will be implemented to ensure complete avoidance of any nesting individuals.

Comment 20: Santa Ana Regional Water Quality Control Board

Letter 20

CALIFORNIA Water Boards

EDMUND G. BROWN JR. GOVERNOR

MATTHEW RODRIQUEZ SECRETARY FOR ENVIRONMENTAL PROTECTION

Santa Ana Regional Water Quality Control Board

December 2, 2015

Mr. James Shankel, at climbinglane@dot.ca.gov
California Department of Transportation District 8
464 W. 4th Street, 11th Floor, MS 827
San Bernardino, CA 92401-1400

RECIRCULATED INITIAL STUDY WITH PROPOSED MITIGATED NEGATIVE DECLARATION/ ENVIRONMENTAL ASSESSMENT, CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) -- STATE ROUTE 60 TRUCK LANES PROJECT, SR-60 IN UNINCORPORATED CENTRAL RIVERSIDE COUNTY, SCH# 2014061054

Dear Mr. Shankel:

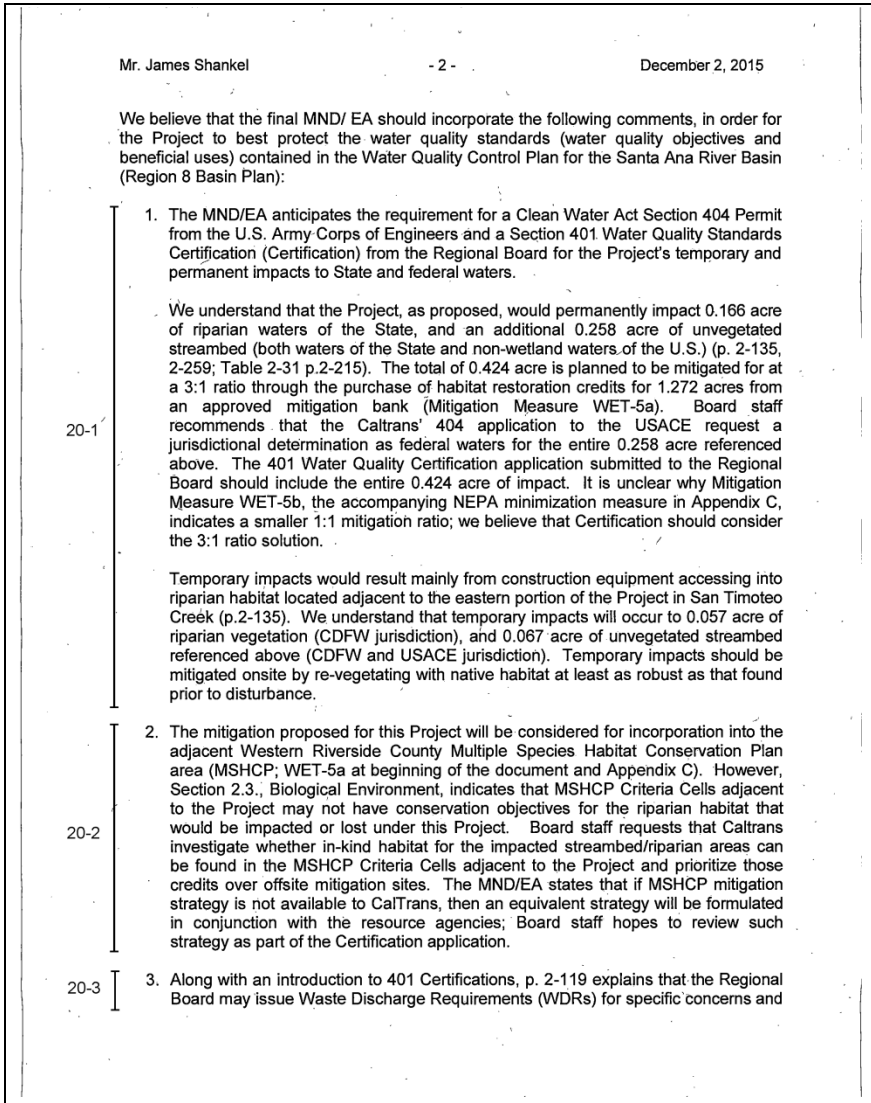
Regional Board staff has reviewed the Recirculated Initial Study/Mitigated Negative Declaration/ Environmental Assessment (MND/EA) for the State Route 60 (SR-60) Truck Lanes Project (Project). The Project is a proposed widening of the four-lane SR-60 to better accommodate commercial truck traffic, along the 4.51-mile segment that crosses the unincorporated, rugged "Badlands" area of central Riverside County.

The California Department of Transportation (Caltrans) is Lead Agency for the Project under both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). In cooperation with Caltrans, the Riverside County Transportation Commission (RCTC) proposes to construct a third 12-foot lane, dedicated for trucks, on each side of the current roadbed. These additional lanes will serve, respectively, as an eastbound ascending lane and a westbound descending lane between Post Mile 22.10 (at Gilman Springs Road, Moreno Valley area) and Post Mile 26.61 (1.37 miles west of Jack Rabbit Trail near the San Timoteo Wash, Beaumont area). The additional width of the lanes, as well as extensions of 10-foot "inside shoulders" from the central guard rail and 12-foot "outside shoulders" from the current roadsides, would widen SR-60, but may also adversely impact several existing ravines and drainages (Figures 2-17, 2-18; 34 culverts noted on p.2-139).

New wildlife crossings (two large box culverts and six smaller ones) are proposed to supplement the existing culverts that serve as wildlife movement corridors. Further, construction site Best Management Practices (BMPs, p.2-118; Mitigation Measure WQ-1) will be deployed under both the State Water Resources Control Board's "General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities" (Order No. 2012-0006-DWQ, NPDES No. CAS000002) and the "Caltrans MS4 Stormwater Permit" (Order No. 2012-0011-DWQ, NPDES Permit No. CAS000003), in order to maintain ambient water quality, maximize infiltration, prevent erosion, and reduce pollutants in stormwater discharges from the planned increase of total impervious and disturbed area (64 acres).

WILLIAM RUH, CHAIR | KURT V. BERCHTOLD, EXECUTIVE OFFICER
3737 Main St., Suite 500, Riverside, CA 92501 | www.waterboards.ca.gov/santaana

RECYCLED PAPER



Mr. James Shankel - 2 - December 2, 2015

We believe that the final MND/ EA should incorporate the following comments, in order for the Project to best protect the water quality standards (water quality objectives and beneficial uses) contained in the Water Quality Control Plan for the Santa Ana River Basin (Region 8 Basin Plan):

1. The MND/EA anticipates the requirement for a Clean Water Act Section 404 Permit from the U.S. Army Corps of Engineers and a Section 401 Water Quality Standards Certification (Certification) from the Regional Board for the Project's temporary and permanent impacts to State and federal waters.

   We understand that the Project, as proposed, would permanently impact 0.166 acre of riparian waters of the State, and an additional 0.258 acre of unvegetated streambed (both waters of the State and non-wetland waters of the U.S.) (p. 2-135, 2-259; Table 2-31 p.2-215). The total of 0.424 acre is planned to be mitigated for at a 3:1 ratio through the purchase of habitat restoration credits for 1.272 acres from an approved mitigation bank (Mitigation Measure WET-5a). Board staff recommends that the Caltrans' 404 application to the USACE request a jurisdictional determination as federal waters for the entire 0.258 acre referenced above. The 401 Water Quality Certification application submitted to the Regional Board should include the entire 0.424 acre of impact. It is unclear why Mitigation Measure WET-5b, the accompanying NEPA minimization measure in Appendix C, indicates a smaller 1:1 mitigation ratio; we believe that Certification should consider the 3:1 ratio solution. 20-1

   Temporary impacts would result mainly from construction equipment accessing into riparian habitat located adjacent to the eastern portion of the Project in San Timoteo Creek (p.2-135). We understand that temporary impacts will occur to 0.057 acre of riparian vegetation (CDFW jurisdiction), and 0.067 acre of unvegetated streambed referenced above (CDFW and USACE jurisdiction). Temporary impacts should be mitigated onsite by re-vegetating with native habitat at least as robust as that found prior to disturbance.

2. The mitigation proposed for this Project will be considered for incorporation into the adjacent Western Riverside County Multiple Species Habitat Conservation Plan area (MSHCP; WET-5a at beginning of the document and Appendix C). However, Section 2.3., Biological Environment, indicates that MSHCP Criteria Cells adjacent to the Project may not have conservation objectives for the riparian habitat that would be impacted or lost under this Project. Board staff requests that Caltrans investigate whether in-kind habitat for the impacted streambed/riparian areas can be found in the MSHCP Criteria Cells adjacent to the Project and prioritize those credits over offsite mitigation sites. The MND/EA states that if MSHCP mitigation strategy is not available to CalTrans, then an equivalent strategy will be formulated in conjunction with the resource agencies; Board staff hopes to review such strategy as part of the Certification application. 20-2

3. Along with an introduction to 401 Certifications, p. 2-119 explains that the Regional Board may issue Waste Discharge Requirements (WDRs) for specific concerns and 20-3

Response to Comment 20

20-1. Regarding the 0.424 acres of "CDFW Riparian" impacts that the RWQCB is requesting be included in the 401 Certification application, Caltrans will ensure that all impacts on riparian habitat are mitigated through the CDFW Streambed Alternation Agreement process and will ensure that all appropriate agencies with jurisdiction over riparian habitat are coordinated with appropriately. A preliminary jurisdictional determination report was submitted to the USACE.

Mitigation Measure WET-5b has been removed from the IS/EA and consolidated with WET-5a (now WET-5) because acquisition of permits is not mitigation. Mitigation of permanent impacts at a minimum 3:1 ratio will offset direct impacts on jurisdictional waters.

Clarification has been added to WET-5 that describes how and where temporary impacts would be restored on site. This includes development of a Habitat Mitigation Monitoring Plan (HMMP) that will have to be approved by the permitting agencies and will describe the restoration/revegetation plan and practices, the native plant palette that will be used, success criteria, and adaptive management measure to ensure success of the HMMP.

20-2. Mitigation credits would be purchased from Riverside-Corona Resource Conservation District (RCRCD) with a priority of purchasing credits from adjacent Criteria Cells, if they are available. If they are no longer available, credits will be purchased from the Multi-Species Habitat Conservation Plan (MSHCP) area or equivalent strategy. The mitigation strategy will be available to the Board for review prior to the discharge of fill to, or the dredging or excavation of material from, waters of the state.

20-3. The additional clarification has been added to the introduction for Clean Water Act (CWA) Section 401 Certification. However, it should be noted that all of the state jurisdictional waters for this project are also federally jurisdictional.

Mr. James Shankel - 3 - December 2, 2015

20-3 cont.

actions addressing temporary and permanent discharges of a project. Board staff request that this page also state that WDRs generally address those impacts to water bodies that have no federal jurisdiction ("non-jurisdictional waters"), i.e., waters with State jurisdiction.

If you have any questions, please contact Glenn Robertson at (951) 782-3259, or grobertson@waterboards.ca.gov, or me at (951) 782-4468, or wanda.cross@waterboards.ca.gov

Sincerely,

Glenn Robertson, for

Wanda Cross, Chief
Regional Planning Programs Section

cc: State Clearinghouse
California Department of Fish and Game, Ontario -- Jeff Brandt

X:Groberts on Magnolia/Data/CEQA/CEQA Responses/RiversideCounty/Mit Neg Dec -- CalTrans SR60 Truck Lanes Project --Gilman Springs Rd.docx

Comment 21: Kinder Morgan

Letter 21

KINDER MORGAN SFPP, L.P.

December 14, 2015

ENG 4-2-1 (930)
Reference #15-968

James Shankel
Senior Environmental Planner
California Department of Transportation
6th Floor, Mail Station 827
464 West Fourth Street
San Bernardino CA 92401-1400

Re: State Route (SR-60) Truck Lanes Project
EA: 08-0N69U0 PN: 0812000307

Dear Mr. Shankel:

This is response to the Announcement of Public Hearing received November 2, 2015, concerning a Notice of Intent to Adopt a Mitigated Negative Declaration Notice of Availability of Recirculated Initial Study/Environmental Assessment concerning the referenced project in Riverside County, California.

21-1 Based on the information provided, Kinder Morgan has no facilities within the specified project area and therefore has no conflict with the proposed project.

Please refer to our **File Reference Number 15-968** in any future communications concerning this project.

In the event the project scope changes, please resubmit your request.

Sincerely,

Karly Payne
Administrative Assistant
Pipeline Engineering Department

T: Quinn\letters\421-(930)\15-968

Enclosures

cc: ICF International
1 Ada, Suite 100
Irvine CA 92618

1100 Town & County Road * Orange, California 92868 * Phone: (714) 560-4400 * Fax: (714) 560-4601

Response to Comment 21

21-1. It is noted that Kinder Morgan has no facilities within the project area and has no conflict with the project. Future communications sent to Kinder Morgan regarding this project will refer to File Reference Number 15-968.

Caltrans

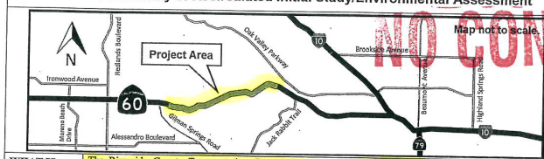
FIRST PUBLIC NOTICE

Announcement of Public Hearing

State Route 60 (SR-60) Truck Lanes Project

RCTC
Riverside County Transportation Commission

Notice of Intent to Adopt a Mitigated Negative Declaration
Notice of Availability of Recirculated Initial Study/Environmental Assessment



NO CONFLICT

WHAT IS BEING PLANNED?

The Riverside County Transportation Commission (RCTC), in cooperation with the California Department of Transportation (Caltrans), proposes to construct an eastbound truck climbing lane and a westbound truck descending lane, along with inside and outside standard shoulders in both directions on State Route 60 (SR-60) in Riverside County between Gilman Springs Road, Post Mile (PM) 22.10 and PM 26.61, approximately 1.37 miles west of the Jack Rabbit Trail intersection. The total length of the proposed project is 4.51 miles.

Based on interagency coordination through the Southern California Association of Government's Transportation Conformity Working Group, this project was determined to be exempt from conformity analysis requirements per 40 CFR 93.126. The project, overall, fits into the project category "truck-climbing lanes outside the urbanized area." The project comes from a conforming Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP).

WHY THIS AD?

Caltrans has studied the effects this project may have on the environment. The studies show it will not significantly affect the quality of the environment. The report that explains why is called an Initial Study/Environmental Assessment (IS/EA). This notice is to tell you of the preparation of the Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment and of its availability for you to read.

Changes have been made to the Original *Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment* (Original IS/EA) since the public circulation of the Original IS/EA from June 16 to August 11, 2014. Public and agency comments received during the circulation and public review of the Original IS/EA, and at the public hearing held on July 31, 2014, resulted in refinements that have been incorporated into this IS/EA, which is being identified as the Recirculated IS/EA.

An open house style public hearing is being held to provide an opportunity to ask questions of Project Team members regarding design features, the tentative schedule for the proposed project, including when potential acquisition of right of way may occur and when the project will be constructed. In addition, this notice is to advise of the availability of, and opportunity to comment on, the Recirculated IS/EA prepared for the project.

WHAT'S AVAILABLE?

Maps for the Proposed Mitigated Negative Declaration and Recirculated IS/EA and other project information are available for review and copying at the Riverside County Transportation Commission office, 4080 Lemon Street, 3rd Floor, Riverside, CA 92501 on weekdays from 8 a.m. to 4:30 p.m. and at the Caltrans District 8 Office, 464 West Fourth Street, San Bernardino, California 92401 on weekdays from 8 a.m. to 4 p.m. It is also possible to view and download an electronic copy of the Recirculated IS/EA by visiting: http://www.dot.ca.gov/dist8/Project-SR-60-Truck-Climbing.html.

Additionally, copies of the Proposed Mitigated Negative Declaration and Recirculated IS/EA and other project information can be reviewed and copied at the Moreno Valley Public Library, located at 25480 Alessandro Blvd. in Moreno Valley, CA 92553, (posted hours of operation for the Moreno Valley Library as of October 1, 2015: Monday - Thursday, 9 a.m. - 8 p.m.; Friday, 9 a.m. - 6 p.m.; Saturday, 9 a.m. - 5 p.m.; and Sunday, 12 p.m. to 5 p.m.)

Copies of the Proposed Mitigated Negative Declaration and Recirculated IS/EA and other project information also can be reviewed and copied at the Beaumont Library District, 125 East Eighth Street, Beaumont, CA 92223, (posted hours of operation for the Beaumont Library District as of October 1, 2015: Monday, Friday and Saturday, 10 a.m. to 6 p.m.; Tuesday and Thursday, 10 a.m. - 8 p.m.; and Sunday, 1 p.m. - 6 p.m.; this library is closed on Wednesdays).

WHERE YOU COME IN

Do you have any comments about processing the project with a Mitigated Negative Declaration and Recirculated IS/EA? Do you disagree with the findings of our study as set forth in the Proposed Mitigated Negative Declaration? Would you care to make any other comments on the project? If you cannot attend the public hearing, your written comments regarding the project are still welcome. Please submit your comments in writing no later than **Wednesday, December 2, 2015**, to:

James Shankel, Senior Environmental Planner
California Department of Transportation
464 W. Fourth St., 6th Floor, Mail Station 827
San Bernardino, CA 92401-1400
or via e-mail to: Climbinglane@dot.ca.gov
Please include "SR-60 Truck Lanes" in the subject line.

The date we will begin accepting comments is October 30, 2015. Comments regarding the Mitigated Negative Declaration and Recirculated IS/EA also may be submitted in person at the public hearing on November 18, 2015. If there are no major comments, RCTC, in cooperation with Caltrans, will proceed with the project's design.

WHEN AND WHERE

The public hearing will be on **Wednesday, November 18, 2015 from 6 p.m. to 8 p.m. at Sunnymead Elementary School, 24050 Dracaea Avenue, Moreno Valley, CA 92553.**

Individuals who require special accommodation (American Sign Language interpreter, accessible seating, documentation in alternate formats, etc.) are requested to contact the District 8 Public Affairs Office at (909) 383-4631 at least 7 days prior to the scheduled hearing date. TDD users may contact the California Relay Service TDD line at 711 or District 8 TTY (909) 383-6300.

CONTACT

For more information about this study or any transportation matter, call Caltrans at (909) 383-4631. Thank you for your interest in this project.

EA 08-0N69U0 PN 0812000307

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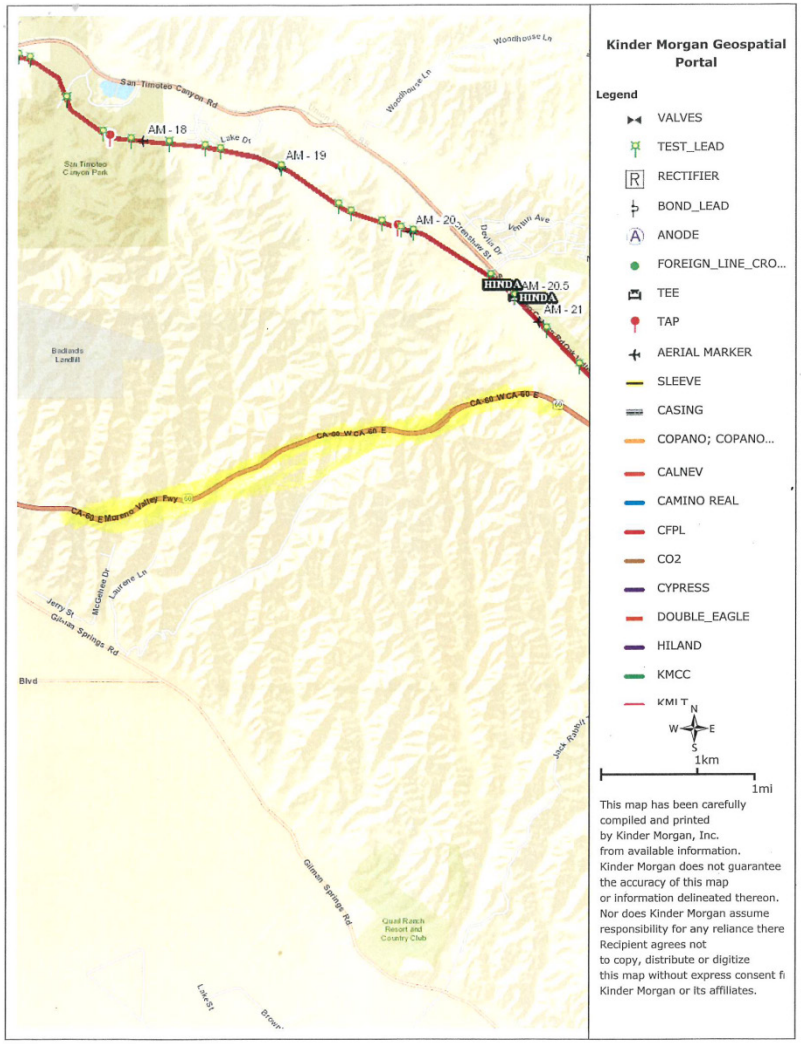
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AM - 18
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HINDA
San Timoteo Canyon Rd
Lake Dr
Dunlap Dr
Badlands Landfill
CA-60 W
CA-60 E
Morrens Valley Fwy
Jerry St
McGehee Dr
Laurene Ln
Gilman Springs Rd
Blvd
Quail Ranch Resort and Country Club
Lake St

Comment 22: City of Moreno Valley Public Works

Letter 22

From: Eric Lewis [mailto:ericle@moval.org]
Sent: Wednesday, December 16, 2015 9:19 AM
To: Shankel, James A@DOT
Subject: SR-60 Truck Climbing Lanes

James - Sorry I have missed the cutoff date for public comments, but I wanted to provide my input for consideration:

22-1 1. Suggestion to add at least 2 emergency access / turnaround points within the project limits. When an incident occurs in the Badlands, it can cause extreme delay to motorists when there are no alternative route available. Even with widened shoulders, incidents can block all lanes and take hours to resolve.

22-2 2. Can Dynamic Message Signs (DMS) be installed on SR-60 to advise of potential incidents within the Badlands. For the same reason as stated above, motorists should be given an opportunity to re-route in advance of an incident that has blocked all lanes / may take hours to resolve.

22-3 3. I don't believe any retaining walls are proposed with the project. However, if there are any retaining walls / structures that are visible to the motoring public, can aesthetic features be incorporated into them? This would reduce the visual impacts of the project, and assist in maintaining the rural area appearance of the area.

Thank you for your consideration.

Eric Lewis
City Traffic Engineer
Public Works
City of Moreno Valley
p: 951.413.3149 | e: ericle@moval.org w: www.moval.org
14177 Frederick St., Moreno Valley, CA 92553

MORENO VALLEY
WHERE DREAMS SOAR

Response to Comment 22

22-1. An opening in the median concrete barrier (Type 60) at post mile (PM) 24.96 is being considered as part of the design of the project to provide a location for turnarounds. This opening would be available for emergency use at all times. In consideration of the comments requesting additional opportunities to turn around in emergency situations, two additional turnaround locations are being added to the project. The first would be midway between the west end of the project and the opening at PM 24.96, and the second would be midway between the opening at PM 24.96 and the east end of the project. These additional turnaround points would not be open, but would be closed using a portable concrete barrier (Type 60K) pinned to the permanent concrete barrier. During emergency situations, the portable concrete barrier (Type 60K) would be removed by Caltrans District 8 maintenance field crew to allow traffic to turn around. The details of the portable concrete barriers will be developed during the Final Design phase of the project.

22-2. A Changeable Message Sign (CMS) sign should be placed one to two miles in advance of a major decision point, specifically an interchange or intersection where a motorist must decide on a route. The CMS sign should be placed upstream of locations where information regarding travel times, delays, and severe weather events occur and should be displayed to allow motorists to make appropriate travel decisions based on the information gained from the message.

Response to Comment 22 (Continued)

22-2. cont. The following proposed and existing CMS signs may serve this purpose for the current project:

- I-10 eastbound w/o Brookside overcrossing to San Timoteo overcrossing (PM R3.6–R5.6) (**Proposed subject to funding)**
- I-10 westbound w/o Pennsylvania Avenue (**Existing)**
- I-215 southbound at MLK (**Existing)**
- I-215 northbound s/o Cactus Avenue (**Existing)**

CMS Location	Nearest Decision Point	Approximate Distance from Nearest Decision Point	Approximate Distance from Project Area
I-10 eastbound w/o Brookside OC to San Timoteo OC (PM R3.6-R5.6) (Proposed subject to funding)	I-10/SR-60 Eastbound Intersection	2.5 mi	5.5 mi
I-10 westbound w/o Pennsylvania Avenue (Existing)	I-10/SR-60 Westbound Intersection	1.5 mi	4 mi
I-215 northbound s/o Cactus Avenue (Existing)	Moreno Valley Interchange (I-215/SR-60)	2.8 mi	12 mi
I-215 southbound at MLK (Existing)	Moreno Valley Interchange (I-215/SR-60)	12 mi	12.5 mi

Source: Changeable Message Sign (CMS) Guidelines – September 2009

22-3. Aesthetic features will be considered for any walls that would be visible to the driving public. As stated in measure AV-1, "where retaining walls are used to stabilize cut/fill slopes, the walls shall be designed to reduce glare, add visual interest, and fit the context of the setting. This will include color or patterns or materials other than concrete."

Comment 23: George Hague

From: George Hague [mailto:gbhague@gmail.com]
Sent: Sunday, March 20, 2016 10:37 PM
To: Radhakrishnan, Raghuram@DOT
Cc: Shankel, James A@DOT; Climbinglane@DOT
Subject: SR-60 Truck Climbing lanes comments concerning Primary Freight Networks

http://dot.ca.gov/hq/tpp/offices/ogm/CFAC/San_Bernardino_031914/Draft_California_Highway_Freight_Network_ver1_mar2014.pdf

Good morning Mr Radhakrishnan,

23-1 Last month I attended The Sustainable Freight Action Plan Workshop in San Bernardino. Those attending were given handouts from the California Department of Transportation--Division of Transportation Planning--Office of Freight Planning--January 2016. They showed the US DOT - Primary Freight Network (PFN) and all of them made it clear that this network did not include all of SR-60. Each of the different charts showed SR-60 through Moreno Valley as one of their choices, but it ended on the east side of the City — as can be seen below and in the link found above. The section for these truck lane was not included. I-10 was a major part of the freight system/goods movement. I could tell those involved with this process really want to make the connection between SR-60 in Moreno Valley and I-10 in Beaumont as part of the primary freight network, but they need this improvement if it is ever going to happen.

Please add the above to my comments on the SR-60 truck climbing lane project which I understand you are still in the process of completing the environmental document.

Thank you,

George Hague

Response to Comment 23

23-1. This comment does not raise any specific concerns regarding adequacy of the Recirculated Draft IS/EA. Accordingly, no further response is required.

For the commenter's information, however, the U.S. DOT Primary Freight Network is part of the National Freight Policy required by the Moving Ahead for Progress in the 21st Century (MAP-21), Public Law 112-141. The U.S. DOT Primary Freight Network provides federal funding incentives for the state and local agencies to make freight related highway improvements on a delineated federal network. It is not a plan designating where a freight system in the state must be developed or where the state and local agencies are planning to make freight related improvements. The Regional Transportation Plan (RTP) determines where freight system improvements will be made.

Chapter 4 List of Preparers

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Chapter 4 List of Preparers

This chapter lists the Caltrans staff and consultant staff who were primarily responsible for the preparation and/or review of this IS/EA and/or supporting technical studies for the State Route 60 Truck Lanes Project.

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Maisoon Afaneh, Lead Environmental Planner, Water Quality Assessment Report

Chapter 5 Distribution List

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Chapter 5 Distribution List

A compact disc copy of the Recirculated Draft Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment (IS/EA) and/or a Notice of Availability was distributed to federal, state, regional and local agencies, and elected officials, as well as interested groups, organizations and individuals, and utilities and service providers. In addition, all property owners and occupants within a one-mile radius of the project limits were provided the Notice of Availability of the Recirculated Draft IS/EA.

This Final IS/EA was distributed to all individuals who commented on the document, all resource agencies pertinent to the project, and elected officials listed in this chapter.

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Moreno Valley, CA 92555

Dolores Osullivan
361 Kinley St
La Habra, CA 90631

Earl D & Linda L Crites
13241 Theodore St
Moreno Valley, CA 92555

Avoian Prop
4824 Garnet
Torrance, CA 90503

Song Ramboldt
2 Rollig View Ln
Fallbrook, CA 92028

Living Gospel
6601 Compton Ave
Los Angeles, CA 90001

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29080 Dracaea Ave
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13445 Mcgehee Dr
Moreno Valley, CA 92555

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13281 Mcgehee Dr
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13110 Laurene Ln
Moreno Valley, CA 92555

Current Resident
13200 Theodore St
Moreno Valley, CA 92555

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29142 Dracaea Ave
Moreno Valley, CA 92555

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31665 Timothy Ln
Moreno Valley, CA 92555

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13265 Mcgehee Dr
Moreno Valley, CA 92555

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30220 Dracaea Ave
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Appendix A CEQA Environmental Checklist

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Appendix A CEQA Environmental Checklist

CEQA Environmental Checklist

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Dist.-Co.-Rte.	P.M/P.M.	E.A./P.N.

Supporting documentation of all California Environmental Quality Act (CEQA) checklist determinations is provided in Chapter 2 of this Initial Study/Environmental Assessment (IS/EA). Documentation of "No Impact" determinations is provided at the beginning of Chapter 2. Discussion of all impacts, avoidance, minimization, and/or mitigation measures is under the appropriate topic headings in Chapter 2.

This checklist identifies physical, biological, social and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the projects indicate no impacts. A NO IMPACT answer in the last column reflects this determination. Where there is a need for clarifying discussion, the discussion is included either following the applicable section of the checklist or is within the body of the environmental document itself. The words "significant" and "significance" used throughout the following checklist are related to CEQA, not NEPA, impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
I. AESTHETICS: Would the project:				
a) Have a substantial adverse effect on a scenic vista	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	☐	☐	☒	☐
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
II. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	☐	☐	☐	☒
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☐	☒
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒
IV. BIOLOGICAL RESOURCES: Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☒	☐	☐
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☒	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES: Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	☒
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒
VI. GEOLOGY AND SOILS: Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☒	☐
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
VII. GREENHOUSE GAS EMISSIONS: Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	An assessment of the greenhouse gas emissions and climate change is included in the body of environmental document. While Caltrans has included this good faith effort in order to provide the public and decision-makers as much information as possible about the project, it is Caltrans determination that in the absence of further regulatory or scientific information related to GHG emissions and CEQA significance, it is too speculative to make a significance determination regarding the project's direct and indirect impact with respect to climate change. Caltrans does remain firmly committed to implementing measures to help reduce the potential effects of the project. These measures are outlined in the body of the environmental document.			
VIII. HAZARDS AND HAZARDOUS MATERIALS: Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY: Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f) Otherwise substantially degrade water quality?	☐	☐	☒	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j) Inundation by seiche, tsunami, or mudflow	☐	☐	☐	☒
X. LAND USE AND PLANNING: Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XI. MINERAL RESOURCES: Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
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?	☐	☐	☐	☒
XII. NOISE: Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☐	☒
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
XIII. POPULATION AND HOUSING: Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XIV. PUBLIC SERVICES:				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	☐	☐	☒	☐
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒
XV. RECREATION:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
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?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XVI. TRANSPORTATION/TRAFFIC: Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☐	☒
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☒
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e) Result in inadequate emergency access?	☐	☐	☒	☐
f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒
XVII. UTILITIES AND SERVICE SYSTEMS: Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒

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

Appendix B Title VI Policy Statement

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Appendix B Title VI Policy Statement

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
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Flex your power!
Be energy efficient!

March 2013

NON-DISCRIMINATION
POLICY STATEMENT

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person in the State of California shall, on the grounds of race, color, national origin, sex, disability, religion, sexual orientation, or age, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.

For information or guidance on how to file a complaint based on the grounds of race, color, national origin, sex, disability, religion, sexual orientation, or age, please visit the following web page: http://www.dot.ca.gov/hq/bep/title_vi/t6_violated.htm.

Additionally, if you need this information in an alternate format, such as in Braille or in a language other than English, please contact the California Department of Transportation, Office of Business and Economic Opportunity, 1823 14th Street, MS-79, Sacramento, CA 95811. Telephone: (916) 324-0449, TTY: 711, or via Fax: (916) 324-1949.

MALCOLM DOUGHERTY
Director

"Caltrans improves mobility across California"

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Appendix C Environmental Commitments Record

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Appendix C Environmental Commitments Record

Date: April 29, 2016
Project Phase:
☒ PA/ED (*DED/**FED***)
☐ PS&E Submittal
☐ **Construction**

ENVIRONMENTAL COMMITMENTS RECORD
State Route 60 Truck Lanes Project

08-RIV-60
PM 22.10/26.61

EA 08-0N69U
PN 08-12000307

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc.	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision: (standard, special, non-standard)	Action(s) Taken to Implement Measure	Measure Completed (Date and Initials)		Remarks	Environmental Compliance	
										YES	NO
RELOCATIONS AND REAL PROPERTY ACQUISITIONS											
NEPA minimization measure: **RRPA-1:** Right of way will be acquired in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, and property owners will receive just compensation and fair market value for their property.	2-58	IS/EA	Caltrans/RCTC	Final Design							
TRAFFIC AND TRANSPORTATION/BICYCLE AND PEDESTRIAN FACILITIES											
CEQA/NEPA minimization measure: **TRF-1:** The following standard Transportation Management Plan (TMP) elements will be incorporated into the TMP implemented for this project: a) A public awareness campaign related to the scheduling of work b) A construction zone enforcement enhancement program (COZEEP) c) Use of portable changeable message signs d) Highway lane closures planned to minimize impacts on traffic to the maximum extent feasible	2-68	IS/EA, Traffic Management Plan (TMP)	District Design/District Traffic Management/ District PIO/RCTC/ Resident Engineer/ Contractor	Construction							
VISUAL/AESTHETICS											
CEQA/NEPA minimization measure: **AV-1:** Where retaining walls are used to stabilize cut/fill slopes, the walls shall be designed to reduce glare, add visual interest, and fit the context of the setting. This will include color or patterns or materials other than concrete.	2-92	IS/EA, Visual Impact Assessment (VIA)	District Design/District Landscape Architecture/ District Environmental Planning/Resident Engineer/Contractor	Final Design; Construction							
CEQA/NEPA minimization measure: **AV-2:** Cut/fill slopes will be re-vegetated using native plant materials to reduce erosion and facilitate vegetation growth.	2-93	IS/EA, VIA	District Design/District Landscape Architecture/ District Environmental Planning/Resident Engineer/Contractor	Final Design; Construction							
CEQA/NEPA minimization measure: **AV-3:** Trees removed as part of the project will be replaced, utilizing native species or species suitable to an arid environment, at a ratio of 3:1.	2-93	IS/EA, VIA	District Design/District Landscape Architecture/ District Environmental Planning/Resident Engineer/Contractor	Final Design; Construction							

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc.	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision: (standard, special, non-standard)	Action(s) Taken to Implement Measure	Measure Completed (Date and Initials)		Remarks	Environmental Compliance	
										YES	NO
CEQA/NEPA minimization measure: **AV-4:** Paved drainage "V"–ditches, over side drains, and headwalls will be stained to blend with the native vegetation and slopes.	2-93	IS/EA, VIA	District Design/District Landscape Architecture/District Environmental Planning/Resident Engineer/Contractor	Final Design; Construction							
CULTURAL RESOURCES											
CEQA/NEPA avoidance and minimization measure: **CR-1:** If buried cultural resources are encountered during construction, it is Caltrans policy that work stop in that area until a qualified archaeologist can evaluate the nature and significance of the find.	2-97	IS/EA	Resident Engineer/ Contractor/Cultural Monitor	Construction	Standard Specs 2015: 14-2 Cultural Resources.	Contact Gabrielle Duff at (909) 383-6933 or Gary Jones at (909) 383-7505.					
CEQA/NEPA avoidance and minimization measure: **CR-2:** In the event that human remains are found, the county coroner shall be notified and ALL construction activities within 60 feet of the discovery shall stop. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). The person who discovered the remains will contact the District 8 Division of Environmental Planning; Gabrielle Duff, DEBC: (909)383-6933 and Gary Jones, DNAC: (909)383-7505. Further provisions of PRC 5097.98 are to be followed as applicable.	2-97	IS/EA	Resident Engineer/ Contractor/Cultural Monitor	Construction	Standard Specs 2015: 14-2.03A Archeological Resources: General.	Contact Gabrielle Duff at (909) 383-6933 or Gary Jones at (909) 383-7505.					
WATER QUALITY AND STORM RUNOFF											
CEQA/NEPA minimization measure: **WQ-1:** Incorporate Design Pollution Prevention Best Management Practices (BMPs) in accordance with Caltrans' *Stormwater Quality Handbooks-Project Planning and Design Guide*. Measures will be designed and implemented to avoid causing or contributing to pollutants and sediment loading of downstream flow. The following permanent BMP measures will be included as part of the project as required: a. Construct new slopes or modify existing slopes to allow storm water flow to the sides of the roadway. b. Construct dikes, curbs, and gutters along the new shoulder in order to intercept surface runoff where necessary. c. Minimize slope length to the extent possible to allow re-vegetation. d. Implement slope rounding and collecting flows in stabilized drains. e. Protect and minimize removal of existing vegetation to the extent possible. f. Re-vegetate disturbed slopes to the maximum extent practicable. Re-vegetation will utilize recommendations by the District Landscape Architect and the Project Biologist. g. As necessary, consider bio-filtration, soil modification, swales/strips, detention basins, media filters, and infiltration basins during the final design as part of the permanent treatment strategy. Consider media filters for incorporation into this project if it is determined that infiltration basins are needed, but not feasible.	2-146	IS/EA, WQAR/ SWMP	District Design/District Storm Water/Resident Engineer/ Contractor	Final Design; Construction							

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc.	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision: (standard, special, non-standard)	Action(s) Taken to Implement Measure	Measure Completed (Date and Initials)		Remarks	Environmental Compliance	
										YES	NO
h. Implement attenuation devices as needed, such as energy dissipation devices, soil modification, vegetation, slope terracing, and slope stepping. i. Implement energy dissipation devices at culvert outlets, including vegetation, geotextile mats, rock slope protection (RSP), and riprap.											
CEQA/NEPA minimization measure: **WQ-2:** Stormwater treatment strategies will be coordinated with the Regional Water Quality Control Board, and will comply with 401 permit requirements.	2-147	IS/EA, WQAR	District Design/District Storm Water/Resident Engineer/Contractor	Final Design; Construction							
CEQA/NEPA minimization measure: **WQ-3:** The project contractor will develop and implement a Storm Water Pollution Prevention Plan that will detail construction storm water pollution protection measures for the project. The project will be scheduled or phased to minimize soil-disturbing work during rain events.	2-147	IS/EA, WQAR	District Design/District Storm Water/Resident Engineer/Contractor	Final Design; Construction	Construction General Permit/Standard Specifications						
CEQA/NEPA minimization measure: **WQ-4:** The project contractor will implement one of the options (non-structural controls or structural controls) cited in Section XIII(A)(2) of the Construction General Permit to demonstrate compliance.	2-147	IS/EA, SWPPP/CGP	Design Engineer/ Resident Engineer/ Contactor	Final Design; Construction	Construction General Permit						
PALEONTOLOGY											
CEQA/NEPA mitigation measure: **PA-1:** Grading, excavation and other surface and subsurface excavation in the study area have potential to affect significant nonrenewable fossil resources of Pleistocene age. A Paleontological Mitigation Plan (PMP) will be prepared by a qualified paleontologist prior to completion of the Plans, Specification, and Estimates phase of the project. Once specific information about excavation locations and depth is available, then monitoring efforts can be properly estimated. The PMP will detail the measures to be implemented and shall include, at a minimum, the following elements. a) Required 1-hour preconstruction paleontological awareness training will be conducted for earthmoving personnel, including documentation of training, such as sign-in sheets, and hardhat stickers, to establish communications protocols between construction personnel and the principal paleontologist. b) A signed repository agreement with the San Bernardino County Museum to establish a curation process in the event of sample collection will be executed. c) Monitoring by a principal paleontologist during excavation will occur. d) Field and laboratory methods that meet the curation requirements of the appropriate repository will be implemented for monitoring, reporting, collection, and curation of collected specimens. Curation requirements are available for public review at the appropriate repository. e) All elements of the PMP will follow the PMP Format published in the Caltrans Standard Environmental Reference.	2-159	IS/EA, PIR/PER	District Design/District Paleontological Studies/ Resident Engineer/ Contractor/ Paleontological Monitor	Final Design, Construction	NSSP						

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc.	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision: (standard, special, non-standard)	Action(s) Taken to Implement Measure	Measure Completed (Date and Initials)		Remarks	Environmental Compliance	
										YES	NO
CEQA/NEPA avoidance and minimization measure: **PA-2:** A Paleontological Mitigation Report discussing findings and analysis will be prepared by a principal paleontologist upon completion of project earthmoving. The report will be included in the environmental project file and also submitted to the curation facility.	2-159	IS/EA, PIR/PER	District Design/District Paleontological Studies/ Resident Engineer/ Contractor/ Paleontological Monitor	Final Design; Construction	NSSP						
HAZARDOUS WASTE/MATERIALS											
CEQA/NEPA avoidance and minimization measure: **HW-1:** Caltrans Standard Special Provision (SSP) 7-1.02K(6)(j)(ii), Earth Material Containing Lead, will be complied with, and a Lead Compliance Plan will be prepared by a Certified Industrial Hygienist (CIH). The plan must be used whenever disturbance (e.g., excavation) of earth material (e.g., soil) that could result in lead exposure will occur.	2-162	IS/EA, ISA Checklist	District Design/District Environmental Engineering/Resident Engineer/Contractor	Final Design; Construction	SSP 7-1.02K(6)(j)(ii) Lead Compliance Plan.						
CEQA/NEPA avoidance and minimization measure: **HW-2:** Compliance with Caltrans SSP 14-11.12, Removal of Yellow Traffic Stripe and Pavement Markings with Hazardous Waste Residue, is required when residue from removal of yellow thermoplastic and yellow painted traffic stripe and pavement marking contains lead concentrations that exceed thresholds established by the Health & Safety Code and 22 CCR.	2-162	IS/EA, ISA Checklist	District Design/District Environmental Engineering/Resident Engineer/Contractor	Final Design; Construction	SSP 14-11.12						
CEQA/NEPA avoidance and minimization measure: **HW-3:** Compliance with Caltrans SSP 14-11.14, Treated Wood Waste, is required. Section 14-11.14 includes specifications for handling, storing, transporting, and disposing of treated wood waste.	2-162	IS/EA, ISA Checklist	District Design/District Environmental Engineering/Resident Engineer/Contractor	Final Design; Construction	SSP 14-11.14						
CEQA/NEPA avoidance and minimization measure: **HW-4:** Compliance with Caltrans SSP 36-4, Residue Containing Lead from Paint and Thermoplastic, is required.	2-163	IS/EA, ISA Checklist	District Design/District Environmental Engineering/Resident Engineer/Contractor	Final Design; Construction	SSP 36-4						
CEQA/NEPA avoidance and minimization measure: **HW-5:** Compliance with Caltrans SSP 84-9.03C, Remove Traffic Stripes and Pavement Markings Containing Lead, is required.	2-163	IS/EA, ISA Checklist	District Design/District Environmental Engineering/Resident Engineer/Contractor	Final Design; Construction	SSP 84-9.03C						
AIR QUALITY											
CEQA/NEPA minimization measure: **AIR-1:** The project would conform to Caltrans construction requirements, as specified in the Caltrans Standard Specifications, Section 14-9.02 (Air Pollution Control), for asphalt concrete emissions and all earthwork, clearing and grubbing, and roadbed activities involving heavy construction equipment	2-188	IS/EA, Air Quality Memorandum	Resident Engineer/ Contractor	Construction	Standard Specs 2010: Section 14-9 Air Quality.						
CEQA/NEPA minimization measure: **AIR-2:** The contractor shall comply with all air pollution control regulations ordinances and statutes that apply to any work performed pursuant to the contract, including any air pollution control rules, regulations, ordinances, and statutes specified in Section 11017 of the Government Code.	2-188	IS/EA, Air Quality Memorandum	Resident Engineer/ Contractor	Construction							

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc.	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision: (standard, special, non-standard)	Action(s) Taken to Implement Measure	Measure Completed (Date and Initials)		Remarks	Environmental Compliance	
										YES	NO
CEQA/NEPA minimization measure: **AIR-3:** General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions. During construction, trucks and vehicles in loading and unloading queues would have their engines turned off when not in use to reduce vehicle emissions. Construction emissions shall be phased and scheduled to avoid emissions peaks and discontinued during second-stage smog alerts.	2-188	IS/EA, Air Quality Memorandum	Resident Engineer/ Contractor	Construction							
CEQA/NEPA minimization measure: **AIR-4:** All graders, excavators, scrapers, dozers, and water trucks used for site grading and excavation shall meet EPA Tier-4 emissions standards.	2-188	IS/EA, Air Quality Memorandum	Resident Engineer/ Contractor	Construction							
CEQA/NEPA minimization measure: **AIR-5:** All equipment shall be properly tuned and maintained in accordance with manufacturer's specifications.	2-188	IS/EA, Air Quality Memorandum	Resident Engineer/ Contractor	Construction							
CEQA/NEPA minimization measure: **AIR-6:** All on-road and off-road equipment shall comply with CARB commercial vehicle idle regulations.	2-188	IS/EA, Air Quality Memorandum	Resident Engineer/ Contractor	Construction							
CEQA/NEPA minimization measure: **AIR-7:** Use electricity from power poles, rather than temporary diesel- or gasoline-powered generators if or where feasible.	2-188	IS/EA, Air Quality Memorandum	Resident Engineer/ Contractor	Construction							
CEQA/NEPA minimization measure: **AIR-8:** Use on-site mobile equipment powered by alternative fuel sources (i.e., methanol, natural gas, propane, or butane) as feasible.	2-188	IS/EA, Air Quality Memorandum	Resident Engineer/ Contractor	Construction							
CEQA/NEPA minimization measure: **AIR-9:** Use solar-powered signal boards.	2-188	IS/EA, Air Quality Memorandum	Resident Engineer/ Contractor	Construction							
CEQA/NEPA minimization measure: **AIR-10:** During construction, truck deliveries will be consolidated to the extent practicable.	2-188	IS/EA, Air Quality Memorandum	Resident Engineer/ Contractor	Construction							
CEQA/NEPA minimization measure: **AIR-11:** During construction, to the extent practicable, contractors will develop a plan for providing a rideshare or shuttle service for construction workers.	2-188	IS/EA, Air Quality Memorandum	Resident Engineer/ Contractor	Construction							
CEQA/NEPA minimization measure: **AIR-12:** SCAQMD Rule 403 (Fugitive Dust) requires that fugitive dust control measures be applied to all construction projects in the Basin, unless said project is specifically exempted by the rule. The project would be required to implement measures for each source of fugitive dust emissions as specified in the Rule.	2-189	IS/EA, Air Quality Memorandum	Resident Engineer/ Contractor	Construction							

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc.	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision: (standard, special, non-standard)	Action(s) Taken to Implement Measure	Measure Completed (Date and Initials)		Remarks	Environmental Compliance	
										YES	NO
NATURAL COMMUNITIES											
CEQA/NEPA avoidance measure: **NC-1:** To designate Environmentally Sensitive Areas (ESAs) to be preserved, prior to clearing or construction, highly visible barriers (such as orange construction fencing) will be installed around annual grassland, coastal sage scrub, mixed chaparral, oak woodland, and riparian communities adjacent to the project footprint, as well as around any trees and special-status plants that can be avoided within the project footprint. Full avoidance (i.e., no construction activity of any type) will be permitted within these ESAs. Construction limits adjacent to sensitive resource areas will be demarcated using ESA fencing. In addition, heavy equipment, including motor vehicles, will not be allowed to operate within the ESAs. All construction equipment should be operated in a manner so as to prevent accidental damage to nearby preserved areas. No structure of any kind, or incidental storage of equipment or supplies, will be allowed within these protected zones.	2-218	IS/EA, Natural Environment Study (NES)	District Design/District Biological Studies/ Resident Engineer/ Contractor/Biological Monitor	Final Design; Construction						
CEQA/NEPA avoidance measure: **NC-2:** In accordance with MSHCP Volume 1, Section 7.5.3, a Biologist will monitor construction for the duration of the project to ensure that vegetation removal, BMPs, ESAs, and all avoidance and minimization measures are properly implemented, constructed, and followed for the duration of the project. The Biologist will prepare monthly reports documenting the monitoring activities.	2-219	IS/EA, NES	District Design/District Biological Studies/ Resident Engineer/ Contractor/Biological Monitor	Final Design; Construction							
CEQA/NEPA avoidance measure: **NC-3:** Night lighting (both during and after construction) will be avoided near natural communities and linkages/potential linkages. In the event that night lighting is required, it will be directed away from natural lands in order to support the functions of linkages and potential linkages during construction. In accordance with MSHCP Volume I, Section 6.1.4, *Guidelines Pertaining to the Urban/Wildlands Interface*, "Night lighting shall be directed away from the MSHCP Conservation Area to protect species within the MSHCP Conservation Area from direct night lighting. Shielding will be incorporated in project designs to ensure ambient lighting in MSHCP conservation areas is not increased" (MSHCP Volume I, Section 6.1.4).	2-219	IS/EA, NES	District Design/District Biological Studies/ Resident Engineer/ Contractor	Final Design; Construction and following construction						
CEQA/NEPA avoidance measure: **NC-4:** A qualified biologist will conduct a training session for all project and construction personnel prior to construction commencement. In accordance with MSHCP Volume I, Section 7.5.3, and MSHCP Volume I, Appendix C, "The training shall include a description of the species of concern and its habitats, the general provisions of the Endangered Species Act (Act) and the MSHCP, the need to adhere to the provisions of the Act and the MSHCP, the penalties associated with violating the provisions of the Act, the general measures that are being implemented to conserve the species of concern as they relate to the project, and the access routes to and project site boundaries within which the project activities must be accomplished."	2-219	IS/EA, NES	District Design/District Biological Studies/ Resident Engineer/ Contractor/Biological Monitor	Final Design; training to occur prior to construction and implemented during construction						

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc.	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision: (standard, special, non-standard)	Action(s) Taken to Implement Measure	Measure Completed (Date and Initials)		Remarks	Environmental Compliance	
										YES	NO
CEQA/NEPA minimization measure: **NC-5:** Dust management practices consistent with applicable drought-related restrictions will be employed to control dust and thus minimize impacts on adjacent vegetation.	2-219	IS/EA, NES	District Design/District Biological Studies/ Resident Engineer/ Contractor	Final Design; Construction							
CEQA/NEPA minimization measure: **NC-6:** In accordance with MSHCP Volume I, Section 7.5.3 "When work is conducted during the fire season (as identified by the Riverside County Fire Department) adjacent to coastal sage scrub or mixed chaparral, appropriate fire-fighting equipment (e.g., extinguishers, shovels, water tankers) will be available on the project site during all phases of project construction to help minimize the chance of human-caused wildfires. Shields, protective mats, and/or other fire preventative methods will be used during grinding, welding, and other spark-inducing activities. Personnel trained in fire hazards, preventative actions, and responses to fires will advise contractors regarding fire risk from all construction-related activities."	2-219	IS/EA, NES	District Design/District Biological Studies/ Resident Engineer/ Contractor/Biological Monitor	Final Design; Construction							
CEQA/NEPA minimization measure: **NC-7:** All areas temporarily affected by construction will be revegetated with an appropriate Caltrans-approved seed mix or plant palette to reestablish locally native natural communities affected by the project. The seed mix or plant palette will be in accordance with MSHCP Section 6.1.4.	2-219	IS/EA, NES	District Design/District Biological Studies/ Resident Engineer/ Contractor/Biological Monitor	Final Design; Construction							
CEQA/NEPA minimization measure: **NC-8:** The project will minimize unauthorized public access and dumping to MSHCP conservation areas. This can be accomplished through the use of barriers such as native vegetation, rocks/boulders, or fencing as access barriers, as referenced in MSHCP Section 6.1.4.	2-220	IS/EA, NES	District Design/District Biological Studies/ Resident Engineer/ Contractor/Biological Monitor	Final Design; Construction							
CEQA/NEPA minimization measure: **NC-9:** A detailed draft wildlife fencing plan and wildlife crossing plans shall be prepared and provided to USFWS, CDFW, and RCA for review and approval prior to any ground-disturbing activities.	2-220	IS/EA, NES	District Design/District Biological Studies/ Resident Engineer/ Contractor/Biological Monitor	Final Design; Construction							
CEQA/NEPA minimization measure: **NC-10:** Oak trees will be avoided to the greatest extent feasible, and any removal will be coordinated with the monitoring Biologist (see **NC-2**).	2-220	IS/EA, NES	District Design/District Biological Studies/ Resident Engineer/ Contractor/RCTC	Final Design; Construction							
CEQA/NEPA minimization measure: **NC-11:** a) In accordance with MSHCP Volume I, Section 7.5.3, and MSHCP Volume I, Appendix C, the footprint of disturbance will be minimized to the maximum extent feasible. Access to sites will occur on pre-existing access routes to the greatest extent possible. The limits of disturbance, including the upstream, downstream, and lateral extents, will be clearly defined and marked in the field. Monitoring personnel will review the limits of disturbance prior to initiation of construction activities. During construction, the placement of equipment within adjacent upland Habitats occupied by Covered Species that are outside of the project footprint will be avoided.	2-220	IS/EA, NES	District Design/District Biological Studies/ Resident Engineer/ Contractor/Biological Monitor	Final Design; Construction							

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc.	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision: (standard, special, non-standard)	Action(s) Taken to Implement Measure	Measure Completed (Date and Initials)		Remarks	Environmental Compliance	
										YES	NO
b) To minimize construction impacts, construction personnel will strictly limit all construction activities, vehicles, equipment, and construction materials to the project footprint and designated staging areas and routes of travel. Access to sites will be from pre-existing access routes to the greatest extent possible.											
CEQA mitigation measure: **NC-12:** The project is anticipated to require permanent acquisition of sliver portions of approximately 5.87 acres of PQP lands. Replacement land with the same characteristics as the land impacted will be purchased at a minimum 1:1 ratio.	2-220	IS/EA, NES	District Design/District Biological Studies/ Resident Engineer/ Contractor/Biological Monitor	Final Design; Construction							
WETLANDS AND OTHER WATERS											
CEQA/NEPA avoidance and minimization measure: **WET-1:** Plans for water pollution will be prepared (refer to measure WQ-3). "The plans will describe [temporary erosion] sediment and hazardous materials control, dewatering or diversion structures, fueling and equipment management practices, and use of plant material for temporary erosion control." Plans will be reviewed and approved by Caltrans prior to construction (refer to MSHCP Volume I, Section 7.5.3). The following measures will be included: a) Water pollution control drawings will be developed and implemented (MSHCP Volume I, Appendix C) and will ensure that no fluids or sediment from construction will enter into fenced ESAs (refer to measure WQ-4). b) New surface flows will be treated prior to reaching waterways. c) "[Temporary] sediment and erosion control measures will be implemented until such time soils are determined to be successfully stabilized" (refer to MSHCP Volume I, Section 7.5.3). d) As described in MSHCP Volume 1, Section 7.5.3 and Appendix C, "erodible materials [will] not be deposited into watercourses. Brush, loose soils, or other similar debris materials [will] not be stockpiled within stream channels or on adjacent banks." e) "Construction that cannot be conducted without placing equipment or personnel in riparian vegetation areas should be timed to avoid the breeding season of [riparian-associated species] identified in MSHCP Global Species Objective No. 7" (refer to MSHCP Volume I, Appendix C). The active breeding season of riparian-associated species is defined in the MSHCP as March 1 through June 30. f) "When streamflows must be diverted, the diversions [will] be conducted using sandbags or other methods requiring minimal instream impacts. Silt fencing or other sediment trapping materials [will] be installed at the downstream end of construction activity to minimize the transport of sediments off site. Settling ponds where sediment is collected [will] be cleaned out in a manner that prevents the sediment from reentering the stream. Care [will] be exercised when removing silt fences, as feasible, to prevent debris or sediment from returning to the stream" (refer to MSHCP Volume I, Section 7.5.3, and MSHCP Volume I, Appendix C). "Short-term diversions will consider effects on wildlife" (refer to MSHCP Volume I, Section 7.5.3). g) "Equipment storage, fueling, and staging areas [will] be located on nonsensitive upland habitat types with minimal risks of direct discharge into	2-271	IS/EA, NES	Resident Engineer/ Contractor/Biological Monitor	Final Design; Construction							

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc.	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision: (standard, special, non-standard)	Action(s) Taken to Implement Measure	Measure Completed (Date and Initials)		Remarks	Environmental Compliance	
										YES	NO
riparian areas or other sensitive habitat types" (refer to MSHCP Volume I, Section 7.5.3, and MSHCP Volume I, Appendix C). "These designated areas will be located in such a manner as to prevent any runoff from entering sensitive habitat. Necessary precautions will be taken to prevent the release of cement or other toxic substances into surface waters. Project-related spills of hazardous materials [will] be reported to appropriate entities, including, but not limited to, the applicable jurisdictional city, USFWS, CDFW, and the RWQCB, and [will] be cleaned up immediately and contaminated soils removed to approved disposal areas" (refer to MSHCP Volume I, Appendix C). h) "All equipment maintenance, staging, and dispensing of fuel, oil, coolant, or any other toxic substances will occur only in designated areas within the proposed grading limits of the project site. These designated areas [will] be clearly marked and located in such a manner as to contain runoff" (refer to MSHCP Volume I, Section 7.5.3).										
CEQA/NEPA avoidance and minimization measure: **WET-2:** For consistency under the MSHCP and as discussed in the DBESP prepared for the project, the project will comply with MSHCP Section 6.1.4, *Guidelines Pertaining to Urban/Wildlands Interface* (pages 6-42 through 6-46), which addresses indirect effects associated with locating development in proximity to the MSHCP Conservation Area. These guidelines include requirements for addressing indirect effects on drainage and indirect effects associated with toxics, lighting, noise, and landscape design.	2-272	IS/EA, Construction General Permit (CGP)/NES	District Design/District Landscape Architecture/District Environmental Planning/Resident Engineer/Contractor	Final Design; Construction	Section 21 of Standard Specifications					
CEQA/NEPA avoidance and minimization measure: **WET-3:** In accordance with the MSHCP, "the limits of disturbance, including the upstream, downstream, and lateral extents [on either side of any stream adjacent to the project impact footprint], will be clearly defined and marked in the field. [Biological] monitoring personnel will review the limits of disturbance prior to initiation of construction activities" (refer to MSHCP Volume I, Section 7.5.3, and MSHCP Volume I, Appendix C). This includes installing ESA fencing during construction to ensure avoidance of jurisdictional areas and riparian habitat.	2-273	IS/EA, NES	District Design/District Biological Studies/ Resident Engineer/ Contractor/Biological Monitor	Final Design; Construction						
CEQA/NEPA avoidance and minimization measure: **WET-4: "**During construction, the placement of equipment within a stream or on adjacent banks or adjacent upland habitats occupied by [MSHCP] covered species that are outside of the project footprint will be avoided" (MSHCP Volume I, Section 7.5.3). "The placement of equipment and personnel within the stream channel or on sand and gravel bars, banks, and adjacent upland habitats used by target species of concern" will also be avoided (MSHCP Volume I, Appendix C).	2-273	IS/EA, NES	District Design/District Biological Studies/Resident Engineer/Contractor/ Biological Monitor	Final Design; Construction						
CEQA mitigation measure: **WET-5:** To mitigate permanent impacts on riparian/riverine habitat and federal and state jurisdictional waters, credits, in the form of habitat creation/restoration, will be purchased by Caltrans from an approved mitigation bank in the MSHCP plan area (such as the Riverside-Corona Resource Conservation District [RCRCD] in-lieu fee program) prior to construction at a ratio of 3:1 to compensate for the permanent loss of 0.166 acre of riparian habitat and 0.258 acre of unvegetated streambed subject to CDFW jurisdiction. It should be noted that the 0.258 acre of unvegetated CDFW streambed is inclusive of 0.258 acre of USACE non-wetland waters of	2-273	IS/EA, NES	District Design/District Biological Studies/ Resident Engineer/ Contractor	Final Design; Construction						

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc.	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision: (standard, special, non-standard)	Action(s) Taken to Implement Measure	Measure Completed (Date and Initials)		Remarks	Environmental Compliance	
										YES	NO
the U.S. Therefore, the total mitigation for impacts on 0.166 acre of riparian habitat and 0.258 acre of CDFW streambed/USACE non-wetland waters is 1.272 acres. The priority for purchasing credits will be given to lands that occur within the Criteria Cells adjacent to the project site; however, if none are available, credits will be purchased elsewhere in the MSHCP plan area. If credits in the RCRCD mitigation bank are no longer available, Caltrans will develop an equivalent strategy for permittee-sponsored mitigation in coordination with USFWS, CDFW, and RCA. Ephemeral drainages and riparian habitat (riparian/riverine areas) that are temporarily affected during construction will be restored to their original grade and revegetated with native vegetation habitat that was originally present at a 1:1 ratio. A Habitat Mitigation and Monitoring Plan (HMMP) will be prepared at least 60 days prior to ground disturbance that will detail the restoration techniques, identify success criteria, and provide for adaptive management techniques. This will provide riparian/riverine habitat that is of equivalent or better quality to the affected habitat and is contiguous with existing and anticipated conservation areas. The amount of impact on riparian/riverine habitat and federal and state jurisdictional waters will be confirmed with USFWS, CDFW, and RCA following the completion of final design (i.e., 100 percent design plans) for the project to ensure that impacts on these resources are fully addressed. USACE, RWQCB, and CDFW may require additional mitigation during the aquatic permitting process; however, mitigation for permanent and temporary impacts described in **WET-5** meet the minimum requirements that are sufficient to offset impacts on jurisdictional waters. Final measures under CWA Sections 401 and 404 and California Fish and Game Code 1602 will be determined during the aquatic permit process. Any measures included in these permits shall be implemented.										
PLANT SPECIES											
CEQA/NEPA avoidance and minimization measure: **PS-1:** a) A focused survey for Parry's spineflower and San Bernardino aster will be conducted prior to construction. If the focused survey determines that Parry's spineflower and/or San Bernardino aster are present within the project area, the species will be avoided and each plant location will be marked with ESA fencing as described in NC-1. b) If avoidance is not feasible, depending on the project schedule, (1) plants will be relocated by a qualified botanist to suitable habitat areas adjacent to the project area or other areas deemed appropriate by CDFW, or (2) mature seeds will be collected during the appropriate blooming period prior to the commencement of ground disturbance activities, as deemed appropriate by a qualified botanist. Mature seeds would be collected and stored in a manner to remain viable and dispersed in suitable habitat located within the BSA or within temporary impact areas upon the completion of all construction activities. If the focused survey determines that Parry's spineflower or San Bernardino aster is not present, no additional action beyond the preconstruction survey will be required.	2-281	IS/EA, NES	District Design/District Biological Studies/ Resident Engineer/ Contractor/Biological Monitor	Final Design; prior to construction						

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc.	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision: (standard, special, non-standard)	Action(s) Taken to Implement Measure	Measure Completed (Date and Initials)		Remarks	Environmental Compliance	
										YES	NO
ANIMAL SPECIES											
CEQA/NEPA avoidance measure: **AS-1:** A qualified biologist will survey for American badger concurrent with the pre-construction survey for burrowing owl and nesting bird surveys. If badgers are detected, the biologist will passively relocate badgers out of the work area prior to construction, if feasible. If a den is discovered during construction and/or passive relocation is not feasible, the project proponent will avoid the den and disturbance of the species, if feasible, until the qualified biologist determines the den is no longer active. Dens that are determined to be inactive by the qualified biologist will be collapsed by hand to prevent occupation of the burrow between the time of the survey and construction activities.	2-293	IS/EA, NES	District Design/District Biological Studies/ Resident Engineer/ Contractor/Biological Monitor	Final Design; Construction						
CEQA/NEPA avoidance measure: **AS-2:** To protect raptors and other nesting birds covered by the MBTA and the California Fish and Game Code, and for compliance with the MSHCP Incidental Take Permit Condition 5, the following will be implemented: a) Any initial construction activities such as site preparation, clearing and grubbing, vegetation removal or trimming, or grading will occur outside of the nesting bird season (February 15 through September 15). In the event that initial groundwork cannot be conducted outside the bird breeding season, focused preconstruction nesting bird surveys will be conducted no more than three days prior to any construction or ground-disturbing activities. b) During the period from February 1 through February 15, the surveys would focus on areas suitable for raptor nesting. Should nesting birds be found, an exclusionary buffer will be established by the biologist. The buffer will be up to 500 feet in diameter for raptors and 300 feet in diameter for passerines. This buffer will be clearly marked in the field by construction personnel under guidance of the biologist, and construction or clearing will not be conducted within this zone until the biologist determines that the young have fledged or the nest is no longer active. Exceptions to this protocol apply to clearing of coastal sage scrub (including disturbed) judged to be potentially suitable habitat for (and/or occupied by) coastal California gnatcatcher and located within MSHCP criteria areas and public/quasi-public lands. For these areas, the habitat removal restriction is from March 1 through August 15 (per CDFW and USFWS letters dated September 2, 2015 and October 13, 2015); no vegetation removal can be conducted within this timeframe. In addition, for riparian-riverine vegetation occupied by riparian-riverine Purpose Species (species identified in MSHCP Volume 1, Section 6.1.2), vegetation removal cannot occur from March 1 through September 15. Should construction occur during the nesting season (February 15 through September 15) and a listed species or active nests are found, avoidance and minimization measures will be implemented in consultation with USFWS, CDFW, and RCA. In addition, exclusionary nest buffers will be implemented to include 300 feet for passerines and 500 feet for raptors. The buffer will be delineated by a qualified biological monitor. This buffer will be clearly marked in the field by construction personnel under guidance of a qualified biological monitor. While nesting birds are active, the biological monitor will ensure that construction-related activities do not encroach into the buffer zone until the young have fledged or the nest is	2-293	IS/EA, NES	District Design/District Biological Studies/ Resident Engineer/ Contractor/Biological Monitor	Final Design; Construction						

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc.	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision: (standard, special, non-standard)	Action(s) Taken to Implement Measure	Measure Completed (Date and Initials)		Remarks	Environmental Compliance	
										YES	NO
no longer active. Exceptions to this protocol apply to clearing of coastal sage scrub (including disturbed) judged to be potentially suitable habitat for (and/or occupied by) coastal California gnatcatcher and located within MSHCP criteria areas and public/quasi-public lands. Project-related removal of coastal sage scrub shall not occur from March 1 through August 15. In addition, for riparian-riverine vegetation occupied by riparian-riverine Purpose Species (species identified in MSHCP Volume 1, Section 6.1.2), vegetation removal cannot occur from March 1 through September 15.										
CEQA/NEPA avoidance measure: **AS-3:** The qualified project biologist will monitor daytime and nighttime construction activities for the duration of the project to ensure that practicable measures are being employed and avoid incidental disturbance of habitat and species of concern within or outside the project footprint (MSHCP Volume I, Section 7.5.3). Note: Special attention will be provided to ensure that the environmentally sensitive area (ESA) fencing is maintained daily through construction, animals are flushed out of immediate construction, grading, and grubbing areas, and that all trenches/excavation sites or other wildlife entrapment hazards have escape ramps for wildlife in place.	2-294	IS/EA, NES	District Design/District Biological Studies/ Resident Engineer/ Contractor/Biological Monitor	Final Design; Construction						
CEQA/NEPA avoidance measure: **AS-4**: In accordance with MSHCP Volume I, Appendix C, To avoid attracting predators of the special-status species, the project site will be kept as clean of debris as possible. All food related trash items will be enclosed in sealed containers and regularly removed from the site(s). Waste, dirt, rubble, or trash will not be deposited in the Conservation Area or on native habitat.	2-294	IS/EA, NES	District Design/District Biological Studies/ Resident Engineer/ Contractor	Final Design; Construction						
CEQA/NEPA avoidance measure: **AS-5:** All work performed in all areas functioning or with potential to function as a wildlife crossing or linkage (e.g., undercrossings, culverts, pipes) will be monitored by a qualified biologist. Unnecessary equipment and personnel will not be maintained, used, or stored in these locations in order to prevent obstructions to wildlife movement and to maintain function of these areas for wildlife movement and connectivity.	2-294	IS/EA, NES	District Design/District Biological Studies/ Resident Engineer/ Contractor	Final Design; Construction						
CEQA/NEPA avoidance measure: **AS-6:** To ensure mortality of bats does not occur and to document the extent of bat habitation in the project limits and directly adjacent lands, the following items will be performed, at a minimum: a) A qualified, agency-approved bat biologist will perform a detailed field review of the potential bat habitat structures identified in the project limits defined in the August 2015 Bat Habitat Suitability Report. For structures confirmed to be potentially suitable for bat roosting/nursery, exit counts and acoustic surveys will be performed in spring/summer prior to construction to determine whether a structure supports a nursery or roost and by which species. i) For locations confirmed to be occupied by bats, the bat biologist will provide a report detailing both in text and graphically where exclusion devices will need to be placed, the timing for exclusion work, the timeline and methodology needed to exclude the bats, and any additional avoidance and minimization measures that will be required to lessen impacts to less than significant levels.	2-295	IS/EA, NES	District Design/District Biological Studies/ Resident Engineer/ Contractor/Bat Biologist	Final Design; Construction						

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc.	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision: (standard, special, non-standard)	Action(s) Taken to Implement Measure	Measure Completed (Date and Initials)		Remarks	Environmental Compliance	
										YES	NO
ii) Monitoring activities and schedule will be included in the report, including frequency of monitoring, which structures would need to be monitored, and reporting requirements. iii) Details on placement of man-made roosting habitat panels (if applicable), including design, placement location, and timing of placement, will be included in the report. If required, these panels must be placed at least nine months prior to the exclusion or eviction of the bats. iv) Measures to include bat habitat (e.g., panels, crevices) within new wildlife crossing structures will be implemented, if practicable, into the project design in coordination with a qualified bat biologist and CDFW. These measures will be incorporated into the bat report (referenced in item i above), which will be reviewed and approved by CDFW.										
CEQA/NEPA minimization measure: **AS-7:** Noise reduction measures will be implemented when working near or adjacent to all natural communities and linkages or potential linkages in accordance with MSHCP Section 6.1.4, which states, "Proposed noise generating land uses affecting the MSHCP Conservation Area shall incorporate setbacks, berms or walls to minimize the effects of noise on MSHCP Conservation Area resources pursuant to applicable rules, regulations and guidelines related to land use noise standards. For planning purposes, wildlife within the MSHCP Conservation Area should not be subject to noise that would exceed residential noise standards."	2-295	IS/EA	District Design/District Biological Studies/ Resident Engineer/Contractor	Final Design; Construction						
CEQA mitigation measure: **AS-8:** An MSHCP pre-construction survey for burrowing owls will be conducted within 30 days prior to ground disturbance in suitable habitat areas. The surveys will be conducted prior to construction regardless of the time of year construction commences. If burrowing owls are found, a project-specific burrowing owl management plan will be developed and authorized through consultation with RCA, CDFW, and USFWS, as outlined in MSHCP Table 9.2, Section 6.3.2, and Appendix D, Summary of MSHCP Species Survey Requirements. The burrowing owl management plan will include the following, at a minimum: a) Focused Survey for Burrowing Owl: Performed following the MSHCP protocol between the window of March 1 through August 31 and in the survey season prior to scheduled construction. The survey will include the project footprint and up to a 300-foot buffer if performed between February 1 and August 31. Focused surveys for wintering burrowing owl will also be conducted during the non-breeding season (September 1 through January 31). b) Preconstruction Survey for Burrowing Owl: Performed within 30 days prior to ground disturbance regardless of whether the species is found during the focused survey. The survey area would be the project footprint and at least a 100-foot buffer. c) Protocol for Presence: Steps necessary for handling the presence of burrowing owl (if found during either of the two surveys), which may include full avoidance, if feasible, or passive relocation by a qualified ornithologist.	2-295	IS/EA, NES	District Design/District Biological Studies/ Resident Engineer/ Contractor/Biological Monitor	Final Design; prior to and during construction						

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc.	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision: (standard, special, non-standard)	Action(s) Taken to Implement Measure	Measure Completed (Date and Initials)		Remarks	Environmental Compliance	
										YES	NO
d) The burrowing owl management plan will incorporate regular documentation and reporting requirements to ensure the plan is being followed and is successfully implemented. e) Agency Approval: The burrowing owl management plan will need approval by RCA, USFWS, and CDFW prior to construction commencement.											
THREATENED AND ENDANGERED SPECIES											
CEQA/NEPA avoidance measure: **T&E-1:** Pre-construction focused LBV surveys will be conducted in any suitable habitat within 500 feet of the project footprint within three days prior to construction to determine if LBV are nesting within the buffer area. If any nesting LBV are found during focused surveys, measure AS-2(b) will be implemented to ensure complete avoidance of any nesting individuals.	2-306	IS/EA, NES	District Design/District Biological Studies/ Resident Engineer/ Contractor	Final Design; Construction							
CEQA/NEPA minimization measure: **T&E-2a:** To monitor the impact of the incidental take, the progress of the action and its impact on the species must be reported to to the USFWS Palm Springs office as specified in the incidental take statement [50 CFR § 402.14(i)(3)]. As required by USFWS in the Biological Opinion dated November 19, 2015, compliance with the established take threshold for all SKR habitat associated with the project shall be monitored and reported. In order to ensure compliance, the following will be implemented: A Biological Monitor shall be present during project activities to survey all annual grassland subject to disturbance. Once the Biological Monitor has determined that permanent and temporary impacts on annual grasslands have reached 60 percent of anticipated disturbance (6- acres), Caltrans shall map all grasslands disturbed with a sub-meter global positioning system (GPS) weekly.	2-306	IS/EA, NES	District Biological Studies/ Resident Engineer/ Contractor	Construction							
CEQA/NEPA minimization measure: **T&E-2b:** To monitor the impact of the incidental take, the progress of the action and its impact on the species must be reported to to the USFWS Palm Springs office as specified in the incidental take statement [50 CFR § 402.14(i)(3)]. As required by USFWS in the Biological Opinion dated November 19, 2015, compliance with the established take threshold for all SKR habitat associated with the project shall be monitored and reported. In order to ensure compliance, the following will be implemented: Reports, including base-station corrected GPS files, will be submitted to the USFWS at the end of every week until ground disturbance has encompassed all areas subject to disturbance.	2-306	IS/EA, NES	District Biological Studies/ Resident Engineer/ Contractor	Construction							

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc.	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision: (standard, special, non-standard)	Action(s) Taken to Implement Measure	Measure Completed (Date and Initials)		Remarks	Environmental Compliance	
										YES	NO
CEQA/NEPA avoidance measure: **T&E-3:** The USFWS Palm Springs office shall be notified within 3 working days if any endangered or threatened species is found dead or injured as a direct or indirect result of project implementation. Any incidents of dead or injured endangered or threatened species shall be documented with the date, time, location, and any other pertinent information. Dead animals will be marked appropriately, photographed, and left on site. Injured animals will be transported to a qualified veterinarian, and USFWS will be notified regarding the final disposition of any treated animals that survive.	2-306	IS/EA, NES	District Biological Studies/ Resident Engineer/ Contractor	Construction							
INVASIVE SPECIES											
CEQA/NEPA minimization measure: **INV-1:** Exotic plant species removed during construction will be properly handled to prevent sprouting or regrowth (MSHCP Volume I, Section 7.5.3)	2-308	IS/EA	Resident Engineer/ Contractor/Biological Monitor	Final Design; Construction							
CEQA/NEPA minimization measure: **INV-2:** Bare soil within the project impact area will be landscaped with Caltrans-approved native seed mix (consistent with NC-7) from locally adapted species, where feasible, to preclude the invasion of noxious weeds. None of the species on the California list of invasive species is used by Caltrans for erosion control or landscaping in Riverside County. The use of site-specific materials, which are adapted to local conditions, increases the likelihood that revegetation will be successful and maintains the genetic integrity of the local ecosystem. Arrangements will be made well in advance of planting for the scheduled planting time. Sufficient time should be allocated for a professional seed company to visit the project site during the appropriate season and collect the native plant seed. If local propagules are not available or cannot be collected in sufficient quantities, materials collected or grown from other sources within Southern California will be substituted. For widespread native herbaceous species that are more likely to be genetically homogenous, site specificity is a less important consideration, and seed from commercial sources may be used. Seed purity will be certified by planting seed labeled under the California Food and Agricultural Code or that has been tested within a year by a seed laboratory certified by the Association of Official Seed Analysts or by a seed technologist certified by the Society of Commercial Seed Technologists.	2-308	IS/EA, NES	District Design/District Biological Studies/ Resident Engineer/ Contractor	Final Design; Construction							
CEQA/NEPA minimization measure: **INV-3:** Construction equipment will be cleaned of mud or other debris that may contain invasive plants and/or seeds and inspected prior to initializing onto the project site. This will reduce the potential of spreading noxious weeds from other sites and introducing them onto the construction site. In compliance with Caltrans' standard BMPs, this may include setting up wash station(s) in upland sites within minimal risk of direct drainage into riparian areas or other sensitive habitats (MSHCP Vol I, Section 7.5.3 and MSHCP Volume I, Appendix C)	2-309	IS/EA, NES	District Biological Studies/Resident Engineer/ Contractor/ Biological Monitor	Construction							

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Appendix D Construction Staging Figures

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Stage 1 Cross Section and Construction Plans

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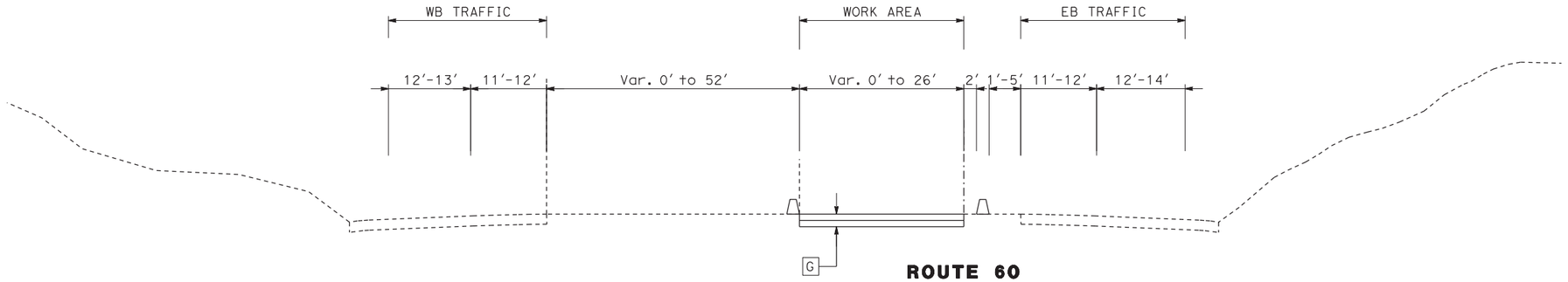
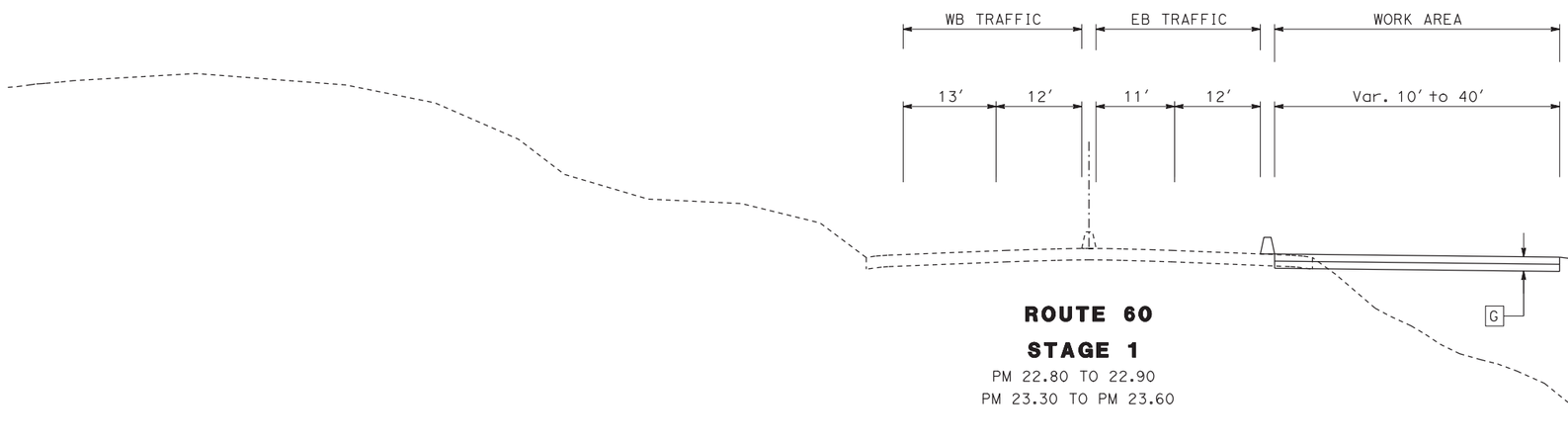
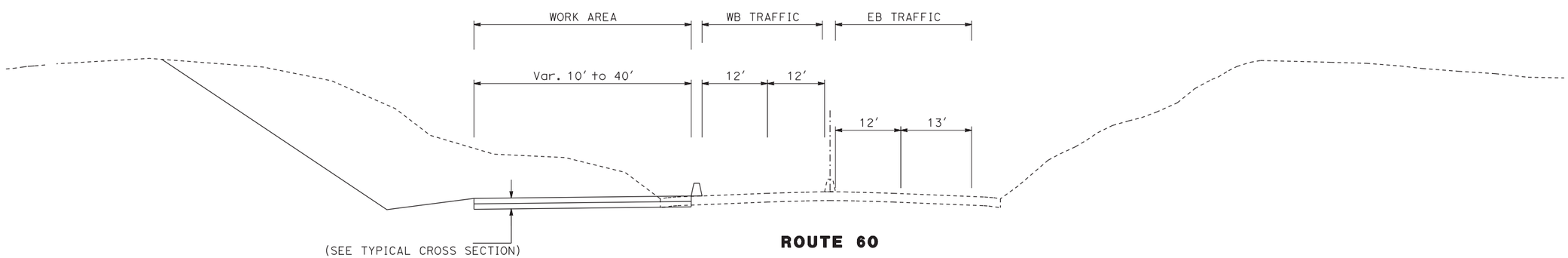


G — 0.5′ HMA (TYPE A)
0.5′ CLASS 2 AB

ROUTE 60
STAGE 1
PM 24.84 TO PM 25.73



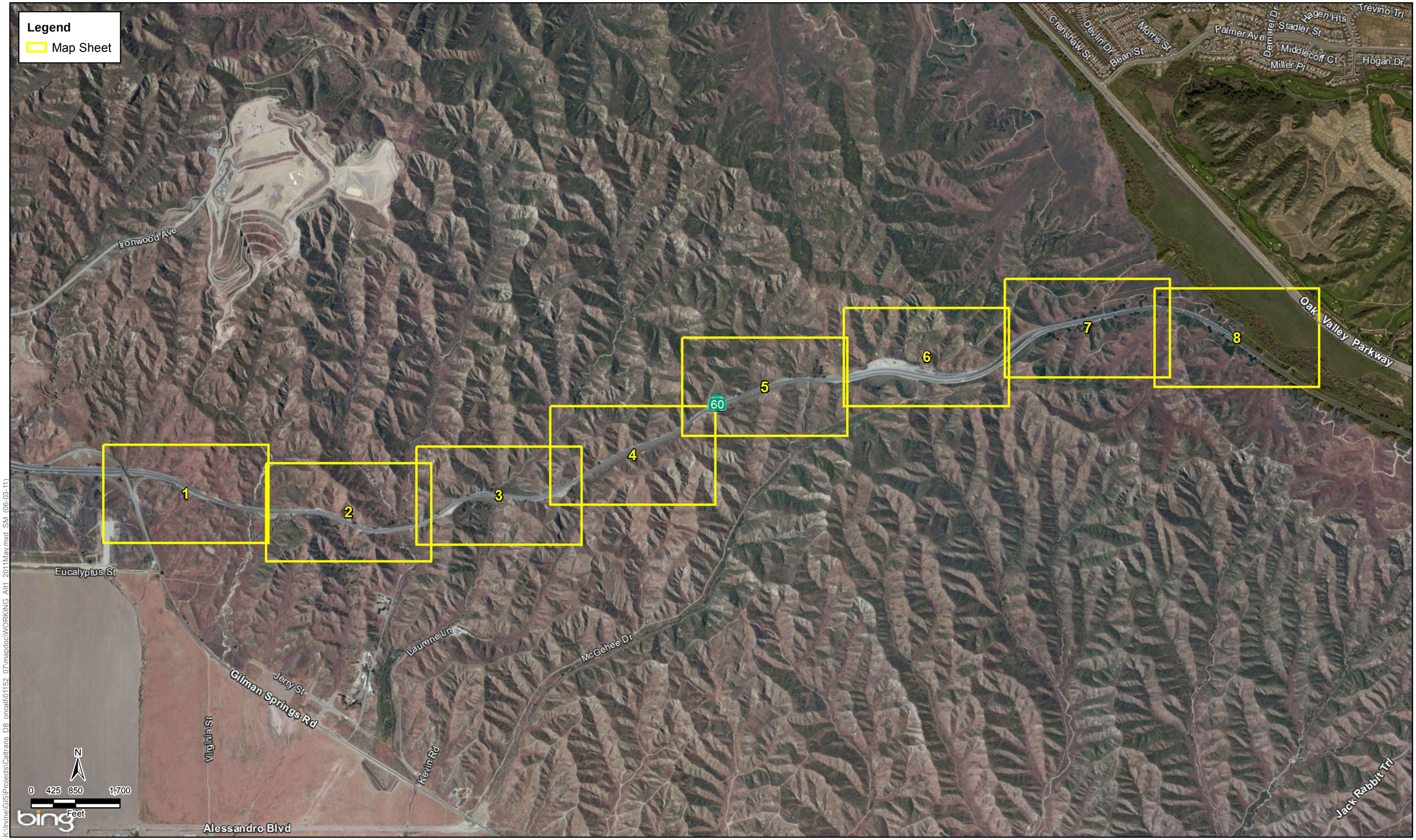
ROUTE 60
STAGE 1
PM 22.80 TO 22.90
PM 23.30 TO PM 23.60



ROUTE 60
STAGE 1
PM 22.14 TO PM 22.47

NO SCALE
ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN

Figure D1
Typical Cross Section for Stage 1 Construction
State Route 60 Truck Lanes Project



SOURCE: Bing Imagery

Figure D1 Index Sheet
Construction Stage 1
State Route 60 Truck Lanes Project

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0 50 100 200 Feet

N

Figure D1, Sheet 1 of 8
Construction Stage 1
State Route 60 Truck Lanes Project

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0 50 100 200
Feet

N

Figure D1, Sheet 2 of 8
Construction Stage 1
State Route 60 Truck Lanes Project

Figure D1, Sheet 3 of 8
Construction Stage 1
State Route 60 Truck Lanes Project

Figure D1, Sheet 4 of 8
Construction Stage 1
State Route 60 Truck Lanes Project

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Figure D1, Sheet 5 of 8
Construction Stage 1
State Route 60 Truck Lanes Project

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0 50 100 200 Feet

N

Figure D1, Sheet 6 of 8
Construction Stage 1
State Route 60 Truck Lanes Project

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Figure D1, Sheet 7 of 8
Construction Stage 1
State Route 60 Truck Lanes Project

Figure D1, Sheet 8 of 8
Construction Stage 1
State Route 60 Truck Lanes Project

Stage 2 Cross Section and Construction Plans

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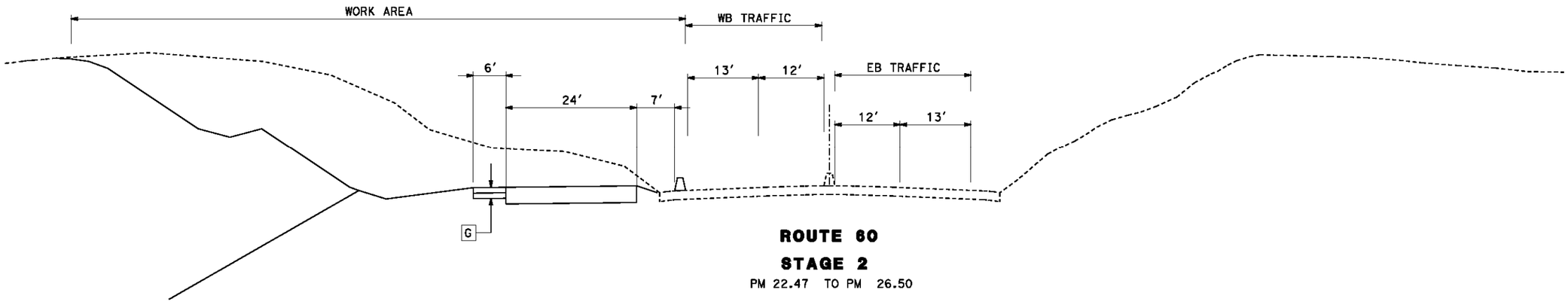

ROUTE 60

STAGE 2

PM 22.47 TO PM 26.50

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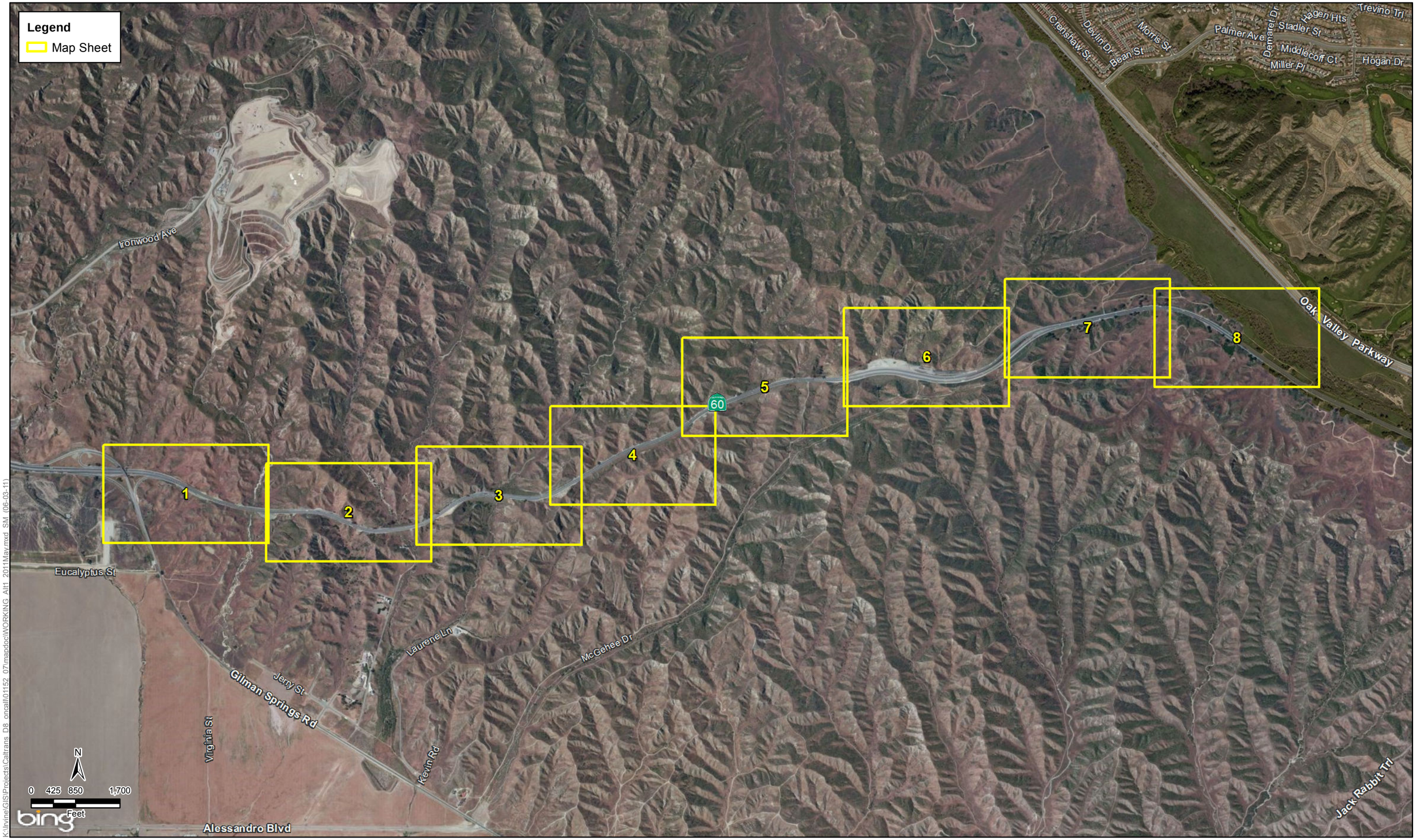
UNLESS OTHERWISE SHOWN

Figure D2
Typical Cross Section for Stage 2 Construction
State Route 60 Truck Lanes Project



SOURCE: Bing Imagery

Figure D2 Index Sheet
Construction Stage 2
State Route 60 Truck Lanes Project

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Figure D2, Sheet 1 of 8
Construction Stage 2
State Route 60 Truck Lanes Project

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Figure D2, Sheet 2 of 8
Construction Stage 2
State Route 60 Truck Lanes Project

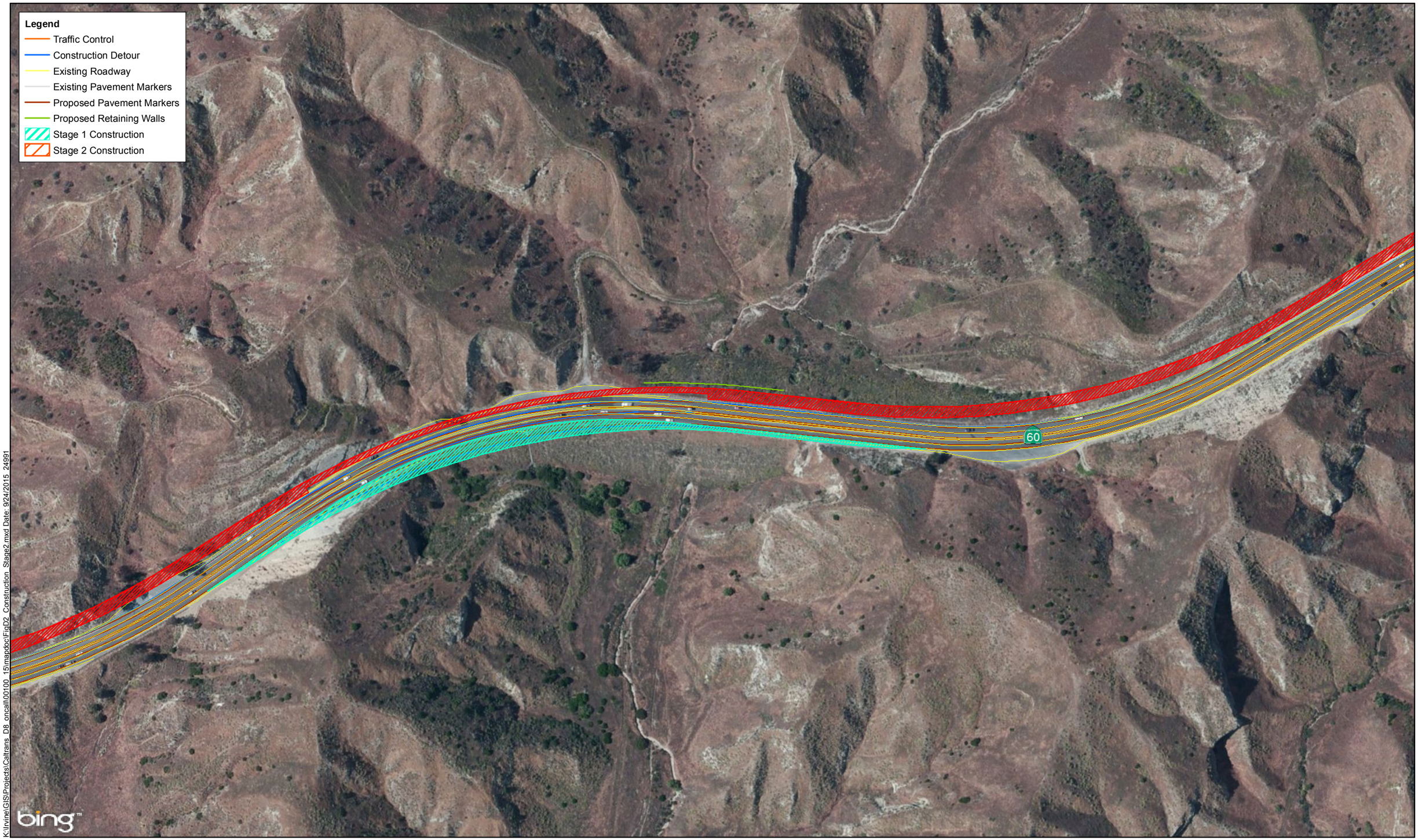

Figure D2, Sheet 3 of 8
Construction Stage 2
State Route 60 Truck Lanes Project

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Figure D2, Sheet 4 of 8
Construction Stage 2
State Route 60 Truck Lanes Project

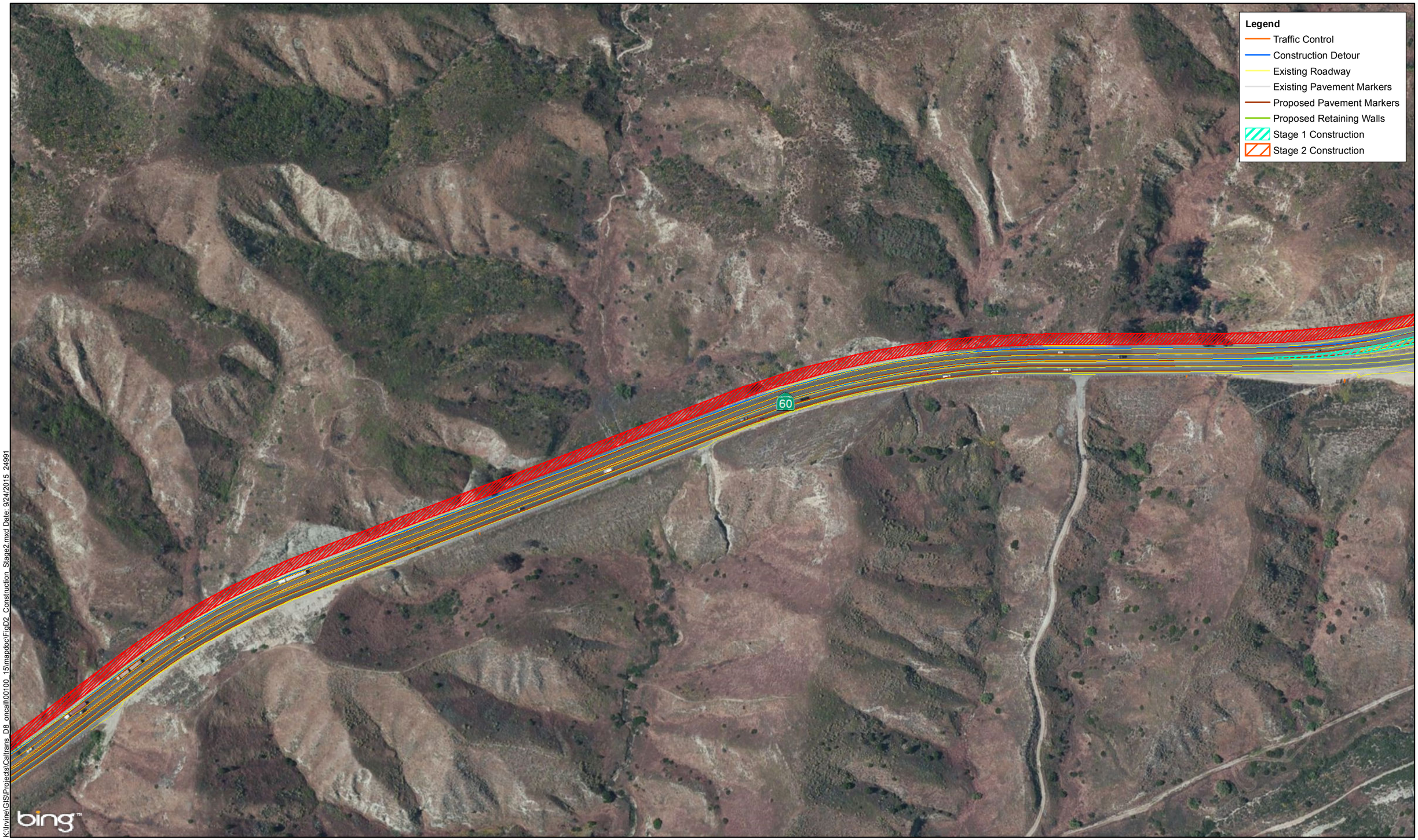

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Figure D2, Sheet 5 of 8
Construction Stage 2
State Route 60 Truck Lanes Project

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Figure D2, Sheet 6 of 8
Construction Stage 2
State Route 60 Truck Lanes Project

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Figure D2, Sheet 7 of 8
Construction Stage 2
State Route 60 Truck Lanes Project

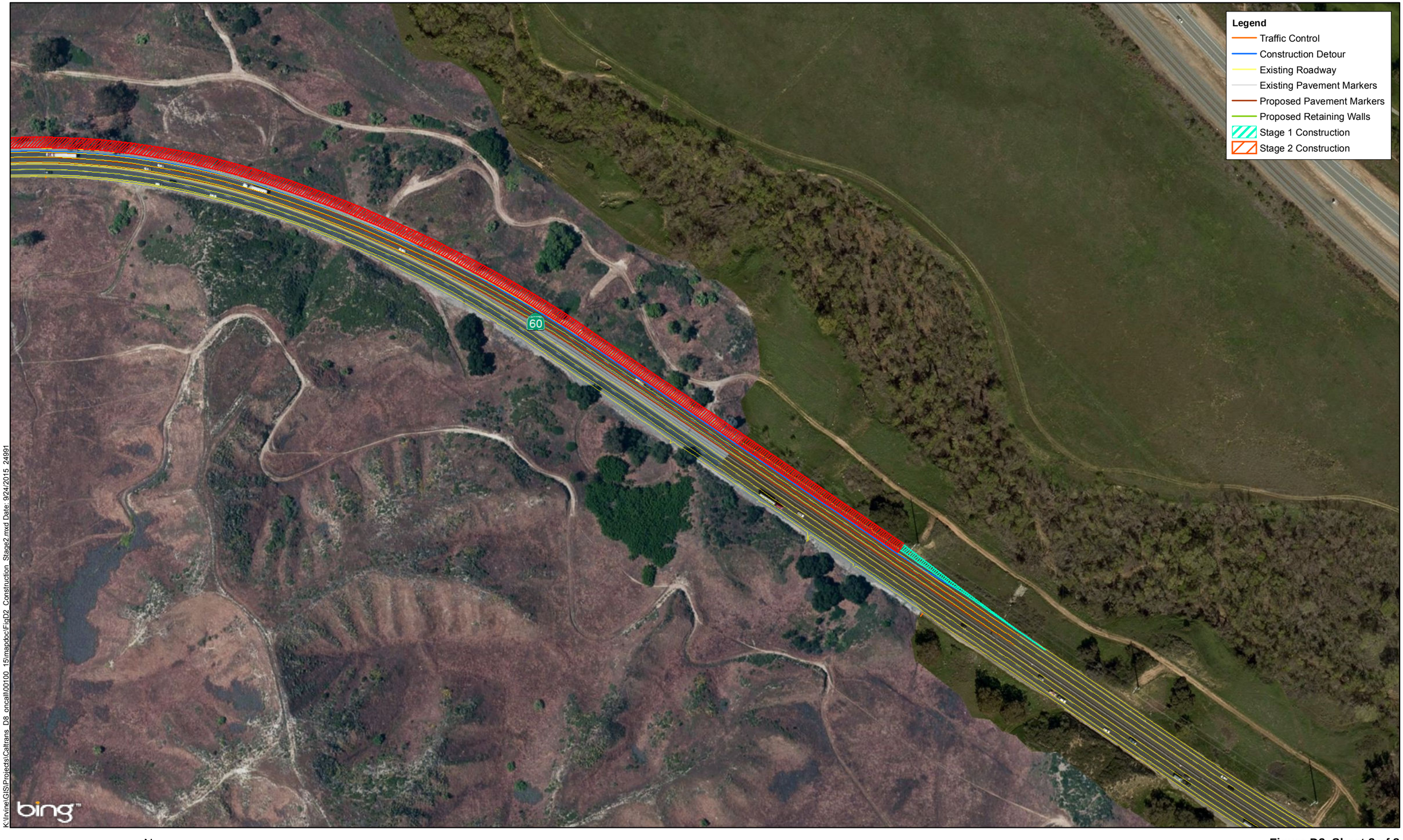

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Figure D2, Sheet 8 of 8
Construction Stage 2
State Route 60 Truck Lanes Project

Stage 3 Cross Section and Construction Plans

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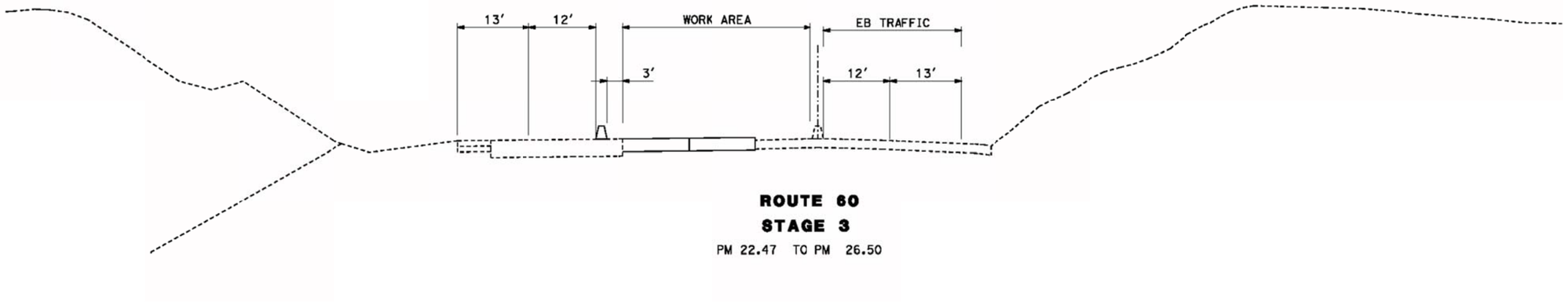

ROUTE 60
STAGE 3
PM 22.47 TO PM 26.50

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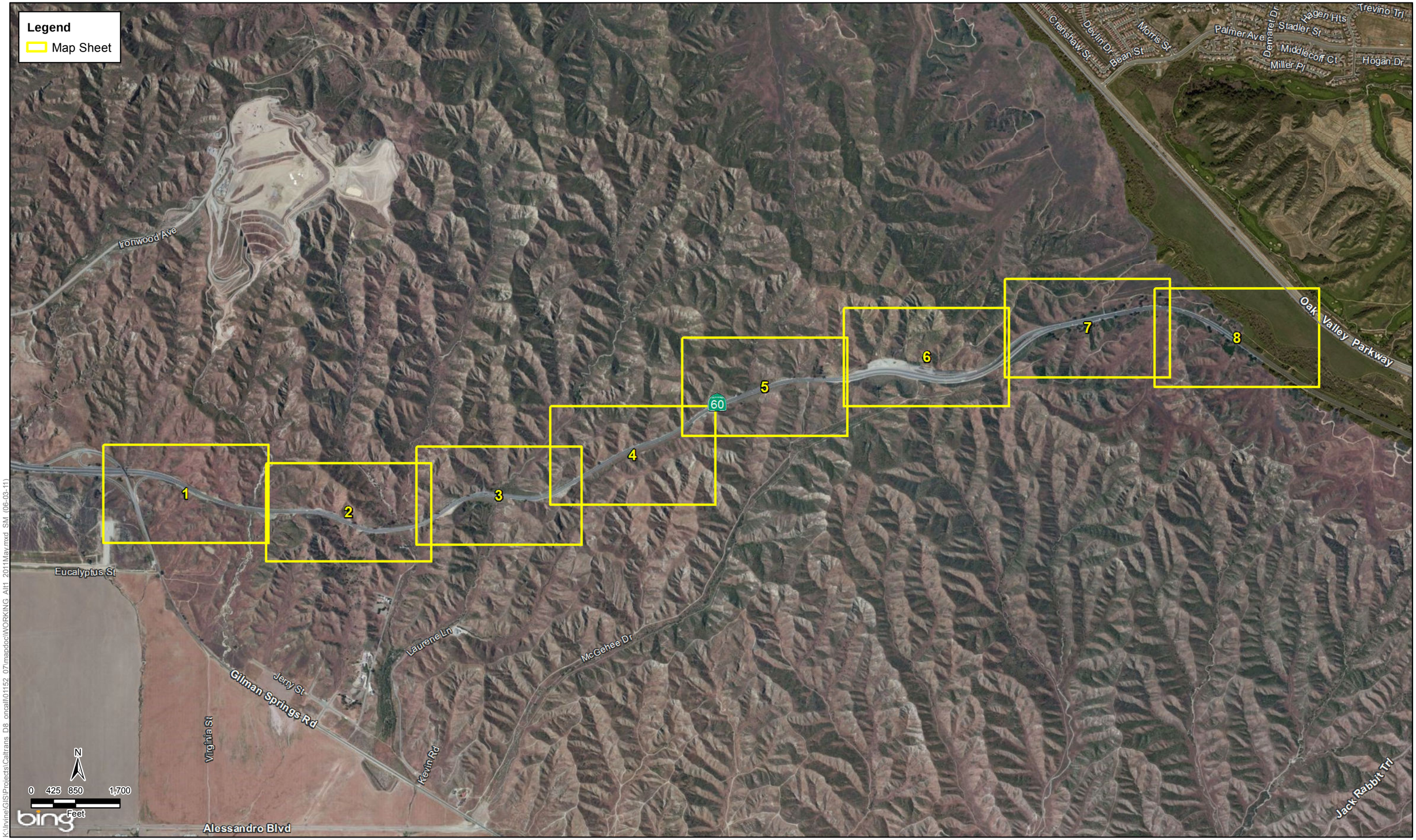
UNLESS OTHERWISE SHOWN

Figure D3
Typical Cross Section for Stage 3 Construction
State Route 60 Truck Lanes Project



SOURCE: Bing Imagery

Figure D3 Index Sheet
Construction Stage 3
State Route 60 Truck Lanes Project

Figure D3, Sheet 1 of 8
Construction Stage 3
State Route 60 Truck Lanes Project

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Figure D3, Sheet 2 of 8
Construction Stage 3
State Route 60 Truck Lanes Project

Figure D3, Sheet 3 of 8
Construction Stage 3
State Route 60 Truck Lanes Project

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Figure D3, Sheet 4 of 8
Construction Stage 3
State Route 60 Truck Lanes Project

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Figure D3, Sheet 5 of 8
Construction Stage 3
State Route 60 Truck Lanes Project

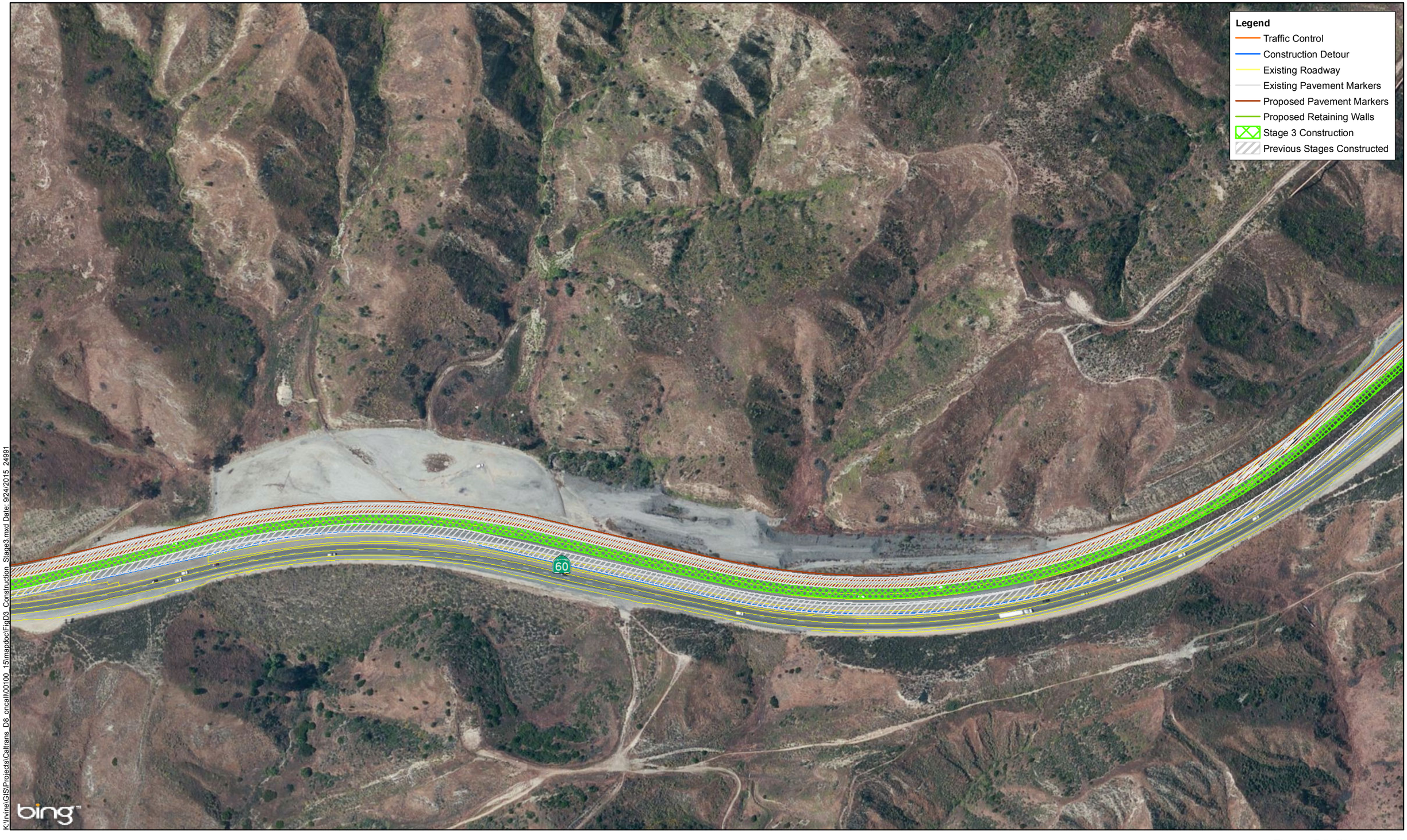

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Figure D3, Sheet 6 of 8
Construction Stage 3
State Route 60 Truck Lanes Project

Figure D3, Sheet 7 of 8
Construction Stage 3
State Route 60 Truck Lanes Project

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Figure D3, Sheet 8 of 8
Construction Stage 3
State Route 60 Truck Lanes Project

Stage 4 Cross Section and Construction Plans

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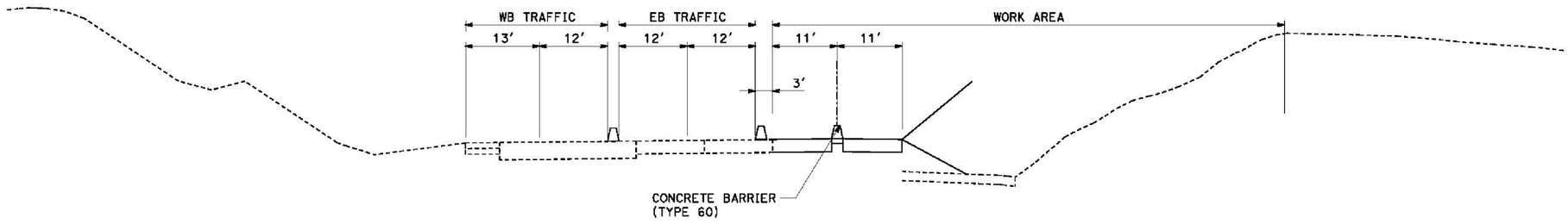

ROUTE 60

STAGE 4

PM 22.47 TO PM 26.50

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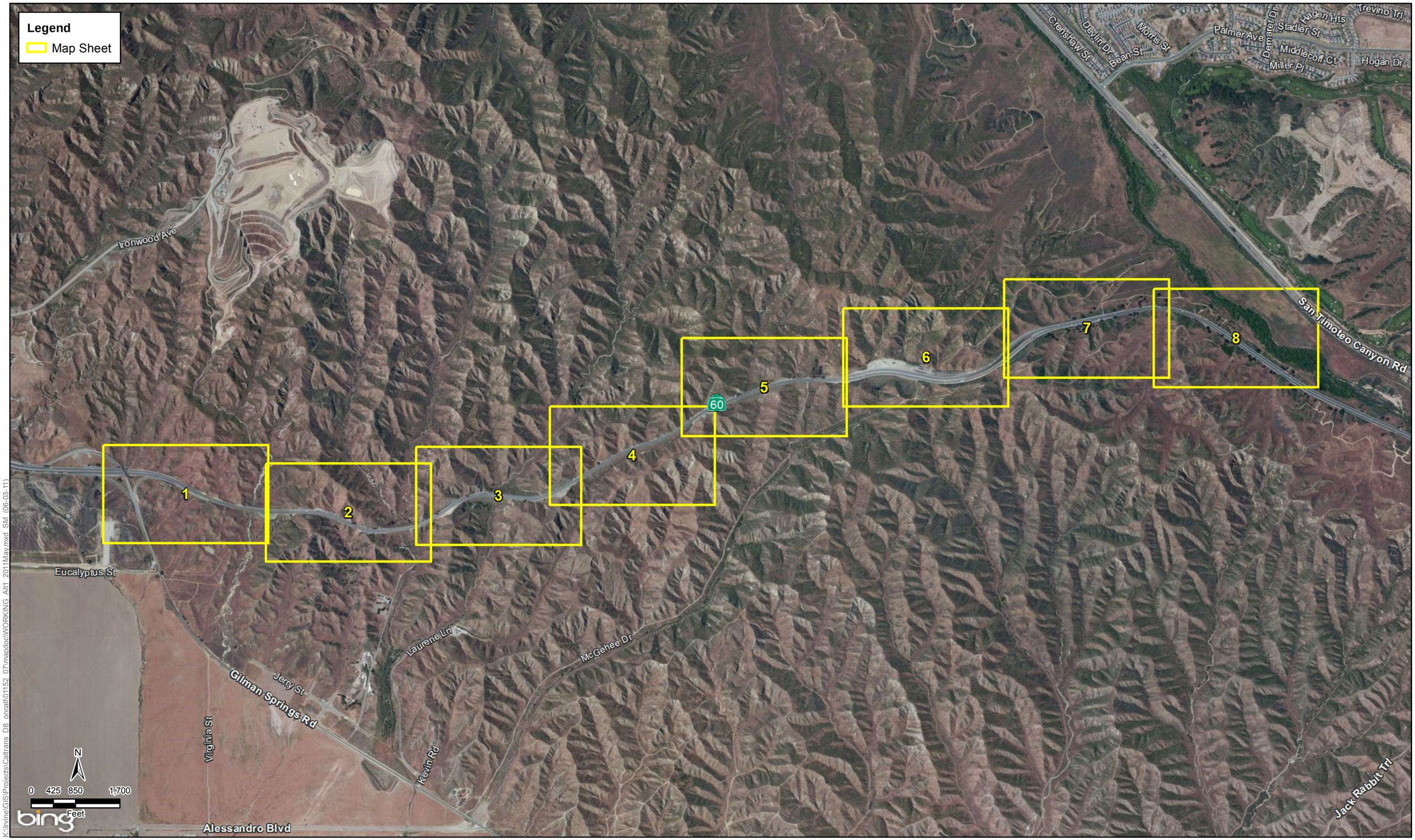
Figure D4
Typical Cross Section for Stage 4 Construction
State Route 60 Truck Lanes Project



SOURCE: Bing Imagery

Figure D4 Index Sheet
Construction Stage 4
State Route 60 Truck Lanes Project

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Figure D4, Sheet 1 of 8
Construction Stage 4
State Route 60 Truck Lanes Project

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Figure D4, Sheet 2 of 8
Construction Stage 4
State Route 60 Truck Lanes Project

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Figure D4, Sheet 3 of 8
Construction Stage 4
State Route 60 Truck Lanes Project

Figure D4, Sheet 4 of 8
Construction Stage 4
State Route 60 Truck Lanes Project

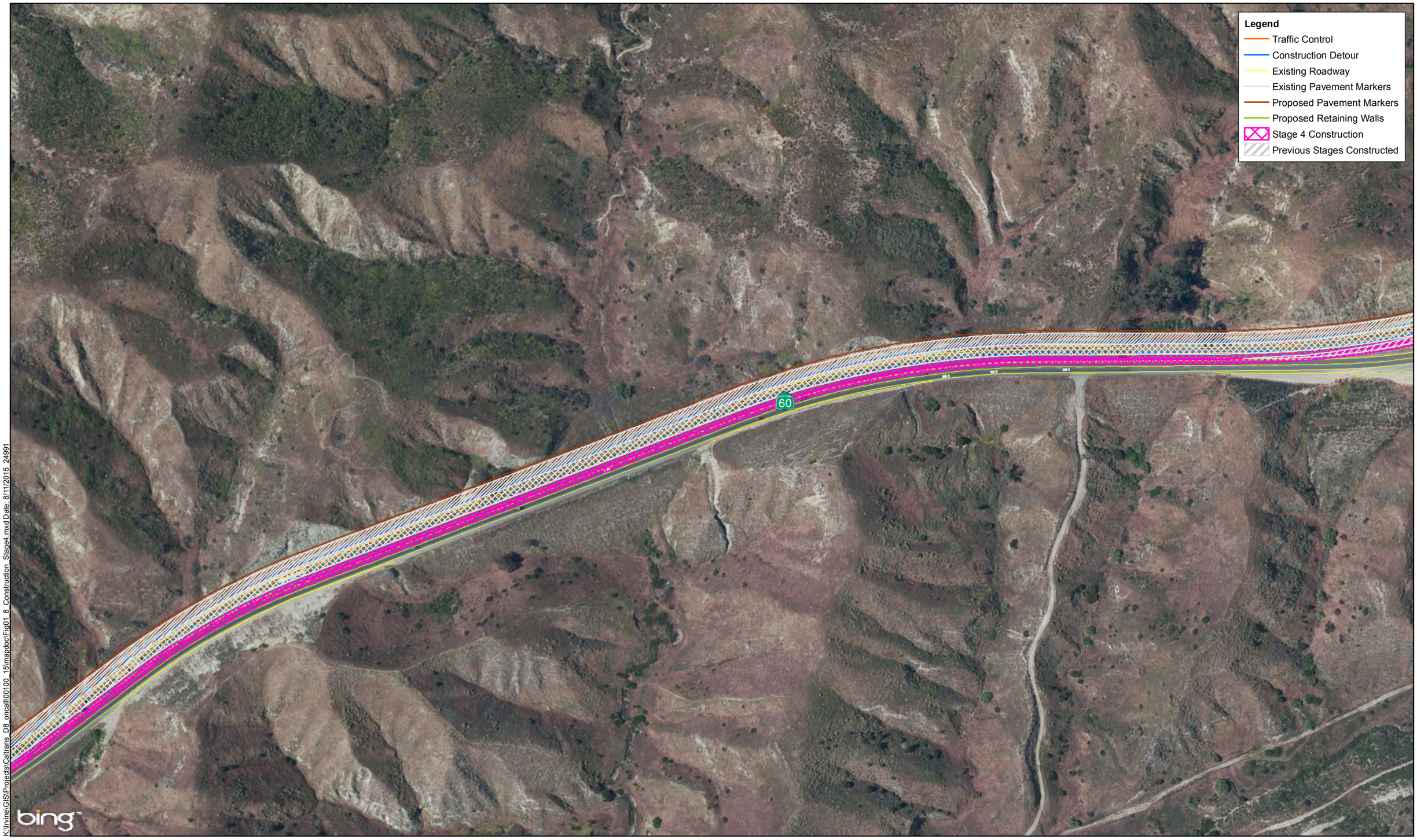

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Figure D4, Sheet 5 of 8
Construction Stage 4
State Route 60 Truck Lanes Project

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Figure D4, Sheet 6 of 8
Construction Stage 4
State Route 60 Truck Lanes Project

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Figure D4, Sheet 7 of 8
Construction Stage 4
State Route 60 Truck Lanes Project

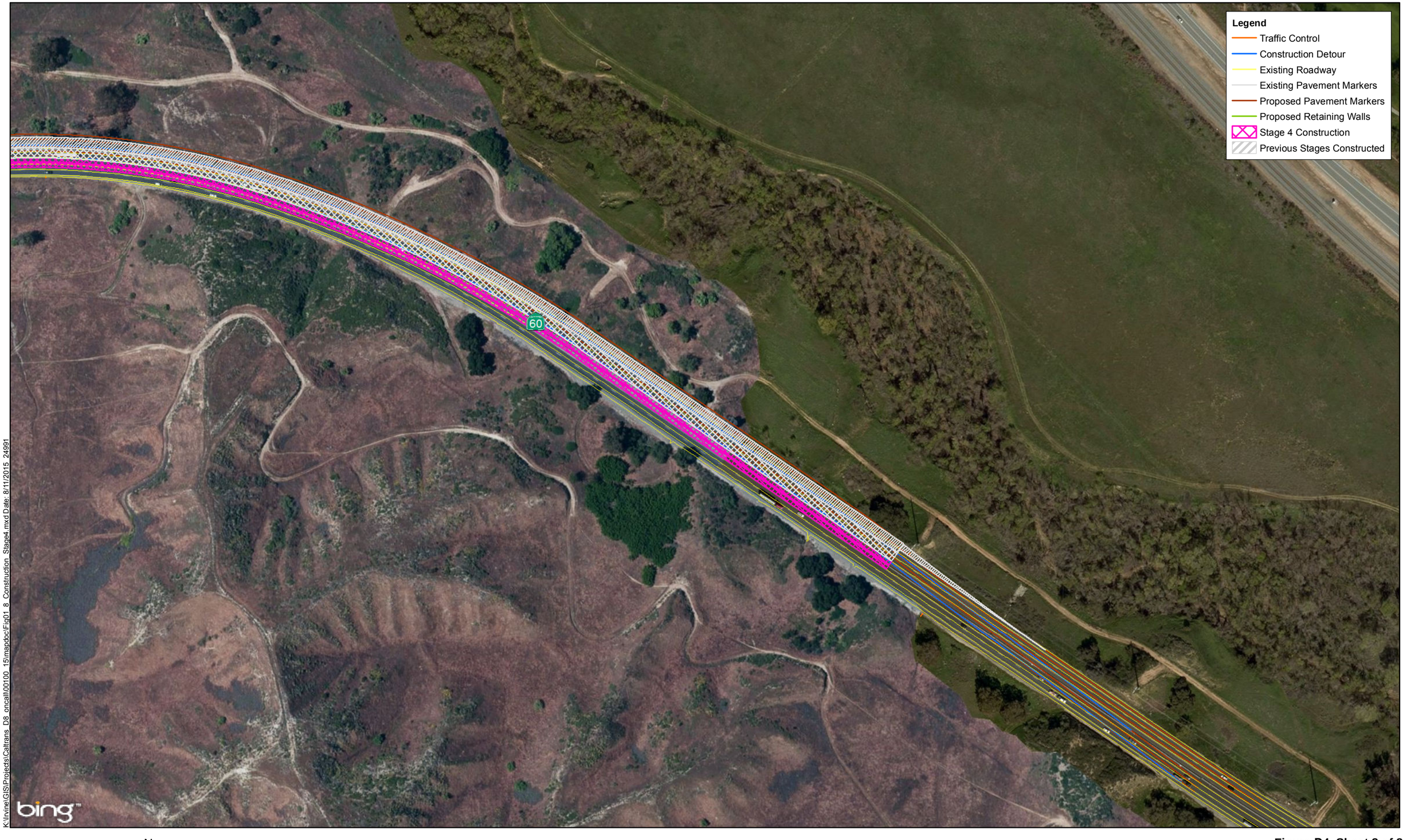

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Figure D4, Sheet 8 of 8
Construction Stage 4
State Route 60 Truck Lanes Project

Stage 5 Cross Section and Construction Plans

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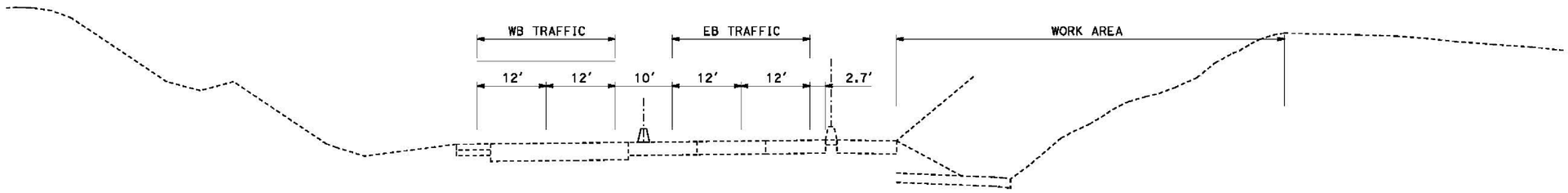

ROUTE 60
STAGE 5

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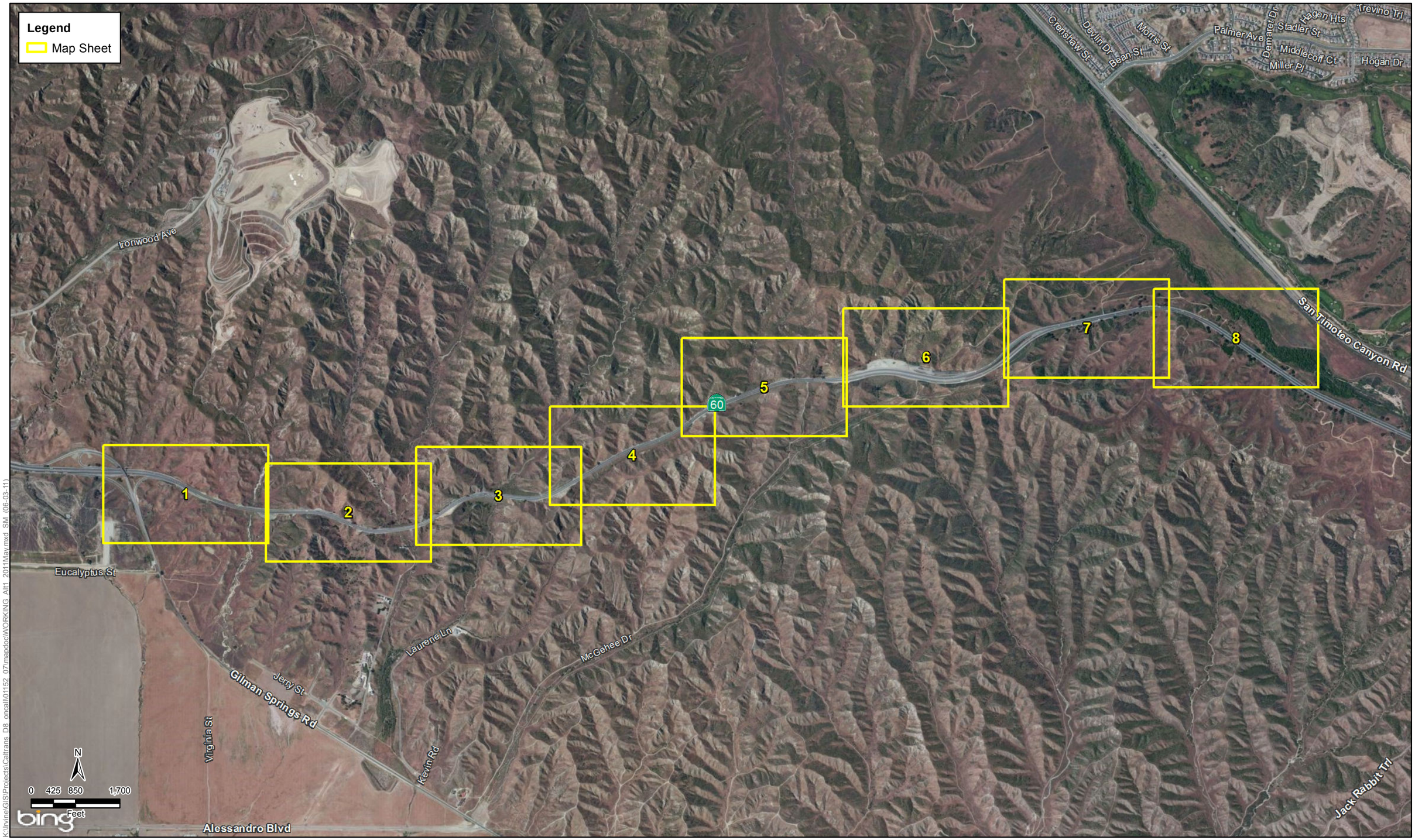
Figure D5
Typical Cross Section for Stage 5 Construction
State Route 60 Truck Lanes Project



SOURCE: Bing Imagery

Figure D5 Index Sheet
Construction Stage 5
State Route 60 Truck Lanes Project

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Figure D5, Sheet 1 of 8
Construction Stage 5
State Route 60 Truck Lanes Project

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Figure D5, Sheet 2 of 8
Construction Stage 5
State Route 60 Truck Lanes Project

Figure D5, Sheet 3 of 8
Construction Stage 5
State Route 60 Truck Lanes Project

Figure D5, Sheet 4 of 8
Construction Stage 5
State Route 60 Truck Lanes Project

Figure D5, Sheet 5 of 8
Construction Stage 5
State Route 60 Truck Lanes Project

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Figure D5, Sheet 6 of 8
Construction Stage 5
State Route 60 Truck Lanes Project

Figure D5, Sheet 7 of 8
Construction Stage 5
State Route 60 Truck Lanes Project

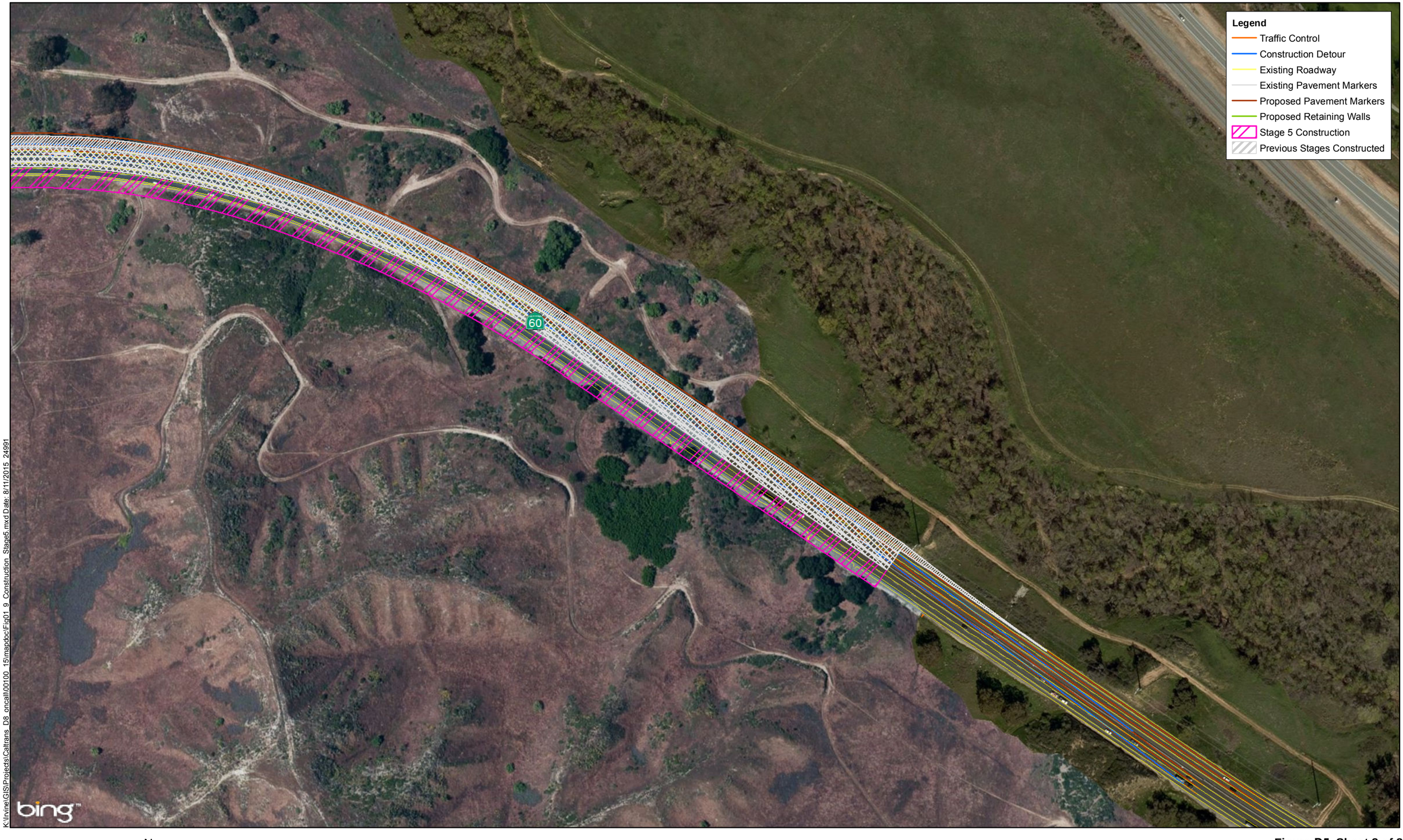

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Figure D5, Sheet 8 of 8
Construction Stage 5
State Route 60 Truck Lanes Project

Construction Stage 6 Cross Section

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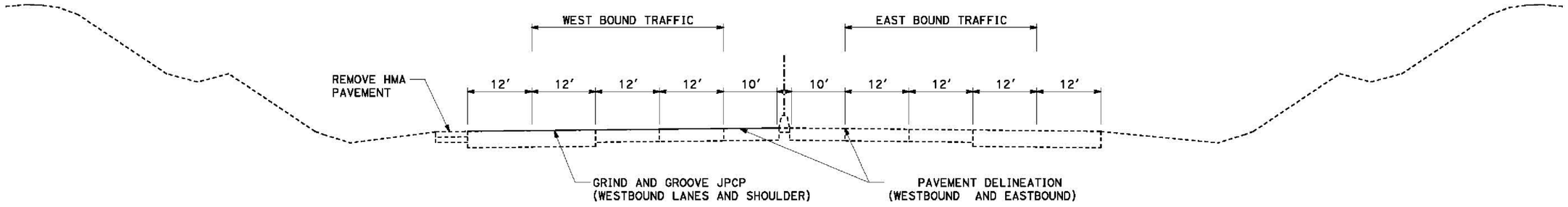

ROUTE 60
STAGE 6

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Figure D6
Typical Cross Section for Stage 6 Construction
State Route 60 Truck Lanes Project

Appendix E Acronyms and Abbreviations

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Appendix E Acronyms and Abbreviations

1. µPa – micro-Pascals
2. µg/m^3 – micrograms per cubic meter
3. AADT – annual average daily traffic
4. AADTT – annual average daily truck traffic
5. AB – Assembly Bill
6. AB 32 – Assembly Bill 32
7. AB 1493 – Assembly Bill 1493
8. AASHTO – American Association of State Highway and Transportation Officials
9. ADA – Americans with Disabilities Act
10. AGR – Agricultural Supply
11. AMEC – AMEC Environmental and Infrastructure, Inc.
12. APCD – Air Pollution Control District
13. APE – Area of Potential Effects
14. ARB – California Air Resources Board
15. ASR – Archaeological Survey Report
16. ATCMs – Airborne Toxic Control Measures
17. Basin – South Coast Air Basin
18. bgs – below ground surface
19. BLM – Bureau of Land Management
20. BMPs – best management practices
21. BSA – Biological Study Area
22. CAA – Clean Air Act
23. CAAQS – California Ambient Air Quality Standards

24. CAC – County Agricultural Commissioner
25. CAGN – coastal California gnatcatcher
26. CARB – California Air Resources Board
27. Caltrans – California Department of Transportation
28. Cal/EPA – California Environmental Protection Agency
29. CalEPPC – California Exotic Pest Plant Council
30. CAL FIRE – California Department of Forestry and Fire Protection
31. CDFA – California Department of Food and Agriculture
32. CDFW – California Department of Fish and Wildlife
33. CERCLA – Comprehensive Environmental Response, Compensation and Liability Act of 1980
34. CERFA – Community Environmental Response Facilitation Act of 1992
35. CEQ – Council on Environmental Quality
36. CEQA – California Environmental Quality Act
37. CESA – California Endangered Species Act
38. CFR – Code of Federal Regulations
39. cfs – cubic foot per second
40. CGP – Construction General Permit
41. CH_4 – methane
42. CHP – California Highway Patrol
43. CNDDB – California Natural Diversity Data Base
44. CNPS – California Native Plant Society
45. CO – carbon monoxide
46. CO Protocol – Transportation Project-Level Carbon Monoxide Protocol
47. CO_2 – carbon dioxide

48. Coastal Commission – Bay Conservation and Development Commission or Tahoe Regional Planning Agency

49. CO-CAT – Coastal Ocean Climate Action Team

50. COZEEP – construction zone enforcement enhancement program CTP – California Transportation Plan

51. CWA – Clean Water Act

52. DBESP – Determination of Biologically Equivalent or Superior Preservation

53. dBA – A-weighted decibels

54. dbh – diameter at breast height

55. DHV – Design Hour Volumes

56. Department – California Department of Transportation

57. dld – drip line diameter

58. DOC – Department of Conservation

59. DPM – diesel particulate matter

60. DSA – Disturbed Soil Area

61. EA – Environmental Assessment

62. EB – eastbound

63. EIC – Eastern Information Center

64. ECR – Environmental Commitments Record

65. EO – Executive Order

66. EPA – Environmental Protection Agency

67. ESA – Environmentally Sensitive Area

68. F – Fahrenheit

69. FCAA – Federal Clean Air Act

70. FEMA – Federal Emergency Management Agency

71. FESA – Federal Endangered Species Act

72. FHWA – Federal Highway Administration
73. FIFRA – Federal Insecticide, Fungicide, and Rodenticide Act
74. FIRM – Flood Insurance Rate Map
75. FMMP – Farmland Mapping and Monitoring Program
76. ft – foot/feet
77. FTA – Federal Transit Administration
78. FTIP – Federal Transportation Improvement Program
79. GHG – greenhouse gas
80. GWMZ – Groundwater Management Zone
81. GWR – Groundwater Recharge
82. H_2S – hydrogen sulfide
83. HAPs – hazardous air pollutants
84. HCP – Habitat Conservation Plan
85. HMA-BB – hot-mix asphalt bond break
86. HPSR – Historic Property Survey Report
87. HRER – Historic Resources Evaluation Report
88. H:V – horizontal to vertical
89. I-10 – Interstate 10
90. I-15 – Interstate 15
91. IND – Industrial Service Supply
92. IP – individual permit
93. IPCC – Intergovernmental Panel on Climate Change
94. IRIS – Integrated Risk Information System
95. IS – Initial Study
96. IS/EA – Initial Study/Environmental Assessment
97. ISA – Initial Site Assessment

98. ITS – Intelligent Transportation System
99. ITSP – Interregional Transportation Strategic Plan
100. IGR – Intergovernmental Review
101. JD – Jurisdictional Delineation Report
102. JPCP – joint plane concrete pavement
103. JSA – Jurisdictional Study Area
104. KV – Key View
105. LAPM – Los Angeles pocket mouse
106. LBV – least Bell's vireo
107. LCB – Lean Concrete Base
108. Ldn – day-night level
109. LEDPA – least environmentally damaging practicable alternative
110. Leq – equivalent continuous sound level
111. Leq(h) – equivalent continuous sound level per hour
112. Lmax – maximum sound level
113. LOMR – Letter of Map Revision
114. LOS – level of service
115. Lxx – xx percentile-exceeded sound level
116. MBTA – Migratory Bird Treaty Act
117. MCE – maximum credible earthquake
118. MF – mixed-flow
119. mi – mile/miles
120. mph – miles per hour
121. MLD – Most Likely Descendent
122. MPO – Metropolitan Planning Organization
123. MS4 – Municipal Separate Storm Sewer System

124. MSAT – Mobile-Source Air Toxics

125. MSHCP – Multiple Species Habitat Conservation Plan

126. MUN – Municipal and Domestic Supply

127. MVHS – Moreno Valley Historical Society

128. N_2O – nitrous oxideNAAQS – National Ambient Air Quality Standards

129. NAC – noise abatement criteria

130. NAHC – Native American Heritage Commission

131. NATA – National Air Toxics Assessment

132. NCCP – Natural Communities Conservation Plan

133. ND – Negative Declaration

134. NEPA – National Environmental Policy Act

135. NES – Natural Environment Study

136. NHMLAC – Natural History Museum of Los Angeles County

137. NHPA – National Historic Preservation Act

138. NHS – National Highway System

139. NHTSA – National Highway Traffic Safety Administration

140. NO_2 – nitrogen dioxide

141. NOA – Notice of Availability

142. NOA – naturally occurring asbestos

143. NOAA – National Oceanic and Atmospheric Administration

144. NOAA Fisheries Service – National Oceanic and Atmospheric Administration's National Marine Fisheries Service

145. NO_x – nitrogen oxides

146. NOI – Notice of Intent

147. NPDES – National Pollutant Discharge Elimination System

148. NSSP – Non Standard Special Provision

149. NSR – Noise Study Report
150. NWP – nation-wide Permit
151. O_3 – ozone
152. ONT – Ontario International Airport
153. OS-CH – Open Space-Conservation Habitat
154. OS-R – Open Space-Recreation
155. OS-RUR – Open Space-Rural
156. OSTP – Office of Science and Technology Policy
157. PA – Programmatic Agreement
158. PA/ED – Project Approval & Environmental Document
159. Pb – lead
160. PER – Paleontological Evaluation Report
161. PF – Public Facility
162. PHV – peak hour volume
163. PIR – Paleontological Identification Report
164. PM – post mile
165. $PM_{2.5}$ – particulate matter of 2.5 micrometers or smaller
166. PM_{10} – particulate matter of 10 micrometers or smaller
167. PMP – Paleontological Mitigation Plan
168. POM – Polycyclic organic matter
169. PPDG – Project Planning and Design Guide
170. ppm – parts per million
171. PQP – public/quasi-public
172. PRC – Public Resources Code
173. PS&E – Project Specifications and Estimates
174. PSR – Project Study Report

175. RCA – Regional Conservation Authority
176. RCB –reinforced concrete box culvert
177. RCBAP – Reche Canyon/Badlands Area Plan
178. RCFC – Riverside County Flood Control
179. RCP – reinforced concrete pipe
180. RCTC – Riverside County Transportation Commission
181. RivCoParks – Riverside County Regional Park and Open Space District
182. RM – Rural Mountainous
183. ROG – reactive organic gases
184. ROW – right of way
185. RTP – Regional Transportation Plan
186. RTP/SCS – Regional Transportation Plan/Sustainable Communities Strategy
187. RWQCB – Regional Water Quality Control Board
188. RR – Rural Residential
189. SBCM – San Bernardino County Museum
190. SBKR – San Bernardino Kangaroo Rat
191. SCAG – Southern California Association of Governments
192. SCAQMD – South Coast Air Quality Management District
193. SDC – Seismic Design Criteria
194. SHOPP – State Highway Operation Performance Program
195. SHPO – State Historic Preservation Officer
196. SIP – State Implementation Plan
197. SKR –Stephen's kangaroo rat
198. SSP – Standard Special Provision
199. SWMP – Statewide Storm Water Management Plan
200. SWPPP – Storm Water Pollution Prevention Plan

201. SWRCB – State Water Resources Control Board
202. TACs – Toxic Air Contaminants
203. TASAS – Traffic Accident Surveillance and Analysis System
204. TCE – Temporary Construction Easement
205. TCWG – Transportation Conformity Working Group
206. TLMA – Riverside County Transportation and Land Management Agency
207. TMP – Transportation Management Plan
208. TSN – Transportation System Network
209. USACE – U.S. Army Corps of Engineers
210. USC – United States Code
211. USDOT – U.S. Department of Transportation
212. U.S. EPA – United States Environmental Protection Agency
213. USFWS – United States Fish and Wildlife Service
214. USGS – United States Geological Survey
215. V/C – volume to capacity
216. VIA – Visual Impact Assessment
217. VMT – vehicle miles travelled
218. WB – westbound
219. WDR – Waste Discharge Requirement
220. WPCP – Water Pollution Control Program
221. WQAR – Water Quality Assessment Report
222. WUS – waters of the U.S.

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Appendix F List of Technical Studies

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Appendix F List of Technical Studies

- Air Quality Report (October 2015)
- Updated Air Quality Report (April 2016)
- Historic Property Survey Report (April 2014)
  - Archaeological Survey Report (April 2014)
  - Historical Resources Evaluation Report (April 2014)
  - Native American Consultation (April 2014)
- First Supplemental Historic Property Survey Report (June 2015)
  - Archaeological Survey Report (June 2015)
  - Native American Consultation (April 2014)
- Natural Environmental Study (March 27, 2014)
  - Multiple Species Habitat Conservation Plan (April 17, 2014)
  - Determination of Biologically Equivalent or Superior Preservation (April 17, 2014)
  - Agency Correspondence
  - Burrowing Owl Habitat Assessment and Focused Survey
  - Habitat Assessment and Focused Survey for the Least Bell's Vireo and Southwestern Willow Flycatcher
  - Habitat Assessment and Focused Survey for the Los Angeles Pocket Mouse
  - Delineation of Jurisdictional Waters
- Bat Survey Report (August 24, 2015)
- Final Determination of Biologically Equivalent or Superior Preservation (April 25, 2016)
- Noise Study Report (March 12, 2014)
- Paleontological Identification Report/Paleontological Evaluation Report (January 15, 2014)
- Preliminary Geotechnical Design Report (October 10, 2013)
- Right of Way Datasheet (February 21, 2014)
- Right of Way Datasheet (May 7, 2015)
- Site Investigation Report (November 2000)
- Updated Initial Site Assessment Checklist (March 25, 2014)
- Updated Initial Site Assessment Checklist (August 11, 2015)
- Operational Analysis for Truck Lane Memorandum (March 25, 2015)
- Methodology Memorandum for the Traffic Data Information Memorandum (April 2, 2015)
- Traffic Data Forecast Request Memorandum (February 2016)

- Visual Impact Assessment (March 27, 2014)
- Water Quality Assessment Report (March 26, 2014)
- Location Hydraulic Study (March 27, 2014)
- Summary Floodplain Evaluation Report (March 27, 2014)

Appendix G Air Quality Model Outputs

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File Name: **Riverside (SC) - 2013 - Annual.EF**

CT-EMFAC Version: 6.0.0.29548
Run Date: 2/15/2016 10:31:29 PM
Area: Riverside (SC)
Analysis Year: 2013
Season: Annual

Vehicle Category	VMT Fraction Across Category	Diesel VMT Fraction Within Category
Truck 1	0.064	0.516
Truck 2	0.096	0.977
Non-Truck	0.840	0.007

Fleet Average Running Exhaust Emission Factors (grams/veh-mile)

Pollutant Name	5 mph	10 mph	15 mph	20 mph	25 mph	30 mph	35 mph	40 mph	45 mph	50 mph	55 mph	60 mph	65 mph	70 mph	75 mph
HC	0.807890	0.573937	0.351137	0.219194	0.164781	0.132465	0.110234	0.095426	0.086487	0.082561	0.083294	0.088260	0.096729	0.102914	0.102914
ROG	0.818485	0.590699	0.353322	0.213251	0.159999	0.128999	0.107286	0.092598	0.083593	0.079518	0.080041	0.084515	0.091774	0.096993	0.096993
TOG	1.014139	0.727810	0.438098	0.267030	0.200208	0.161021	0.133726	0.115331	0.104070	0.098953	0.099544	0.105144	0.114468	0.121278	0.121278
CO	4.398425	3.670226	3.041754	2.592324	2.289155	2.062102	1.884538	1.747999	1.648020	1.583488	1.556791	1.573435	1.643807	1.706456	1.706456
NOx	2.818084	2.389924	1.819120	1.487189	1.356020	1.279691	1.224867	1.187270	1.164616	1.155634	1.159672	1.173322	1.191152	1.201846	1.201846
CO2	1476.467773	1161.840698	903.106506	735.775452	629.242371	557.298157	510.699310	479.696228	461.951050	458.555969	467.381104	488.431183	524.853455	549.104248	549.104248
CH4	0.135128	0.092547	0.059121	0.039207	0.029385	0.023313	0.019260	0.016619	0.015043	0.014339	0.014430	0.015334	0.017068	0.018417	0.018417
PM10	0.087002	0.070805	0.050112	0.035915	0.029644	0.026120	0.023924	0.022963	0.023189	0.024591	0.027179	0.029002	0.029357	0.029623	0.029623
PM2.5	0.082859	0.067499	0.047780	0.034245	0.028275	0.024922	0.022833	0.021920	0.022141	0.023484	0.025959	0.027700	0.028034	0.028284	0.028284
Benzene	0.023242	0.016500	0.010121	0.006350	0.004789	0.003859	0.003221	0.002797	0.002541	0.002431	0.002457	0.002603	0.002849	0.003029	0.003029
Acrolein	0.000615	0.000403	0.000278	0.000202	0.000154	0.000124	0.000104	0.000092	0.000086	0.000084	0.000086	0.000093	0.000105	0.000114	0.000114
Acetaldehyde	0.044990	0.034126	0.018944	0.010092	0.007475	0.006055	0.004981	0.004205	0.003691	0.003415	0.003370	0.003472	0.003585	0.003673	0.003673
Formaldehyde	0.094288	0.071083	0.039829	0.021588	0.016022	0.012970	0.010689	0.009053	0.007979	0.007413	0.007336	0.007587	0.007895	0.008132	0.008132
Butadiene	0.003785	0.002602	0.001674	0.001121	0.000850	0.000684	0.000574	0.000503	0.000462	0.000447	0.000455	0.000486	0.000540	0.000580	0.000580
Naphthalene	0.000831	0.000602	0.000359	0.000216	0.000162	0.000131	0.000109	0.000094	0.000085	0.000080	0.000081	0.000085	0.000092	0.000097	0.000097
POM	0.001729	0.001290	0.000750	0.000431	0.000325	0.000266	0.000223	0.000194	0.000177	0.000170	0.000173	0.000181	0.000190	0.000197	0.000197
Diesel PM	0.076002	0.063820	0.045608	0.032926	0.027561	0.024603	0.022767	0.022023	0.022361	0.023788	0.026319	0.028029	0.028209	0.028346	0.028346
DEOG	0.582323	0.444743	0.244245	0.127496	0.094193	0.076339	0.062676	0.052691	0.046010	0.042348	0.041618	0.042686	0.043610	0.044376	0.044376

Fleet Average Idling Exhaust Emission Factors (grams/veh-idle hour)

Pollutant Name	Emission Factor
HC	1.818682
ROG	1.545906
TOG	2.067075
CO	14.033738
NOx	9.393578
CO2	3667.753662
CH4	0.430365
PM10	0.084658
PM2.5	0.080077
Benzene	0.050517
Acrolein	0.002694
Acetaldehyde	0.037548
Formaldehyde	0.091188
Butadiene	0.010391
Naphthalene	0.001371
POM	0.002180
Diesel PM	0.058457
DEOG	0.416174

==========

Fleet Average Running Loss Emission Factors (grams/veh-hour)

Pollutant Name	Emission Factor
HC	2.358397
ROG	2.521432
TOG	2.521432
Benzene	0.025214
Butadiene	0.000000
Naphthalene	0.003530

==========

Fleet Average Tire Wear Factors (grams/veh-mile)

Pollutant Name	Emission Factor
PM10	0.010138
PM2.5	0.002535

==========

Fleet Average Brake Wear Factors (grams/veh-mile)

Pollutant Name	Emission Factor
PM10	0.045017
PM2.5	0.019293

==========END==========

File Name: **Riverside (SC) - 2020 - Annual.EF**

CT-EMFAC Version: 6.0.0.29548
Run Date: 2/15/2016 11:15:29 PM
Area: Riverside (SC)
Analysis Year: 2020
Season: Annual

Vehicle Category	VMT Fraction Across Category	Diesel VMT Fraction Within Category
Truck 1	0.043	0.575
Truck 2	0.117	0.980
Non-Truck	0.840	0.011

Fleet Average Running Exhaust Emission Factors (grams/veh-mile)

Pollutant Name	5 mph	10 mph	15 mph	20 mph	25 mph	30 mph	35 mph	40 mph	45 mph	50 mph	55 mph	60 mph	65 mph	70 mph	75 mph
HC	0.308937	0.216937	0.144384	0.100132	0.074722	0.058182	0.046921	0.039329	0.034427	0.031644	0.030692	0.032029	0.035610	0.038239	0.038239
ROG	0.279007	0.199033	0.132507	0.091784	0.068487	0.053218	0.042704	0.035521	0.030789	0.027979	0.026813	0.027771	0.030731	0.032874	0.032874
TOG	0.371312	0.263828	0.175230	0.121094	0.090260	0.070105	0.056260	0.046826	0.040636	0.036991	0.035526	0.036851	0.040821	0.043735	0.043735
CO	2.103918	1.785390	1.485129	1.269535	1.115134	0.995668	0.900334	0.824195	0.764087	0.718233	0.686152	0.671120	0.675078	0.685164	0.685164
NOx	2.248677	1.835866	1.314773	0.975754	0.778970	0.674344	0.608809	0.565088	0.535203	0.515020	0.502237	0.501276	0.508733	0.513181	0.513181
CO2	1277.114624	1010.076294	792.889404	653.259888	564.021729	503.168945	462.982544	435.846863	419.559601	414.472687	419.379700	435.391357	464.968384	484.799622	484.799622
CH4	0.072734	0.050413	0.033225	0.022812	0.016947	0.013169	0.010617	0.008912	0.007828	0.007234	0.007065	0.007408	0.008264	0.008923	0.008923
PM10	0.018438	0.013492	0.010093	0.007932	0.006608	0.005781	0.005271	0.004994	0.004904	0.004978	0.005207	0.005459	0.005702	0.005883	0.005883
PM2.5	0.017273	0.012675	0.009501	0.007480	0.006241	0.005468	0.004991	0.004732	0.004651	0.004723	0.004941	0.005180	0.005406	0.005575	0.005575
Benzene	0.008215	0.005782	0.003845	0.002674	0.002000	0.001561	0.001261	0.001059	0.000927	0.000854	0.000834	0.000871	0.000961	0.001027	0.001027
Acrolein	0.000251	0.000162	0.000110	0.000079	0.000059	0.000047	0.000039	0.000035	0.000032	0.000031	0.000032	0.000034	0.000039	0.000042	0.000042
Acetaldehyde	0.013469	0.010478	0.006844	0.004599	0.003405	0.002603	0.002017	0.001590	0.001283	0.001067	0.000942	0.000917	0.000967	0.001005	0.001005
Formaldehyde	0.028777	0.022143	0.014489	0.009772	0.007243	0.005549	0.004320	0.003431	0.002797	0.002360	0.002114	0.002082	0.002211	0.002310	0.002310
Butadiene	0.001410	0.000955	0.000640	0.000451	0.000339	0.000267	0.000219	0.000188	0.000169	0.000160	0.000160	0.000169	0.000189	0.000203	0.000203
Naphthalene	0.000272	0.000198	0.000131	0.000090	0.000067	0.000052	0.000042	0.000035	0.000030	0.000027	0.000025	0.000026	0.000029	0.000031	0.000031
POM	0.000431	0.000313	0.000205	0.000139	0.000104	0.000082	0.000066	0.000055	0.000048	0.000044	0.000043	0.000044	0.000048	0.000051	0.000051
DEOG	0.172640	0.135705	0.088450	0.059211	0.043787	0.033386	0.025741	0.020134	0.016063	0.013168	0.011421	0.010977	0.011450	0.011830	0.011830
Diesel PM	0.008472	0.007177	0.005879	0.004968	0.004410	0.004063	0.003854	0.003763	0.003776	0.003887	0.004094	0.004264	0.004354	0.004422	0.004422

Fleet Average Idling Exhaust Emission Factors (grams/veh-idle hour)

Pollutant Name	Emission Factor
HC	0.933629
ROG	0.784468
TOG	1.065655
CO	7.019404
NOx	5.931953
CO2	3137.174805
CH4	0.232891
PM10	0.049397
PM2.5	0.046355
Benzene	0.023677
Acrolein	0.001233
Acetaldehyde	0.019918
Formaldehyde	0.047337
Butadiene	0.004712
Naphthalene	0.000638
POM	0.001060
Diesel PM	0.025015
DEOG	0.233375

==========

Fleet Average Running Loss Emission Factors (grams/veh-hour)

Pollutant Name	Emission Factor
HC	1.416970
ROG	1.514924
TOG	1.514924
Benzene	0.015149
Butadiene	0.000000
Naphthalene	0.002121

==========

Fleet Average Tire Wear Factors (grams/veh-mile)

Pollutant Name	Emission Factor
PM10	0.010602
PM2.5	0.002651

==========

Fleet Average Brake Wear Factors (grams/veh-mile)

Pollutant Name	Emission Factor
PM10	0.044793
PM2.5	0.019197

==========END==========

File Name: **Riverside (SC) - 2040 - Annual.EF**

CT-EMFAC Version: 6.0.0.29548
Run Date: 2/16/2016 1:31:13 AM
Area: Riverside (SC)
Analysis Year: 2040
Season: Annual

Vehicle Category	VMT Fraction Across Category	Diesel VMT Fraction Within Category
Truck 1	0.025	0.670
Truck 2	0.135	0.981
Non-Truck	0.840	0.012

Fleet Average Running Exhaust Emission Factors (grams/veh-mile)

Pollutant Name	5 mph	10 mph	15 mph	20 mph	25 mph	30 mph	35 mph	40 mph	45 mph	50 mph	55 mph	60 mph	65 mph	70 mph	75 mph
HC	0.159950	0.115325	0.077510	0.053995	0.039760	0.030324	0.023805	0.019314	0.016295	0.014402	0.013438	0.013743	0.015193	0.016243	0.016243
ROG	0.141451	0.102919	0.069193	0.048155	0.035420	0.026950	0.021067	0.016990	0.014223	0.012455	0.011505	0.011692	0.012883	0.013743	0.013743
TOG	0.193227	0.140912	0.094670	0.065817	0.048376	0.036765	0.028685	0.023073	0.019251	0.016794	0.015450	0.015659	0.017229	0.018366	0.018366
CO	1.129869	0.951313	0.754812	0.619335	0.527860	0.459088	0.404995	0.362130	0.328133	0.301435	0.281112	0.269539	0.266092	0.266796	0.266796
NOx	2.386312	1.815511	1.098447	0.625791	0.349819	0.225848	0.159786	0.120963	0.096558	0.080503	0.069651	0.065960	0.066964	0.067616	0.067616
CO2	921.691040	742.183350	589.724731	491.157288	430.185852	389.400818	361.745270	342.274292	330.183411	324.734619	325.205444	333.489441	351.422852	363.518005	363.518005
CH4	0.041675	0.030378	0.020367	0.014132	0.010376	0.007875	0.006133	0.004920	0.004093	0.003559	0.003263	0.003300	0.003626	0.003865	0.003865
PM10	0.005762	0.004058	0.002973	0.002306	0.001878	0.001595	0.001402	0.001270	0.001179	0.001123	0.001095	0.001114	0.001182	0.001231	0.001231
PM2.5	0.005359	0.003787	0.002780	0.002161	0.001763	0.001500	0.001321	0.001196	0.001112	0.001058	0.001031	0.001048	0.001110	0.001156	0.001156
Benzene	0.004267	0.003075	0.002070	0.001447	0.001069	0.000819	0.000647	0.000528	0.000449	0.000399	0.000380	0.000391	0.000431	0.000460	0.000460
Acrolein	0.000112	0.000072	0.000048	0.000035	0.000026	0.000021	0.000017	0.000015	0.000014	0.000014	0.000014	0.000015	0.000017	0.000019	0.000019
Acetaldehyde	0.008281	0.006562	0.004408	0.003034	0.002214	0.001653	0.001244	0.000945	0.000727	0.000568	0.000474	0.000441	0.000451	0.000458	0.000458
Formaldehyde	0.017360	0.013636	0.009161	0.006314	0.004613	0.003451	0.002609	0.001996	0.001552	0.001231	0.001047	0.000989	0.001022	0.001046	0.001046
Butadiene	0.000692	0.000476	0.000321	0.000226	0.000168	0.000131	0.000105	0.000089	0.000078	0.000073	0.000072	0.000076	0.000085	0.000092	0.000092
Naphthalene	0.000153	0.000114	0.000076	0.000053	0.000039	0.000030	0.000023	0.000019	0.000015	0.000013	0.000012	0.000013	0.000014	0.000014	0.000014
POM	0.000195	0.000144	0.000096	0.000067	0.000049	0.000037	0.000029	0.000023	0.000019	0.000017	0.000016	0.000016	0.000017	0.000018	0.000018
Diesel PM	0.001635	0.001460	0.001248	0.001099	0.000987	0.000902	0.000834	0.000778	0.000730	0.000690	0.000655	0.000641	0.000645	0.000648	0.000648
DEOG	0.107394	0.085889	0.057675	0.039638	0.028887	0.021499	0.016096	0.012129	0.009212	0.007067	0.005777	0.005276	0.005300	0.005321	0.005321

Fleet Average Idling Exhaust Emission Factors (grams/veh-idle hour)

Pollutant Name	Emission Factor
HC	0.396971
ROG	0.353475
TOG	0.464240
CO	3.236336
NOx	2.840689
CO2	2197.808594
CH4	0.088233
PM10	0.018392
PM2.5	0.017222
Benzene	0.010440
Acrolein	0.000545
Acetaldehyde	0.012538
Formaldehyde	0.027904
Butadiene	0.001965
Naphthalene	0.000319
POM	0.000432
Diesel PM	0.008306
DEOG	0.154181

==========

Fleet Average Running Loss Emission Factors (grams/veh-hour)

Pollutant Name	Emission Factor
HC	0.585010
ROG	0.625451
TOG	0.625451
Benzene	0.006255
Butadiene	0.000000
Naphthalene	0.000876

==========

Fleet Average Tire Wear Factors (grams/veh-mile)

Pollutant Name	Emission Factor
PM10	0.011073
PM2.5	0.002768

==========

Fleet Average Brake Wear Factors (grams/veh-mile)

Pollutant Name	Emission Factor
PM10	0.044230
PM2.5	0.018956

==========END==========

File Name:Riverside (SC) - **2013 - Annual.EC No Build** EB+WB.EC
CT-EMFAC Version:6.0.0.29548
Run Date:2/15/2016 10:55:15 PM
Area:Riverside (SC)
Analysis Year:2013
Season:Annual

==========

Vehicle Category	VMT Fraction Across Category	Diesel VMT Fraction Within Category
Truck 1	0.064	0.516
Truck 2	0.096	0.977
Non-Truck	0.840	0.007

==========

Road Length: 202400 miles
Volume: 1 vehicles per hour
Number of Hours: 1 hours
Avg. Idling Time: 0 minutes per vehicle
Tot. Idling Time: 0.00 hours

VMT Distribution by Speed (mph):

5	0.00%
10	0.00%
15	0.00%
20	0.00%
25	0.00%
30	0.00%
35	0.00%
40	0.00%
45	0.00%
50	0.00%
55	0.00%
60	0.00%
65	40.00%
70	60.00%
75	0.00%

==========

Summary of Project Emissions

Pollutant Name	Running Exhaust (grams)	Idling Exhaust (grams)	Running Loss (grams)	Tire Wear (grams)	Brake Wear (grams)	Total (grams)	Total (US tons)
HC	20,329.1	0.0	7,298.0	-	-	27,627.0	0.030
ROG	19,208.9	0.0	7,802.5	-	-	27,011.4	0.030
TOG	23,995.3	0.0	7,802.5	-	-	31,797.8	0.035
CO	340,314.6	0.0	-	-	-	340,314.6	0.375
NOx	242,387.8	0.0	-	-	-	242,387.8	0.267
CO2	109,175,358.8	0.0	-	-	-	109,175,358.8	120.345
CH4	3,618.4	0.0	-	-	-	3,618.4	0.004
PM10	5,974.2	0.0	-	2,051.9	9,111.4	17,137.5	0.019
PM2.5	5,704.4	0.0	-	513.1	3,904.9	10,122.4	0.011
Benzene	598.5	0.0	78.0	-	-	676.5	<0.001
Acrolein	22.3	0.0	-	-	-	22.3	<0.001
Acetaldehyde	736.3	0.0	-	-	-	736.3	<0.001
Formaldehyde	1,626.7	0.0	-	-	-	1,626.7	0.002
Butadiene	114.2	0.0	0.0	-	-	114.2	<0.001
Naphthalene	19.2	0.0	10.9	-	-	30.2	<0.001
POM	39.3	0.0	-	-	-	39.3	<0.001
Diesel PM	5,726.1	0.0	-	-	-	5,726.1	0.006
DEOG	8,919.7	0.0	-	-	-	8,919.7	0.010

==========END==========

File Name: Riverside (SC) - **2013 - Annual.EC 2013 Build** EB+WB.EC

CT-EMFAC Version: 6.0.0.29548
Run Date: 2/15/2016 11:11:34 PM
Area: Riverside (SC)
Analysis Year: 2013
Season: Annual

Vehicle Category	VMT Fraction Across Category	Diesel VMT Fraction Within Category
Truck 1	0.064	0.516
Truck 2	0.096	0.977
Non-Truck	0.840	0.007

Road Length: 202400 miles
Volume: 1 vehicles per hour
Number of Hours: 1 hours
Avg. Idling Time: 0 minutes per vehicle
Tot. Idling Time: 0.00 hours

VMT Distribution by Speed (mph):

5	0.00%
10	0.00%
15	0.00%
20	0.00%
25	0.00%
30	0.00%
35	0.00%
40	0.00%
45	0.00%
50	16.00%
55	0.00%
60	0.00%
65	0.00%
70	84.00%
75	0.00%

Summary of Project Emissions

Pollutant Name	Running Exhaust (grams)	Idling Exhaust (grams)	Running Loss (grams)	Tire Wear (grams)	Brake Wear (grams)	Total (grams)	Total (US tons)
HC	20,170.7	0.0	7,548.1	-	-	27,718.8	0.031
ROG	19,065.5	0.0	8,069.9	-	-	27,135.4	0.030
TOG	23,823.7	0.0	8,069.9	-	-	31,893.6	0.035
CO	341,404.5	0.0	-	-	-	341,404.5	0.376
NOx	241,757.1	0.0	-	-	-	241,757.1	0.266
CO2	108,206,381.1	0.0	-	-	-	108,206,381.1	119.277
CH4	3,595.5	0.0	-	-	-	3,595.5	0.004
PM10	5,832.7	0.0	-	2,051.9	9,111.4	16,996.1	0.019
PM2.5	5,569.2	0.0	-	513.1	3,904.9	9,987.2	0.011
Benzene	593.7	0.0	80.7	-	-	674.4	<0.001
Acrolein	22.1	0.0	-	-	-	22.1	<0.001
Acetaldehyde	735.1	0.0	-	-	-	735.1	<0.001
Formaldehyde	1,622.6	0.0	-	-	-	1,622.6	0.002
Butadiene	113.1	0.0	0.0	-	-	113.1	<0.001
Naphthalene	19.1	0.0	11.3	-	-	30.4	<0.001
POM	39.0	0.0	-	-	-	39.0	<0.001
Diesel PM	5,589.6	0.0	-	-	-	5,589.6	0.006
DEOG	8,916.0	0.0	-	-	-	8,916.0	0.010

==========END==========

File Name:Riverside (SC) - **2020 - Annual.EC No Build** EB+WB.EC
CT-EMFAC Version:6.0.0.29548
Run Date:2/15/2016 11:33:40 PM
Area:Riverside (SC)
Analysis Year:2020
Season:Annual

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Vehicle Category	VMT Fraction Across Category	Diesel VMT Fraction Within Category
Truck 1	0.043	0.575
Truck 2	0.117	0.980
Non-Truck	0.840	0.011

==========

Road Length: 258280 miles
Volume: 1 vehicles per hour
Number of Hours: 1 hours
Avg. Idling Time: 0 minutes per vehicle
Tot. Idling Time: 0.00 hours

VMT Distribution by Speed (mph):

5	0.00%
10	0.00%
15	0.00%
20	0.00%
25	0.00%
30	0.00%
35	0.00%
40	0.00%
45	0.00%
50	0.00%
55	0.00%
60	3.20%
65	29.60%
70	67.20%
75	0.00%

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Summary of Project Emissions

Pollutant Name	Running Exhaust (grams)	Idling Exhaust (grams)	Running Loss (grams)	Tire Wear (grams)	Brake Wear (grams)	Total (grams)	Total (US tons)
HC	9,624.1	0.0	5,580.4	-	-	15,204.5	0.017
ROG	8,284.7	0.0	5,966.2	-	-	14,250.9	0.016
TOG	11,016.2	0.0	5,966.2	-	-	16,982.4	0.019
CO	176,077.0	0.0	-	-	-	176,077.0	0.194
NOx	132,105.9	0.0	-	-	-	132,105.9	0.146
CO2	123,289,572.8	0.0	-	-	-	123,289,572.8	135.903
CH4	2,241.7	0.0	-	-	-	2,241.7	0.002
PM10	1,502.1	0.0	-	2,738.3	11,569.1	15,809.5	0.017
PM2.5	1,423.7	0.0	-	684.7	4,958.2	7,066.6	0.008
Benzene	258.9	0.0	59.7	-	-	318.6	<0.001
Acrolein	10.6	0.0	-	-	-	10.6	<0.001
Acetaldehyde	255.9	0.0	-	-	-	255.9	<0.001
Formaldehyde	587.2	0.0	-	-	-	587.2	<0.001
Butadiene	51.1	0.0	0.0	-	-	51.1	<0.001
Naphthalene	7.8	0.0	8.4	-	-	16.2	<0.001
POM	12.9	0.0	-	-	-	12.9	<0.001
Diesel PM	1,135.6	0.0	-	-	-	1,135.6	0.001
DEOG	3,019.4	0.0	-	-	-	3,019.4	0.003

==========END==========

File Name:Riverside (SC) - **2020 - Annual.EC Build** EB+WB.EC

CT-EMFAC Version:6.0.0.29548
Run Date:2/16/2016 1:00:29 AM
Area:Riverside (SC)
Analysis Year:2020
Season:Annual

Vehicle Category	VMT Fraction Across Category	Diesel VMT Fraction Within Category
Truck 1	0.043	0.575
Truck 2	0.117	0.980
Non-Truck	0.840	0.011

Road Length: 258280 miles
Volume: 1 vehicles per hour
Number of Hours: 1 hours
Avg. Idling Time: 0 minutes per vehicle
Tot. Idling Time: 0.00 hours

VMT Distribution by Speed (mph):

5	0.00%
10	0.00%
15	0.00%
20	0.00%
25	0.00%
30	0.00%
35	0.00%
40	0.00%
45	1.60%
50	14.40%
55	0.00%
60	0.00%
65	16.80%
70	67.20%
75	0.00%

Summary of Project Emissions

Pollutant Name	Running Exhaust (grams)	Idling Exhaust (grams)	Running Loss (grams)	Tire Wear (grams)	Brake Wear (grams)	Total (grams)	Total (US tons)
HC	9,501.3	0.0	5,874.5	-	-	15,375.7	0.017
ROG	8,207.0	0.0	6,280.6	-	-	14,487.6	0.016
TOG	10,905.8	0.0	6,280.6	-	-	17,186.4	0.019
CO	178,082.6	0.0	-	-	-	178,082.6	0.196
NOx	132,510.8	0.0	-	-	-	132,510.8	0.146
CO2	121,468,321.3	0.0	-	-	-	121,468,321.3	133.896
CH4	2,208.7	0.0	-	-	-	2,208.7	0.002
PM10	1,473.9	0.0	-	2,738.3	11,569.1	15,781.3	0.017
PM2.5	1,397.1	0.0	-	684.7	4,958.2	7,040.0	0.008
Benzene	255.5	0.0	62.8	-	-	318.3	<0.001
Acrolein	10.3	0.0	-	-	-	10.3	<0.001
Acetaldehyde	261.4	0.0	-	-	-	261.4	<0.001
Formaldehyde	596.2	0.0	-	-	-	596.2	<0.001
Butadiene	50.1	0.0	0.0	-	-	50.1	<0.001
Naphthalene	7.8	0.0	8.8	-	-	16.6	<0.001
POM	12.8	0.0	-	-	-	12.8	<0.001
Diesel PM	1,116.6	0.0	-	-	-	1,116.6	0.001
DEOG	3,106.2	0.0	-	-	-	3,106.2	0.003

==========END==========

File Name:Riverside (SC) - **2040 - Annual.EC no build** EB+WB.EC
CT-EMFAC Version:6.0.0.29548
Run Date:2/16/2016 1:33:38 AM
Area:Riverside (SC)
Analysis Year:2040
Season:Annual

Vehicle Category	VMT Fraction Across Category	Diesel VMT Fraction Within Category
Truck 1	0.025	0.670
Truck 2	0.135	0.981
Non-Truck	0.840	0.012

Road Length: 471240 miles
Volume: 1 vehicles per hour
Number of Hours: 1 hours
Avg. Idling Time: 0 minutes per vehicle
Tot. Idling Time: 0.00 hours

VMT Distribution by Speed (mph):

5	0.00%
10	0.00%
15	0.00%
20	0.00%
25	20.00%
30	30.00%
35	0.00%
40	0.00%
45	0.00%
50	50.00%
55	0.00%
60	0.00%
65	0.00%
70	0.00%
75	0.00%

Summary of Project Emissions

Pollutant Name	Running Exhaust (grams)	Idling Exhaust (grams)	Running Loss (grams)	Tire Wear (grams)	Brake Wear (grams)	Total (grams)	Total (US tons)
HC	11,427.7	0.0	8,359.8	-	-	19,787.5	0.022
ROG	10,082.9	0.0	8,937.7	-	-	19,020.6	0.021
TOG	13,713.9	0.0	8,937.7	-	-	22,651.6	0.025
CO	185,676.1	0.0	-	-	-	185,676.1	0.205
NOx	83,866.4	0.0	-	-	-	83,866.4	0.092
CO2	172,108,502.4	0.0	-	-	-	172,108,502.4	189.717
CH4	2,929.8	0.0	-	-	-	2,929.8	0.003
PM10	667.1	0.0	-	5,218.0	20,842.9	26,728.1	0.029
PM2.5	627.5	0.0	-	1,304.4	8,932.8	10,864.7	0.012
Benzene	310.5	0.0	89.4	-	-	399.9	<0.001
Acrolein	8.7	0.0	-	-	-	8.7	<0.001
Acetaldehyde	576.2	0.0	-	-	-	576.2	<0.001
Formaldehyde	1,212.7	0.0	-	-	-	1,212.7	0.001
Butadiene	51.6	0.0	0.0	-	-	51.6	<0.001
Naphthalene	11.0	0.0	12.5	-	-	23.5	<0.001
POM	13.9	0.0	-	-	-	13.9	<0.001
Diesel PM	383.1	0.0	-	-	-	383.1	<0.001
DEOG	7,427.0	0.0	-	-	-	7,427.0	0.008

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File Name:Riverside (SC) - **2040 - Annual.EC build** EB+WB.EC
CT-EMFAC Version:6.0.0.29548
Run Date:2/16/2016 1:41:19 AM
Area:Riverside (SC)
Analysis Year:2040
Season:Annual

Vehicle Category	VMT Fraction Across Category	Diesel VMT Fraction Within Category
Truck 1	0.025	0.670
Truck 2	0.135	0.981
Non-Truck	0.840	0.012

Road Length: 471240 miles
Volume: 1 vehicles per hour
Number of Hours: 1 hours
Avg. Idling Time: 0 minutes per vehicle
Tot. Idling Time: 0.00 hours

VMT Distribution by Speed (mph):

5	0.00%
10	0.00%
15	0.00%
20	0.00%
25	0.00%
30	0.00%
35	0.00%
40	0.00%
45	21.20%
50	36.80%
55	0.00%
60	8.40%
65	33.60%
70	0.00%
75	0.00%

Summary of Project Emissions

Pollutant Name	Running Exhaust (grams)	Idling Exhaust (grams)	Running Loss (grams)	Tire Wear (grams)	Brake Wear (grams)	Total (grams)	Total (US tons)
HC	7,075.1	0.0	5,395.7	-	-	12,470.8	0.014
ROG	6,083.5	0.0	5,768.7	-	-	11,852.2	0.013
TOG	8,183.4	0.0	5,768.7	-	-	13,952.2	0.015
CO	137,856.8	0.0	-	-	-	137,856.8	0.152
NOx	36,820.8	0.0	-	-	-	36,820.8	0.041
CO2	158,144,570.3	0.0	-	-	-	158,144,570.3	174.325
CH4	1,730.8	0.0	-	-	-	1,730.8	0.002
PM10	543.8	0.0	-	5,218.0	20,842.9	26,604.8	0.029
PM2.5	511.8	0.0	-	1,304.4	8,932.8	10,749.0	0.012
Benzene	197.8	0.0	57.7	-	-	255.5	<0.001
Acrolein	7.1	0.0	-	-	-	7.1	<0.001
Acetaldehyde	260.0	0.0	-	-	-	260.0	<0.001
Formaldehyde	569.5	0.0	-	-	-	569.5	<0.001
Butadiene	36.9	0.0	0.0	-	-	36.9	<0.001
Naphthalene	6.5	0.0	8.1	-	-	14.6	<0.001
POM	8.2	0.0	-	-	-	8.2	<0.001
Diesel PM	320.1	0.0	-	-	-	320.1	<0.001
DEOG	3,193.9	0.0	-	-	-	3,193.9	0.004

==========END==========

Appendix H USFWS Biological Opinion

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United States Department of the Interior

FISH AND WILDLIFE SERVICE
Ecological Services
Palm Springs Fish and Wildlife Office
777 East Tahquitz Canyon Way, Suite 208
Palm Springs, California 92262

In Reply Refer To:
FWS-WRIV-13B0096-16F0031

NOV 19 2015

Mr. Scott Quinnell
Senior Environmental Planner
Department of Transportation, District 8
464 West Fourth Street, 6th Floor
San Bernardino, California 92401

Subject: Streamlined Formal Section 7 Consultation for the State Route 60 Truck Lane Addition, Riverside County

Dear Mr. Quinnell:

This document transmits the U.S. Fish and Wildlife Service's (Service) biological opinion on the proposed State Route 60 (SR-60) Truck Lane Addition Project (Project) and its potential effects on the federally endangered least Bell's vireo (*Vireo bellii pusillus*, vireo) and Stephens' kangaroo rat (*Dipodomys stephensii*, SKR), and the federally threatened coastal California gnatcatcher (*Polioptila californica californica*, gnatcatcher), in accordance with section 7 of the Endangered Species Act of 1973 (Act), as amended (16 U.S.C. 1531 *et seq.*). The Project is receiving Federal funding through the Federal Highway Administration (FHWA). The California Department of Transportation (Caltrans) has assumed FHWA's responsibilities under the Act for this consultation in accordance with Section 1313, Surface Transportation Project Delivery Program, of the Moving Ahead for Progress in the 21st Century Act of 2012, as described in the National Environmental Policy Act assignment Memorandum of Understanding between FHWA and Caltrans (effective October 1, 2012) and codified in 23 U.S.C. 327.

The Project is the modification of SR-60 to create an eastbound truck-climbing lane, a westbound truck-descending lane, and to widen the shoulders to current Caltrans design and safety standards from Gilman Springs Road, at Post Mile (PM) 22.1 to Jack Rabbit Trail, at PM 26.61 in Riverside County, California. To accommodate the additional lanes, the road will be extended 23 feet beyond the existing outside shoulder. The Project will result in excess base material (dirt) which will be disposed of in accordance with Caltrans standards and specifications. Completion of this Project will improve safety, reduce traffic congestion, and improve the operational characteristics along the length of this facility.

On June 22, 2004, the Service issued a section 10(a)(1)(B) permit for the Western Riverside Multiple Species Habitat Conservation Plan (MSHCP). The MSHCP established a multiple species conservation program to minimize and mitigate habitat loss and the incidental take of covered species including vireo and gnatcatcher in association with activities covered under the permit. The proposed Project is located within the MSHCP plan area boundary. Caltrans is an MSHCP permittee. The Project is an MSHCP Covered Activity (MSHCP Figure 7-1).
In order for Caltrans to receive incidental take authorization, the proposed action must be consistent with the MSHCP and its associated implementation agreement and permit. As a permittee under the

MSHCP, Caltrans will receive incidental take authorization for vireo and gnatcatcher for the proposed Project through their MSHCP section 10(a)(1)(B) permit.

The proposed Project is also located within the plan area boundary of the *Habitat Conservation Plan for the Stephens' Kangaroo Rat in Western Riverside County, California* (March 1996; SKR HCP). Although the MSHCP covers SKR in a portion of its plan area, within the SKR HCP plan area, take of SKR is addressed under the SKR HCP. Caltrans is not an SKR HCP permittee. In order to rely on the analysis of the incidental take coverage provided the SKR HCP, the proposed action must be consistent with the SKR HCP, its associated implementation agreement, and permit.

This biological opinion is based on information provided in the following documents:

(1*) Intra-Service Formal Section 7 Consultation/Conference for Issuance of Endangered Species Act Section 10(a)(1)(B) Permit TE-088609-0 for the Western Riverside County Multiple Species Habitat Conservation Plan*, dated June 22, 2004, (FWS-WRIV-870.19); (2) *Intra-Service Section 7 Consultation on Fish and Wildlife Service Issuance of an Incidental Take Permit for the Long-term Stephens' kangaroo rat Habitat Conservation Plan* dated May 2, 1996, (1-6-96-FW-27); (3) *SR-60 Truck Lanes Project Natural Environmental Study* (NES) *Riverside County California 08-RIV-60-PM 22.1-26.5 EA# 0N69U* (March 2014); (4) *Determination of Biologically Equivalent or Superior Protection for Riverine/Riparian Areas for the State Route 60 Truck Lanes Project* (March 2014; DBESP); (5) *State Route 60 Truck Lanes Project Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment with Finding of No Significant Impact* (June 2014; IS/EA); (6) a letter from your agency requesting initiation of formal section 7 consultation, dated March 26, 2015; (7) a letter from your agency responding to additional requesting initiation of formal section 7 consultation, dated March 26, 2015; (8) a letter dated September 2, 2015, from the Service and California Department of Fish and Game documenting the consistency of the proposed Project with the MSHCP (FWS/CDFW-13B0096-15CPA0316); (9) a letter dated October 13, 2015, from the Service and CDFW documenting a revision to the previously issued consistency of the proposed Project with the MSHCP (FWS/CDFW-13B0096-16CPA0002); (10) electronic correspondence received from Caltrans on October 14, 2015, indicating a revision to vegetation impacts; (11) a memo from Caltrans received October 23, 2015, committing to the submittal of future revision to the Project DBESP to document implementation of the Public/Quasi-Public (PQP) replacement policy, and (12) other information received during in person meetings and via electronic communication.

Impacts to Federally Listed Species

Effects to federally listed species are expected from Project activities including vegetation removal, soil disturbance, construction and use of temporary access roads, staging of construction material, increase in the right-of-way footprint, and lighting impacts. Additional lighting will be installed at Jack Rabbit Trail. Effects to federally listed species are discussed more fully below in the context of the regional habitat conservation plans.

MSHCP Consistency

As an MSHCP Covered Activity the Project needs to be implemented consistent with Sections 6.1.2, 6.1.4, 6.3.2, 7.5.1, 7.5.2 and 7.5.3 of the MSHCP.

Section 6.1.2 (Riparian/Riverine and least Bell's vireo)

In accordance with the MSHCP Riparian/Riverine and Vernal Pools Policy, Section 6.1.2, a Determination of Biologically Equivalent or Superior Preservation (DBESP) was prepared to address project-related impacts to Riparian/Riverine habitat. The identified permanent and temporary impacts to riparian and riverine resources are estimates. Refinement of the project design may result in reductions in the area affected by the Project. Once Caltrans engineers approve a 100 percent design, Caltrans, the Service and California Department of Fish and Wildlife will review changes in the Project footprint and document any changes in Project impacts to riparian and riverine resources. The proposed mitigation, described below, will be revised to reflect any changes in the Project impacts.

To offset permanent impacts to riparian and riverine resources, Caltrans will purchase credits for habitat creation from an approved mitigation bank in the MSHCP plan area, at a 3 to1 ratio. Temporary impacts will be restored on-site and a Habitat Management and Monitoring Plan (HMMP) created to detail restoration practices, identify success criteria, and provide for an adaptive strategy should initial restoration techniques. If credits in an approved mitigation bank in the MSHCP plan area are not available, Caltrans will develop an equivalent strategy for permittee sponsored mitigation in coordination with the Wildlife Agencies.
Surveys conducted between April and July 2013 identified vireo within the Project's biological study area. Eight territories within the Project area were recorded, one of which supported a pair with a single fledgling.

While direct impacts to vireo habitat are not anticipated to occur, the proposed Project may result in indirect impacts to vireo and occupied vireo habitat. Indirect effects include generation of dust, night lighting during construction, and noise and vibration above background levels from equipment or personnel within Project limits. Construction activities could also indirectly affect vireo habitats by enhancing the proliferation of non-native invasive plant species. The Project NES includes minimization measures for indirect effects to vireo and vireo habitat.

Section 6.1.4 (Guidelines pertaining to Urban/Wildlands Interface)

Consistent with MSHCP Section 6.1.4, Caltrans has incorporated avoidance and minimization measures to limit adverse Project- related effects to adjacent wildlands. These measures include (1) controlling the quantity and quality of surface runoff from the facility, (2) prohibit the use of chemicals potentially toxic to wildlife, habitat, or water sources, (3) lighting will be shielded to direct light downward and only installed in currently developed areas and planned interchanges, (4) invasive species, as presented in Table 6-2 of the MSHCP, will not be utilized, (5) permanent wildlife fencing will be installed within Criteria Cells along the length of proposed Project, and (6) manufactured slopes will not extend into any MSHCP Conservation Area. Please see the SR-60 NES and DBESP for additional details.

Section 6.3.2 (Additional Survey Needs and Procedures)

The Project alignment overlaps with Mammal Survey Areas 2 and 3 and Burrowing Owl Survey Areas.

Small Mammal Survey Areas

MSHCP Mammal Survey Area 2 occurs within the western portion of the Project area and MSHCP Mammal Survey Area 3 is within the San Timoteo floodplain adjacent to the Project's eastern limits. Surveys for Los Angeles Pocket Mouse (*Perognathus longimembris brevinasus*, LAPM) are required in Mammal Survey Area 2. Surveys for both LAPM and (*Dipodomys merriami parvus*; SBKR) are required in Mammal Survey Area 3. Surveys were conducted in both survey areas in May and June 2013. Neither species was detected.

Burrowing Owl Survey Area

The entire Project alignment overlaps with the MSHCP burrowing owl (*Athene cunicularia hypugaea*) survey area. While survey efforts in 2013 did not detect burrowing owl within the Project footprint, several potential burrows were observed within the BSA. Caltrans will require the Project contractor to conduct preconstruction surveys at least 30 days ahead of ground disturbance. Should burrowing owls be detected, Caltrans will, in conjunction with the Service and California Department of Fish and Wildlife (CDFW), develop a Burrowing Owl Relocation/Translocation Plan outlining avoidance and minimization measures prior to the onset of ground disturbing activities. Project activities will not be carried out in any manner which negatively affects burrowing owl nesting activities.

Coastal California gnatcatcher

Approximately 72.5 acres of Riversidean Sage Scrub (RSS) habitat will be impacted by project activities, 49.29 acres permanently and 23.21 temporarily. If the removal of RSS within criteria cells and or PQP lands is scheduled to occur between March 1 and August 15, protocol level presence absence surveys will be performed prior to any disturbance. If gnatcatchers are detected, no removal of occupied habitat will be carried out until after August 15.

Section 7.5 (Guidelines for the Siting and Design of Planned Roads Within the Criteria Area and Public/Quasi-Public Lands

Section 7.5 of the MSHCP addresses the Guidelines for Facilities within the Criteria Area and PQP Lands. The proposed Project has or will incorporate the conditions set forth in Section 7.5.1 through the design and implementation process. Section 7c of the DBESP received June 9, 2014, and a letter received via email April 7, 2015, and other electronic correspondence identified the measures the below to provide for wildlife crossings, consistent with section 7.5.2.

- Installation of three 36-inch culverts for small sized mammal crossings;
- Installation of three 60-inch culverts for medium sized mammal crossings;
- Installation of two large wildlife crossings, with an openness ratio of 0.6 (calculated in meters);
- Installation of fencing to inhibit wildlife movement onto the facility within criteria cells and PQP lands; and

- Provision of a draft fencing plan to the Service, CDFW and the RCA prior to ground disturbing activities.

Per the NES and DBESP submitted, Caltrans will utilize Best Management Practices to minimize potential impacts during construction and ensure Project activities implement construction guidelines identified in section 7.5.3.

Conclusion Based on Consistency with the MSHCP

A revised DBESP will be provided to the Service, CDFW, and the RCA by January 31, 2016, a draft of the HMMP will be provided by May 2016, and a draft fencing plan provided prior to ground disturbing activities.

Based on our review of the information provided, we have determined that the proposed Project is consistent with the MSHCP. We addressed the status of vireo and gnatcatcher and the effects of implementing the MSHCP in our biological opinion dated June 22, 2004 and concluded that the level of take anticipated in the MSHCP Plan Area was not likely to result in jeopardy to these species. We do not anticipate any adverse effects to vireo or gnatcatcher that were not previously evaluated in the biological opinion for the MSHCP. Therefore, it is our conclusion that implementation of the proposed Project will not result in jeopardy to vireo and gnatcatcher.

SKR HCP Consistency

The SKR HCP is implemented by the Riverside County Habitat Conservation Agency (RCHCA) on behalf of the County of Riverside and eight member cities. To establish a regional mechanism to fund implementation of the SKR HCP, Riverside County Ordinance No. 663.10 was adopted, which requires the payment of a fee for projects that are inside the SKR HCP fee area but outside of the core reserve system. This funding has been used, in part, to establish and manage a core reserve system designed to maintain the long-term survival of SKR in western Riverside County. The proposed project is within the SKR HCP fee area, but outside of the core reserves, and therefore, under the terms of the permit would qualify to obtain take coverage through payment of fees without having to secure an individual permit. However, the SKR HCAP exempted public works projects, such as roads, from fee payment.

Approximately 9.58 acres of SKR habitat (non-native grassland) will be impacted by project activities, 7.75 acres permanently and 1.83 temporarily. The status of the SKR and the effects of implementing the SKR HCP and Western Riverside MSHCP were addressed in our biological opinions dated May 2, 1996 and June 22, 2004 respectively. In both biological opinions we concluded that the level take of anticipated for SKR the respective plan areas was not likely to result in jeopardy to the SKR. While we do not anticipate any adverse effects to SKR that were not previously evaluated in the biological opinions, or any incidental take of SKR beyond that anticipated in the biological opinion for the SKR HCP, the precise number of SKR that may be affected by various aspects of the Project is uncertain. Because we cannot provide the precise number of individual SKR that are likely to be taken, we have identified the area of suitable to be affected by Project activities take that, if exceeded, will trigger reinitiation of consultation.

SKR INCIDENTAL TAKE STATEMENT

Section 9 of the Act and Federal regulations pursuant to section 4(d) of the Act prohibit the take of endangered and threatened species, respectively, without special exemption. Take is defined as to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, collect, or attempt to engage in any such conduct. Harm is further defined to include significant habitat modification or degradation that actually kills or injures listed wildlife by significantly impairing essential behavioral patterns such as breeding, feeding, or sheltering. Harass is further defined as an intentional or negligent act or omission that creates the likelihood of injury to listed wildlife by annoying it to such an extent as to significantly disrupt normal behavioral patterns which include, but are not limited to, breeding, feeding, or sheltering. Incidental take is defined as take that is incidental to, and not the purpose of, the carrying out of an otherwise lawful activity. Under the terms of section 7(b)(4) and 7(o)(2) of the Act, such incidental take is not considered a prohibited taking under the Act, provided that such taking is in compliance with this incidental take statement.

The measures described below are non-discretionary, and must be undertaken by Caltrans so that they become binding conditions of any permit or grant documents issued to the permittee, as appropriate, for the exemption in section 7(o)(2) to apply. Caltrans has a continuing duty to regulate the activity covered by this incidental take statement. If Caltrans fails to assume and implement the terms and conditions of the incidental take statement or to make them enforceable terms of permit or grant documents, the protective coverage of section 7(o)(2) may lapse. To monitor the impact of the incidental take, Caltrans must report the progress of the action and its impact on the species to the PSFWO as specified in the incidental take statement [50 CFR § 402.14(i)(3)].

AMOUNT OR EXTENT OF TAKE

We expect incidental take of individual SKR will be difficult to detect because SKR burrow underground and project-related injuries or deaths may be masked by seasonal or annual fluctuations in numbers. Because we lack specific information on the actual numbers, distribution, or density of SKR within the proposed Project footprint, we cannot quantify with certainty the amount of take that will occur. To remedy this, habitat will be used as a surrogate. The proposed Project will impact 9.58 acres of grasslands supporting suitable habitat for SKR. No surveys were conducted and Caltrans has assumed SKR presence within the Project's action area. As focused surveys have not been conducted, using our best professional judgment, we have established the following take threshold that, if exceeded, will trigger reinitiation of consultation:

1. Up to 9.58 acres of habitat capable of supporting SKR may be disturbed and subjected to impacts associated with the proposed Project.

If this take threshold is reached, Caltrans will ensure any operations causing such take will cease and reinitiate consultation.

EFFECT OF TAKE

Consistent with the analysis in our biological opinions for the SKR HCP and the MSHCP, we have determined the level of anticipated take noted above would not result in an appreciable reduction in

the number, distribution, or reproduction of the SKR subspecies as a whole, and is thus not likely to result in jeopardy to the SKR.

REASONABLE AND PRUDENT MEASURES

Caltrans shall implement the conservation measures included as part of the proposed action analyzed in this biological opinion to minimize the incidental take of SKR. In addition to these conservation measures, we consider the following reasonable and prudent measures are necessary to minimize the effects of incidental take on the SKR:

1. Caltrans shall monitor and report on compliance with the established take threshold for all SKR habitat associated with the proposed action.

TERMS AND CONDITIONS

To be exempt from the prohibitions of section 9 of the Act, Caltrans shall comply with the following terms and conditions, which implement the reasonable and prudent measures described above. These terms and conditions are non-discretionary.

To implement reasonable and prudent measure number 1 (monitor and report on compliance with established SKR take thresholds), Caltrans shall:

1. Ensure a biological monitor is present to survey all annual grasslands subject to disturbance. Once the biological monitor has determined permanent and temporary impacts to annual grasslands have reached 60 percent of anticipated disturbance (6-acres), Caltrans shall map all grasslands disturbed with a sub-meter GPS weekly.

2. Reports, including base-station corrected GIS files, will be submitted to the Service at the end of every week until ground disturbance has encompassed all areas subject to disturbance.

DISPOSITION OF SICK, INJURED, OR DEAD SPECIMENS

Caltrans shall notify the PSFWO at the letterhead address above or telephone number below within 3 working days if any endangered or threatened species is found dead or injured as a direct or indirect result of project implementation. Notification must include the date, time, and location of the injured animal or carcass, and any other pertinent information. In addition, mark dead animals appropriately, photograph, and leave the carcass on site; transport injured animals to a qualified veterinarian; and contact the PSFWO regarding the final disposition of any treated animals that survive.

CONSERVATION RECOMMENDATIONS

Section 7(a)(1) of the Act directs Federal agencies to utilize their authorities to further the purposes of the Act by carrying out conservation programs for the benefit of endangered and threatened species. Conservation recommendations are discretionary agency activities to minimize or avoid adverse effects of a proposed action on listed species or critical habitat, to help implement recovery plans, or to develop information. We have no conservation recommendations at this time.

REINITIATION NOTICE

This concludes formal consultation on the proposed action. As provided in 50 CFR §402.16, reinitiation of formal consultation is required where discretionary Federal agency involvement or control over the action has been retained (or is authorized by law) and if: (1) the amount or extent of incidental take is exceeded; (2) new information reveals effects of the proposed action that may affect listed species or critical habitat in a manner or to an extent not considered in this opinion; (3) the agency action is subsequently modified in a manner that causes an effect to listed species or critical habitat that was not considered in this opinion; or (4) a new species is listed or critical habitat is designated that may be affected by the proposed action. Should you have any questions regarding the species listed or your responsibilities under the Act, please contact John M. Taylor of this office at 760-322-2070, extension 218.

Sincerely,

Kennon A. Corey
Assistant Field Supervisor